TfL London Streetspace Plan
LBWF + LBN – LTN Scheme
London Ambulance Service (LAS) + Police - Liaison Meeting
Minutes

10 June 2020
15:00 to 16:00

Attendees:

[redacted]	[redacted]	LAS
[redacted]	[redacted]	Police
[redacted]	[redacted]	LBN
[redacted]	[redacted]	LBWF

Ref:	Minutes:	Outlined By:	Action:
001	Transport for London and the London Boroughs are in the process of implementing highways infrastructure schemes in response to the Covid-19 pandemic, that will encourage and enable social distancing; and also ease potential pressure on London's streets and transport system by encouraging the use of sustainable modes of transport. TfL requested boroughs to submit bids for funding to facilitate this, which is known as the London Streetspace Plan. Further detailed information in the link below: https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london#on-this-page-0 The London Borough of Waltham Forest and the London Borough of Newham submitted a number of schemes for TfL to consider for LSP funding; one of which is a cross-borough partnership scheme. The scheme is fundamentally a Low Traffic Neighbourhood scheme that will span both boroughs. Both boroughs are proposing to implement the scheme as soon as possible (subject to the TfL funding confirmation announcement); and arranged this meeting with the emergency services (LAS + Police) to discuss the details of the scheme to gain scheme design input and approval in principle prior to statutory consultation and implementation.	[redacted]	

002	A google maps plan of the LBWF+LBN-LTN scheme was presented, which can be accessed via the following link: https://www.google.com/maps/@51.5543142,0.0015211,14.5z/data=!4m2!6m1!1s10HKM_E3i6139NMv5R_WdcGXqWDqNu3_S	[redacted]	
003	The LBWF+LBN-LTN delivery process, scheme objectives and design rationale were outlined. It was noted that at present there are 32 modal filters proposed at the locations shown below: 1. Area 1 = 6 2. Area 2 = 14 3. Area 3 = 4 4. Area 4 = 8	[redacted]	
004	It was outlined that the schemes will provide an accessible grid of streets on the periphery of each scheme extents, which is made up of primary distributors. To allow emergency access inside the outer boundary (within the residential areas), the schemes will incorporate an internal accessible grid of a selection of secondary distributors that will allow access to residential local distributors and therefore allow vehicular access to all addresses within the scheme boundary. Access on the internal grid will be facilitated via the implementation of either camera enforced timed closures or lockable bollards.	[redacted]	
005	**It was outlined that the procedures described in item reference 003 and the proposed measures shown on the scheme design plans and outlined in items reference 001 and 002 are acceptable and approved in principle by the LAS and Police.** There will be opportunity to comment on the final detailed design plans within the statutory consultation stage.	[redacted]	
006	It is unlikely LAS and Police response times will be affected by any of the scheme proposals. This is because generally the LAS and Police do not mobilise from a given point (i.e. a headquarters/local LAS station). The common scenario is either (a) a LAS or Police unit will be mobilised from a point that is in the nearest proximity to the incident or (b) a mobile unit will accept the call to attend an incident, usually from a location near to the incident. This is to enable the shortest response time.	[redacted]	
007	LAS and Police vehicles utilise Satnav, which will be updated by the LAS and Police to reflect any changes to the highways layout. LAS also issue iPads to their mobile units, which have the Waze app installed as standard to enable immediate knowledge of recent changes to the highways network. Liaison with local LAS would be beneficial to explain the scheme layout upon implementation.	[redacted]	
008	Potential traffic displacement from secondary distributors to primary distributors will not affect LAS and Police response times because in an emergency blue lights and a siren will be used to bypass all traffic.	[redacted]	
009	It is not a foregone conclusion that traffic will automatically displace as proven by the traffic reduction figures on Forest Road in LBWF.	[redacted]	

010	LAS and Police response times may be improved by the reduction of traffic and congestion in the residential areas.	ALL	
011	It was also noted that the Police requested consideration of camera enforced modal filters at strategic locations to allow authorised vehicle access. In the scenario where camera enforced closures are implemented, it was outlined by the Police that it would be preferable to allow all emergency vehicles (marked and unmarked) to pass through camera controlled modal filters by including a clause within the traffic management orders that exempts vehicles passing through that are on official "Police/Fire/Ambulance purposes". The LBWF and LBN project teams acknowledged this request, however, the LBWF+LBN-LTN scheme has an extremely limited budget and constrained timeline, that is unlikely to allow for provision of camera enforced measures. Officers also outlined that historically camera enforced closures are regularly breached and do not offer an equivalent element of vehicle deflection that physical measures deliver.	[redacted] [redacted]	
012	Pedestrian and cycle safety will be improved by the reduction of traffic and congestion in the residential areas by reducing vehicle frequency and resulting potential conflict reduction.	ALL	
013	The scenario of the potential for displaced motor traffic on the boundary roads effecting the risk of road traffic collisions (RTCs) was raised, citing Forest Lane/Woodgrange Road as an example. The LBWF and LBN project teams acknowledged the potential for motor traffic displacement to the boundary roads (not withstanding point 10 above regarding observed traffic evaporation on previous schemes), however noted that increased volumes do not necessarily result in increased levels or severity of RTCs and that in many circumstances observed traffic speeds (as a leading attributable factor in RTCs) are inversely related to traffic volumes. The project has baseline Automatic Traffic Count (ATC) data for speed and volumes on all boundary roads to enable robust monitoring and evaluation.		
014	Regarding area 1 'Chobham', BE questioned whether the impacts of Queen Elizabeth Olympic Park (QEOP) event related traffic had been taken in to account. [redacted] highlighted that existing event day parking controls in area 1 helped to eliminate the use of these roads for event related parking, and that the presence of event related through-traffic further added to the business case and scheme objective to further protect the adjacent residential neighbourhoods from exposure to that traffic.		
015	The synergy with the works at Maryland Crossrail Station was questioned. Post-meeting, [redacted] confirmed that the switch from roundabout to a signal controlled junction was due to happen before implementation		

	of the LTN scheme (by July) with all civil works to be completed by the end of August.		
016	All signage is to be compliant with DfT and TSRGD guidelines.	ALL	
017	It would be beneficial to the emergency services if street name signs are to include accessible house numbers where modal filters are implemented if possible (subject to available funding).	ALL	
018	Signage plans to be made available to the LAS and Police if requested at the appropriate design stages.	[redacted]	
019	The LAS and Police are included as key stakeholders throughout the Statutory Consultation stage. The LAS and Police will also be notified of all key stages throughout the project lifespan.	[redacted]	
020	The LAS and Police will be included within the Road Safety Audit process if requested.	ALL	