

Committee:	Date(s):
Markets Committee	30 September 2015
Subject: Christmas 2015 – Smithfield Market Traffic Management Plan	Public
Report of: Superintendent – Smithfield Market	For Decision

Summary

This report is to update Members on discussions to implement a comprehensive Traffic Management Plan at Smithfield Market for the Christmas period 2015 following the success of a similar Plan initiated in 2014. The final details of this years proposed Plan are attached as Appendices 1-3 to this report, in order to continue to alleviate the congestion, and at times gridlocking, of traffic around the Market which had been experienced during Christmas periods prior to the implementation of last year's Plan.

Whilst officers have again not been able to identify any alternative non Market Committee sources of funding for the provision of private stewards and other additional costs required, they have identified that funds could be made available from a projected underspend on Smithfield Central Risk budgets similar to those agreed by your committee in 2014, or from reducing the period of any concessionary parking by one week to maintain car parking charges to cover some of these additional costs.

If the Committee is not prepared to approve the funding of these additional measures from its own resources then it will not be possible to implement the attached Traffic Management Plan, and officers will need to be instructed to immediately prepare a Christmas Traffic Plan based upon previous years arrangements prior to 2014 with the inherent difficulties encountered as a result.

Recommendation(s)

Members are, therefore, asked to:

- Approve the Final Traffic Management Plan attached to this report, and;
- Agree to fund the additional traffic control measures such as the appointment of private stewards outlined in this report from either the projected underspend on Smithfield Central Risk budgets or from a reduction in any concessionary car parking measures by one week.

Main Report

Background

1. At your meeting on 19 September 2014 the Committee received a report of the Superintendent in relation to a Traffic Management Plan for Christmas 2014 and resolved that Members approved the Final Traffic Management Plan, and funding the private stewards and signage be provided from the projected underspend on Smithfield Central Risk budgets.
2. Subsequently, at your meeting on 28 January 2015 the Superintendent provided a report on the outcome of the Plan and where it was generally agreed by all parties involved in implementing the Plan that the situation in 2014 was a significant improvement in traffic circulation around the Market, with no significant gridlocking which had been experienced in previous years, and that a plan for 2015 should be progressed including lessons learnt from the experiences gained in 2014. The committee agreed that the plan was successful in minimising congestion and was a vast improvement on the previous year.
3. It was also agreed at your 28 January 2015 meeting that if a Traffic Plan was to be adopted for Christmas 2015 a number of changes were identified as likely to improve its implementation as follows :
 - Better and larger signage at Aldersgate Street/Long Lane junction along the lines of “Access to Smithfield Market Only” on high trestles and “heavy goods vehicles only” signs at the western end of Charterhouse Street/Farringdon Road junction.
 - Diversion route signage around the whole route.
 - Better and larger car park signs in Long Lane and at the entrance to the Rotunda Car Park.
 - Increased resources at the entrance to the car park to manage unauthorised loading and unloading by customer vehicles. Alternatively the introduction of a customer loading and unloading area.
 - Deployment of additional stewards (two or three).
 - Improved layout of the car park to make it more “customer friendly”.
 - More effective use of the parking attendants in the car park to manage capacity.
4. At a subsequent meeting of all parties on the 2 July 2015 it was agreed that following the overall success of the 2014 arrangements a further Plan for 2015 should be implemented with the additional improvements included as mentioned in paragraph 3 above.
5. In addition, it was agreed at the meeting that the compliment of personnel required from the various agencies to implement a revised Traffic Plan should include :-
 - City of London Police comprising 1 sergeant, 2 motorcycle officers and 2 police constables

- Market Constabulary comprising Head of Security, 1 sergeant and 8 constables
- Private stewards comprising 1 supervisor and 10 stewards

Current Position

6. As identified in 2014 the City of London Police (CoLP) have reconfirmed that they consider if a Traffic Plan and extra dedicated police resources are required then this would constitute an “event” similar to other events held in the City, and as they are proposing to again dedicate officers to this year’s Traffic Plan, CoLP have stated that they will not contribute further funding for stewarding as this type of service is normally funded by the organisers of the event.
7. Members may recollect that last year officers investigated the possibility of funding the stewards from the On Street Parking Reserve (OSPR). It was the view of officers with responsibility for the management of this Reserve that the additional traffic calming measures were required as a direct result of the increased Market activity over the Christmas period so fell outside the scope of the OSPR and were, therefore, a matter for the Markets Committee to consider funding from within their own resources.
8. The Chamberlains Department has also advised that there are no other suitable alternative sources of funding outside the Markets Committee’s own resources.

Financial Implications

9. There are no provisions within the Market’s Local Risk budget for any costs associated with a Christmas 2015 traffic campaign, not only for the possible provision of private stewards but other possible costs identified and mentioned within the Traffic Management Plan Appendix 1 paragraph 11.1 to that report such as:
 - appointment of private stewards including the cost of radio equipment at £6,800 excluding VAT;
 - traffic management signage of approximately £2,500 excluding VAT;
 - communication including re-printing of the leaflet at £500 excluding VAT
10. Officers have, similar to last year, identified from the Smithfield budget position for 2015/16 a forecast underspend on Central Risk relating to a reduction in Food Standard Agency inspection charges which could cover in full the £9,800 costs mentioned in paragraph 9 above.
11. Members will have seen in the Non Public Section a report recommending concessionary parking for Christmas 2015 either for a similar two weeks free period as granted last year, or reducing this concession to one week which will still enable the benefits of the Plan to extend to the Rotunda car park.

Depending on the outcome of Members decision to the non-public report funding for additional stewards and other associated costs can either be funded totally from Smithfield's anticipated Central Risk underspend if a two week concession is granted, or if Members accept to reduce the concession to one week the cost of providing stewards can be significantly funded by maintaining the car parking charges for a further week.

12. It should be noted that as the Smithfield tenant's service charge is capped until 2017/18 the costs of this traffic management plan can be met by the City. This should not, however, set a precedent for future funding requirements of this nature when the cap comes to an end.

Conclusion

13. Members are asked to approve the implementation of the proposed Final Traffic Plan attached as Appendices 1-3 to this report and agree to fund the associated costs of £9,800 set out in paragraph 9 above either from the projected Central Risk underspend, or from a reduction in car parking concessions.
14. If Members decide not to approve either of the funding recommendations in paragraphs 10 and 11 to this report then it will not be possible to implement the proposed Traffic Management Plan, which would be disappointing after the success of last year's Plan, and there will be no alternative but to revert to a similar arrangement prior to 2104 with the inherent difficulties of traffic congestion and gridlocking as experienced and evidenced over many years.

Appendices

- Appendix 1 – Smithfield Market Christmas Traffic Planning 2015 – Traffic Management proposals
- Appendix 2 – Traffic Plan
- Appendix 3 – Road Junction Restrictions

Background Papers:

Markets Committee Report 28 January 2015 Agenda Item 6 – Christmas 2014 - Smithfield Market Traffic Management Plan Update

Markets Committee Report 19 September 2014 Agenda Item 6 – Christmas 2014 Smithfield Market Traffic Management Plan Update

Markets Committee Report 16 July 2014 Agenda Item 7 – Christmas 2014 Smithfield Market Traffic Management Plan

Markets Committee Report 29 January 2014 Agenda Item 5 – Christmas 2013 Smithfield Market Traffic Management Plan update

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