

Committee:	Date:
Markets	16 July 2014
Subject: Christmas 2014 – Smithfield Market Traffic Management Plan	Public
Report of: Superintendent – Smithfield Market	For Decision

Summary

This report is to update Members on measures being taken to implement a more comprehensive Traffic Management Plan at Smithfield Market for the Christmas period 2014, the draft details of which are attached as Appendices 1-3 to this report, in order to alleviate the congestion, and at times gridlocking, of traffic around the Market which was experienced during Christmas 2013.

There is an outstanding issue over payment for the increased resources that the City Police and Officers consider are required for the expanded traffic management area on which Members' guidance is sought.

Recommendation(s)

Members are asked to approve in principle the contents of this report, and to consider whether or not the Market should be required to contribute financially for providing additional traffic control measures such as the appointment of private stewards.

Following further consultation with other interested parties, such as the City of London Police and Highways Department, a final Traffic Management Plan will be presented for approval at your September 2014 Committee meeting.

Main Report

Background

1. At your meeting on 29 January 2014 the Superintendent presented a report to your Committee on the outcome of the 2013 Christmas traffic campaign to explain some of the reasons for the traffic problems and gridlocking which occurred on most nights of the campaign. It was also explained that an initial de-brief meeting of all interested parties had been held on the 28 January to discuss all aspects of the campaign and to identify improvements for future campaigns.
2. The Committee resolved that consideration should be given to temporary traffic order arrangements ahead of Christmas 2014. It was also agreed that further officer meetings would be held to progress arrangements for a more substantial plan of action to be drafted and submitted to your Committee in July 2014.

Current Position

3. Accordingly, a further four meetings of all interested parties have been held, and a draft Traffic Management Plan has been produced which is attached as Appendix 1 to this report. Appendix 2 is a drawing indicating the footprint of the plan annotated to show the various highway restrictions/limitations proposed under the scheme. Appendix 3 shows the various junction restrictions required in order to implement the scheme.
4. Members will note that this Plan is much wider in extent than previous traffic campaigns which were effectively limited to the perimeter of the three market buildings. The City Police and Officers consider this to be necessary to segregate and prevent non Market related traffic entering the area during the period the Plan will be enforced. As explained in paragraph 2.2 of Appendix 1 of the Traffic Management Plan, these proposals will require additional resources, and the implementation of Temporary Traffic Regulation Orders (TTRO's) which require 12 weeks notice.
5. The City of London Police have confirmed that their proposed complement of officers for this year's campaign will be one sergeant and six constables, which would be two more constables than last year's campaign. However, to enable this year's more extensive and comprehensive scheme to be implemented by, for example, implementing road restrictions and diversions at various road junctions will require additional resources compared to previous years, when reliance was placed on the Market constabulary and City of London Police officers to control traffic around the three Market buildings.
6. At paragraphs 4.1 to 4.4 of Appendix 1 of the Traffic Management Plan, the City Police and Officers have proposed that these tasks are carried out by private stewards and as indicated at paragraph 11.1 of Appendix 1 of the Traffic Management Plan, it is estimated this will require one supervisor and eight stewards at an estimated cost of £4,500 excluding VAT.

Financial Implications

7. No provisions currently exist within the Market's Local Risk budget for any costs associated with a Christmas 2014 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 such as:
 - traffic management signage of approximately £1,000 excluding VAT;
 - bay suspensions of £500 excluding VAT; and
 - additional Rotunda Car Park signage and relining of £2,000 excluding VAT.
8. Under the current Service Based Reviews, every Department is required to look at ways of either reducing costs or increasing income, so any such approval to implementing any of the provisions required under paragraphs 6 and 7 above would be contrary to this.
9. In the case of appointing private Stewards, the question arises over the principle of whether the Market (either the management or the traders) should be required to pay for the control of public highways as mentioned in paragraph 2.1 of Appendix 1 of the Traffic Management Plan, in that it is proposed to create an "event space" in the vicinity of the Market but that it is not an "event" in itself. The analogy with football stadia who have been asked by their local police forces to pay for private stewarding on match days is not considered sustainable in this case since they are deemed to be an "event". Agreeing to such a cost would create a precedent for the future. However, if Members wish this to be considered in any more detail, further discussions should be held with both the City of London Police and Highways Department.

Conclusion

10. Members are, therefore, asked to approve in principle the implementation of the proposed Traffic Management Plan attached as Appendices 1-3 to this report. Following further more detailed discussions with relevant parties, such as the City of London Police and Highways Department, the Superintendent will present a final Plan for approval at your September 2014 Committee meeting.

Appendices

- Appendix 1 – Smithfield Market Christmas Traffic Planning 2014 – Traffic Management proposals
- Appendix 2 – Traffic Plan
- Appendix 3 – Road Junction Restrictions

Background Papers:

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

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