

SMITHFIELD MARKET CHRISTMAS TRAFFIC PLANNING 2014 Final Traffic Management Proposals

1.0 KEY DATES

1.1 Christmas Day falls on a Thursday this year therefore key dates for special traffic management arrangements around the Market are likely to be on the following dates (although this is subject to review):

- 17/18 December 2014 (Wednesday/Thursday)
- 18/19 December 2014 (Thursday/Friday)
- 21/22 December 2014 (Sunday/Monday)
- 22/23 December 2014 (Monday/Tuesday)
- 23/24 December 2014 (Tuesday/Wednesday)*to be decided if needed

1.2 Hours of operation: 10 pm – 7 am.

2.0 ROAD CLOSURE POINTS & TRAFFIC MANAGEMENT

2.1 It is proposed to create an “*event space*” in the vicinity of the Market to control vehicles entering and exiting the area (although an increase in the volume of traffic around the Market is not an event in itself). The attached plan illustrates how this might be achieved but in summary includes the following traffic controls and restrictions:

STREET	CONTROL MEASURES
Long Lane (Used as a stacking area for cars, LGVs and taxis)	1. “NO ENTRY” to HGV’s. Private Cars, Taxis & LGV’s only This point will need steward/constabulary/police presence. 2. Suspend all bays from midday 3. Road Closed eastbound – this will enable Long Lane to be used as a holding area for smaller vehicles
West Smithfield	4. Suspend all bays from midday – and consider using this as a stacking area for LGV’s & private cars [rotunda] This point will need steward/constabulary/police presence. 5. “NO ENTRY” to private cars, taxis & LGV’s. HGV access only This point will need steward/constabulary/police presence. 6. Between Farringdon Street & East Poultry Avenue could be used as stacking area for HGV’s
Smithfield Street	7. Exit for all vehicles. Suspend Parking from midday & use as overflow stacking use as area.
Charterhouse Street	8. “ENTRY ONLY” to HGV’s & LGV’s. Exit for Private Cars, Taxis & LGV’s.

(Used as a stacking area for HGVs)	This point will need steward/constabulary/police presence
East Poultry Avenue	9. "CONTROLLED ACCESS ONLY" to LGV's, HGVs & taxis (to service the night clubs) This point will need steward/constabulary/police presence
St John's Street (This could be reviewed dynamically on the day)	10. "ENTRY" to private cars, taxis & LGV's, if Long Lane becomes full. EXIT for all classes of vehicles This point will need steward/constabulary/police presence if this is implemented.
Charterhouse Square	11. "EXIT ONLY" to all classes of vehicles This point will need steward/constabulary/police presence
Carthusian Street	12. "NO ENTRY" to all classes of vehicles Barriers/steward/constabulary/police presence.
Snow Hill (between Smithfield Street & Farringdon Street)	13. EXIT to all classes of vehicles & overflow stacking area for HGV's on north kerb between Smithfield Street and West Smithfield. Crossrail will be advised to keep area clear.
Snow Hill (between Holborn Viaduct & Smithfield Street)	14. Suspend police bays & use as stacking area for HGV's This point will need steward/constabulary/police presence
Long Lane between Aldersgate & Lindsey Street (north side) and south side of the annex building	A. Change single yellow line to double yellow line
Grand Avenue	B. No Change
Cloth Fair	C. No Change (to avoid complaints from residents)
Giltspur Street	D. To be used as a contingency for exiting vehicles if required. Police Officer to be assigned to the location if vehicles are to exit via this street.
Parking Bays	E. All parking bays including those in the boundary streets within the LB Islington to be suspended
Rotunda (opposite Grand Avenue)	F. Limited unloading provided for HGVs

2.2 To put into effect the road closures and change the directional flow of traffic, the City of London Corporation as the Highway Authority is required to draft temporary Traffic Regulation Orders (TTROs). This can be done without cost, but 12 weeks-notice is required (early September 2014)

3.0 CITY POLICE RESOURCES

3.1 The City Police resources on key dates over Christmas have typically been one Sergeant and four Constables. Whilst it is accepted that the Police need to focus on their core duties (law and disorder), without doubt the presence of uniformed Police Officers has a positive effect on maintaining traffic flow, and driver/customer compliance with the instructions given by the Market Constables. Therefore, Traffic Stewards should not “replace” the Police Officers but instead supplement resources.

3.2 The level of resourcing provided by City Police is “fluid”. Any decision regarding this would be based on a thorough examination of “threat and risk”. There is an option to secure further Police resources by way of a private service charging arrangement. If additional resources are agreed by the City Police the indicative costs are in the region of: £60 per hour for an Officer and £88 per hour for a solo-motorcyclist.

4.0 TRAFFIC STEWARDS

4.1 Traffic Stewards have the “powers” to stop traffic by way of the signage used to indicate the restriction in place e.g. Road Ahead Closed, No Entry sign. However the signage must comply with the Traffic Signs Manual: Chapter 8 and the particulars specified in the Temporary Traffic Regulation Order. Each road closure point will require appropriate signage (a sign schedule will need to be devised) to indicate where there are restrictions. There are twelve points of the closure area (as detailed in the attached Plan) and nine of these are likely to require a Traffic Steward to ensure driver/customer compliance with the temporary restrictions.

4.2 Traffic Stewards wear high visibility jackets, tabards or armbands and are easily identifiable. Their key duties include:

- Directing traffic within a road closure area
- Control vehicle movement by stopping traffic when required (but a member of the public does not have to stop)
- Monitoring of vehicle access, manage accreditation systems (such as permits or dispensations) to ensure vehicles are directed to relevant controlled areas

4.3 To be effective, Traffic Stewards must be fully conversant with the Market’s expectations and be given clear instructions. This should be done by way of a prepared hand out and detailed briefing at the outset of each key date (it is proposed that this undertaken by Superintendent/Market Constabulary). Stewards also need to know the contingency plans; must be familiar with the layout of the Market and will be expected to remain in their allocated position for the duration agreed unless directed otherwise by their supervisor, the Market Constabulary or a Police Officer. Part of their duties will be the placing of signs, barriers and cones as appropriate.

4.4 A Traffic Steward can enforce the temporary restrictions but they must be SIA trained and recognised as an “accredited officer” under the Community Safety Accreditation Scheme (CSAS). This accreditation is given by a Chief Officer of

Police under section 41 of the Police Reform Act 2002. At the moment the City of London is not part of the CSAS scheme although there are plans to review this position. Without this accreditation, Traffic Stewards will be less effective in undertaking their duties.

5.0 CAR PARK MANAGEMENT

5.1 There is inadequate signage showing the location of the car park. It is suggested that this be improved by providing additional signage on-street and by having a dedicated resource (Traffic Steward) to direct drivers entering and exiting the car park. To speed up vehicular movement exiting and entering the car park, it is suggested that the barriers are put in the raised position during peak times although this would stop any payments being taken and issues concerning out of sequence season tickets will need to be addressed.

5.2 The car park itself is not customer friendly or seen to be safe, which is likely to discourage usage. There is no signage to indicate the location of the lifts and way out signage is inadequate. This means that parking on the ramp or on-street is customer's preferred option, which exacerbates the congestion around the Market environs.

5.3 Whilst it is accepted that there is no funding to refurbish the car park to make it a more attractive area to park, there are low cost improvements that the Market could consider to encourage usage. For example, additional signage within the car park to clearly show the location of lifts and the exits, and relining of the parking bays on the ramp. With regards to the latter the bays should run horizontal to the kerb line (and not perpendicular) to create greater width of space for passing vehicles. The stairs at the bottom of the ramp should be free from obstructing vehicles and signage indicating access to street level.

6.0 CROSS RAIL

6.1 Crossrail works in Lindsay Street will be in place this year at Christmas, although the works currently in St John's Street are expected to be completed in August 2014. However with advance notice, Crossrail can reduce their activity, and where it is safe to do so will remove or reduce their traffic management to assist with traffic flow. Crossrail's assistance with this can be requested/reinforced at the weekly Crossrail Liaison meetings at which the Market is represented.

6.2 Crossrail have been asked to review the Butcher's Ramp to see if this can be adjusted to provide more carriageway width, and their workers can be asked to avoid parking in the area on key dates.

6.3 There is a compound on the ramp in the car park, which has expanded in recent months. It is suggested that Crossrail be asked to remove this ahead of the key dates and also ensure that the footway on the ramp remains free from materials so pedestrian access is not impeded. This can be raised at the weekly Crossrail Liaison meetings.

7.0 STREET WORKS

7.1 Planned street works within the wider footprint of the Market can be kept to a minimum on key dates. This can be controlled through the Permit Scheme operated by the Highway's Division.

8.0 PARKING ENFORCEMENT

8.1 It appears as if the traders/delivery personnel have little regard for the parking restrictions (as recently observed at Easter), and no consideration for their fellow traders and customers with vehicles causing an obstructing when loading and unloading. Whilst this activity might have duration of only 10-15 minutes, this is sufficient time to cause gridlock around the Market with traffic quickly backing up into Aldersgate Street. It should be noted that obstruction is not a parking contravention but instead is a criminal offense that must be dealt with by the Police (providing there is an obstruction, it is wilful or deliberate and it is without lawful excuse).

8.2 The City of London Corporation no longer has a vehicle removal service. However this is unlikely to assist in keeping traffic moving as the tow-truck can in itself cause an obstruction. As in previous years, a dedicated team of Civil Enforcement Officers (CEOs) will be provided to issue penalties for vehicles parked in contravention including the temporary restrictions e.g. where single yellow lines have been increased to double yellow times.

8.3 Whilst issuing tickets to traders and customers who park in contravention is not desirable, it is proposed that "zero tolerance" be adopted this year and this is communicated extensively prior to the key dates to minimise the negative impact this might have on Market business.

9.0 COMMUNICATION STRATEGY

9.1 Underpinning the whole Christmas Traffic Operation must be a comprehensive communication strategy. This can include, but not limited to, the following:

- **TfL:** travel advice information (in the same way as they communicate event information) aimed at commuters, residents and businesses
- **Social media:** traffic alert messages via the Highway's Twitter to warn drivers of the peak traffic times and avoid the area if appropriate. The Highways Twitter has a high number of Taxis driver followers
- **Website Information:** City of London and TfL websites are useful for communicating potential traffic "hot spots", Smithfield Christmas traffic congestion can be featured on the front page.
- **Leaflets:** information on the temporary traffic arrangements (as proposed) will need to be communicated to customers, traders and delivery drivers (through the Lorry Associations or similar). This could include routes in and out of the Market.
- **City of London internal communications process:** information contained in the weekly Traffic Management Bulletin and can be sent to local businesses via CPAT
- **Advanced Warning Signage:** to be placed at all approaches to the Market to warn motorists of congestion

- **Drivers of Foreign Registered Vehicle:** one of the observations made was the time spent trying to overcome language barriers with drivers of foreign registered vehicles. Information on basic instructions could be devised as a hand out reducing the time a vehicle is blocking the traffic flow whilst this communication takes place.
- **SMTA website & Smithfield Gazette:** traffic controls and restrictions will be widely publicised.
- **HGV arrivals:** where lorries are delayed e.g. in the event of bad weather, they will be encouraged to phone with an estimated time of arrival to help with traffic management.

10. CLASS OF VEHICLE

10.1 It is critical to ensure a clear and common understanding of what constitutes a HGV and LGV. For the purposes of managing vehicles as part of this plan, it is proposed that the following be used to define the difference between an LGV and HGV.

Examples of an LGV:





Example of HGV:-



11.0 FINANCIAL IMPLICATIONS

11.1 A summary of indicative costs is outlined in the following table:

Description	Cost	Possible funding	Comment
Traffic Stewards	Estimated £4,500	1. Markets local risk – reduce car parking concession. OR 2. Central Risk estimated underspend.	Assuming deployment: 10 pm – 7 am; eight Stewards and one supervisor for all four key dates
Additional Police Resources 1 x Police Officer and 1 x solo-motorcyclist	£5,328	City of London Police.	Assuming deployment: 10 pm – 7 am; for all four key dates. Subject to City Police approval.
Traffic Management Signage	Approximately £1,000	Central Risk projected Underspend	Improved signage at the car park will benefit users all year round.
Temporary Traffic Regulation Order	Nil.		*Costs absorbed by Department of Built Environment

Communication	Nil		*Costs absorbed by Department of Built Environment & Market as appropriate
Parking Enforcement	Nil		*Costs absorbed by Department of Built Environment
Car Park Management	Nil		*Costs absorbed by Department of Built Environment
Bay Suspensions	Approximately £500	Central Risk projected Underspend	Whilst the costs for bay suspensions within the City will be absorbed by the Department of the Built Environment, there may be a charge for bays within LB Islington which is being allowed for here.
Car Park Signage and relining	Approximately £2,000	Central Risk projected underspend	Improved signage at the car park will benefit users all year round.
Total Indicative Costs	£13,328		

*There are currently no plans to recharge the Market for these costs although this position might be reviewed at some point in the future.

Kay English, 12 May 2014