






**TfL London Streetspace Plan  
LBWF + LBN – Low Traffic Neighbourhood Scheme  
London Fire Brigade - Liaison Meeting  
Minutes**






15 June 2020  
14:00 to 15:00

**Attendees:**

|  |  |  |
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|  |  | LFB (Newham, Stratford and Plaistow)         |
|  |  | LFB (Waltham Forest, Leyton and Leytonstone) |
|  |  | LBN  |
|  |  | LBWF   |

| Ref: | Minutes:  | Outlined By: | Action: |
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| 001  | <p>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 ease potential pressure on London's streets and transport system by encouraging the use of sustainable modes of transport.</p> <p>TfL requested boroughs to submit bids for funding to facilitate this, which is known as the London Streetspace Plan.</p> <p>Further detailed information in the link below:</p> <p><a href="https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london#on-this-page-0">https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london#on-this-page-0</a></p> <p>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.</p> <p>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 London Fire Brigade (LFB) to discuss the details of the scheme to gain scheme design input and approval in principle prior to statutory consultation and implementation.</p> |              |         |

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| 002 | <p>A google maps plan of the LBWF+LBN-LTN scheme was presented, which can be accessed via the following link:</p> <p><a href="https://www.google.com/maps/@51.5543142,0.0015211,14.5z/data=!4m2!6m1!1s10HKM_E3i6139NMv5R_WdcGXqWDqNu3_S">https://www.google.com/maps/@51.5543142,0.0015211,14.5z/data=!4m2!6m1!1s10HKM_E3i6139NMv5R_WdcGXqWDqNu3_S</a></p>   |    |  |
| 003 | <p>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:</p> <ol style="list-style-type: none"> <li>1. Area 1 = 6</li> <li>2. Area 2 = 14</li> <li>3. Area 3 = 4</li> <li>4. Area 4 = 8</li> </ol> <p>At the time of the meeting, Newham had commenced a period of consultation with statutory organisations regarding 5 of the modal filters in area 1, and 7 of the modal filters in area 2.</p>   |    |  |
| 004 | <p>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 closures or lockable bollards.</p> |    |  |
| 005 | <p>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 London Fire Brigade, subject to routine monitoring post implementation.</p> <p>There will be opportunity to comment on the final detailed design plans within the statutory consultation stage.</p>  |  |  |
| 006 | <p>It is not necessarily the case that LFB response times will be affected by any of the scheme proposals. This is because generally the LFB do not mobilise from a given point (i.e. a headquarters/local LFB station). The common scenario is either (a) a LFB 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.</p>   | ALL   |  |
| 007 | <p>LFB vehicles utilise Satnav, which will be updated by the LFB to reflect any changes to the highways layout.</p> <p>Liaison with local LFB would be beneficial to explain the scheme layout upon implementation.</p>  |  |  |
| 008 | <p>Potential traffic displacement from secondary distributors to primary distributors will not necessarily affect LFB response times because in an emergency blue lights and a siren will be used to bypass all traffic.</p>   | ALL   |  |

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| 009 | It is not a foregone conclusion that traffic will automatically displace as proven by the traffic reduction figures on Forest Road in LBWF.   | ALL   |  |
| 010 | LFB response times may be improved by the reduction of traffic and congestion in the residential areas.   | ALL   |  |
| 011 | <p>It was also noted that the LFB requested consideration of camera enforced modal filters, including potential use of flexible bollards at strategic locations to allow authorised vehicle access.</p> <p>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, and closures via fully flexible bollards, are regularly breached and do not offer an equivalent element of vehicle deflection that physical measures deliver.</p>   | CD<br><br> |  |
| 012 | <p>It was outlined that ongoing feasibility and investigation regarding possible implementation of innovative technology to facilitate modal filter emergency access should be considered. This may include the possibility of implementing solar powered radar controlled lockable bollards instead of using traditional FB1 keys.</p> <p>However, it was outlined there may be risk that this may not retain accessibility continuity London-wide; to implement this across London would require significant finance and resource to implement on a wider basis. However, it was agreed that this should be subject to further consideration.</p>   | ALL   |  |
| 013 | 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   |  |
| 014 | <p> highlighted that data on current response times (pre - implementation) is available for the relevant wards and could be used as a baseline for future monitoring comparisons, post experimental implementation.</p> <p>The LBWF and LBN project teams acknowledge this and welcome the use of this data, subject to any future analysis acknowledging the ward-wide context of the data and that caution is used in attributing any direct causality between the scheme proposals and any changes in the data, where other variables might also have had potential effects. In particular, comparisons with the period of lockdown (March 2020 to current) should be treated with caution as motor traffic volumes have been socially and legally suppressed, potentially representing a false comparison.</p> |          |  |
| 015 | All signage is to be compliant with DfT and TSRGD guidelines.   | ALL   |  |
| 016 | 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   |  |
| 017 | Signage plans to be made available to the LFB if requested at the appropriate design stages.  |          |  |
| 018 | The LFB are included as key stakeholders throughout the Statutory Consultation stage.   |          |  |

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|     | The LFB will also be notified of all key stages throughout the project lifespan. |     |  |
| 019 | The LFB will be included within the Road Safety Audit process if requested.      | ALL |  |