

[REDACTED]

Subject: Further LAS Feedback - Dulwich LTN Scheme

Good Morning [REDACTED]

I hope you are both well; thank you for the update regarding the plans for Calton Avenue and the wider Dulwich LTN scheme. Following the review please find the below feedback from The London Ambulance Service regarding the scheme, this update accompanies the previous emails attached that were sent last month.

Calton Avenue – The proposed scheme to create a cycle and emergency access lane would improve the emergency vehicle access/egress into the area and will be an improvement on the current hard physical closures that the ambulance service have been unable to access since the implementation of the scheme last summer, that has resulted in a number of incidents of delayed ambulances being reported to Southwark Council. There were two designs presented to us yesterday and we have the following feedback to further support the discussions that were held,

Temporary Scheme-

- Allows for Calton Avenue to be reopened to emergency vehicles which we would strongly support however there are a number of items that would need to be addressed to ensure unimpeded access and egress into and out of the area.
 - Ensure the route is clearly signed – in addition to traffic order, where possible either by road signs (if available) or via road markings that make it clear the route is open for emergency vehicles to utilise as the current plans show it as cycle lane which without clear signage/markings emergency crews would be reluctant to use. These marking will also help to reduce any potential conflict with cyclists as they will be aware that it is a shared route for emergency vehicles.
 - Court Lane is appears to be closed off with planters, this closure would need to be changed to a camera enforced modal filter to ensure emergency access/egress is allowed to residential and businesses properties off Court Lane, noting that there has been numerous incidents of ambulance delays reported at this location that have been fed back to the council. Without Court lane being opened emergency vehicles will be forced to take long detours around congested and narrow side streets that have full width speed humps and parking issues that could further delay an emergency response or egress or a critically ill or injured patient to definitive care.
 - Slight concern remains regarding lane width for large emergency vehicles, however should have minimal impact on ambulances however, over hanging trees or parking could create delays if not managed.

Permanent Scheme – the permanent scheme will improve the layout of the temporary scheme however there are a few points that need to be identified,

- Court Lane should be opened to emergency vehicles and enforced using a soft camera enforced modal filter to prevent possible delays to emergency access and egress as already seen with the hard closures at this location.
- Appropriate signage and/or road markings would be required (where available) to make it clear that it is a shared emergency vehicle and cycle lane. This would assist ambulance crews identify the route and reduced potential conflict between cyclists and emergency vehicles as they will be aware the lane is a shared route.
- Lane width and tracking of larger vehicles confirmed to prevent issues occurring.

For both schemes the appropriate exemptions included in the traffic order will be required and the terms for “ambulance, police and fire purpose” should ensure crews are able to utilise the route to access all patients as required.

Wider Dulwich Village and East Dulwich LTN scheme

Increased permeability of the scheme is required as a number of hard physical closures still exist within the scheme, the London Ambulance Service NHS Trust formally wrote to all local authorities in London including Southwark in July 2020 to request the greater use of soft camera enforced modal filters instead of hard physical closures to ensure emergency access/egress to areas is unimpeded, although improvements have been proposed we would kindly request that further soft closures are included as part of the overall review of the Dulwich scheme.

Derwent Grove – the proposed soft closure enforced would be a significant improvement in this area allowing unimpeded emergency access and egress into and out of the area and avoid crews having to navigated congested main roads and highly utilised main junctions in the area aiding response to our most critically ill and injured patients.

Elsie Road – Request for an additional soft camera enforced modal filter at this location to allow quicker access/egress in to the area especially Goose Green School and Tintagel Crescent. Currently there is only southbound access into these roads due hard closures at Elsie Road @ Grove Vale and Tintagel Crescent @ Grove Vale this leaves the only access being from East Dulwich Grove and leads to a long diversion for crews. Even with the proposed opening of Derwent Grove the diversion to reach these other roads is still long or via congested main roads.

The opening of the roads would assist the ambulance service greatly and reduce the potential for delays occurring. The LAS have previously reported a number of delays at these locations.

By increasing permeability of LTN schemes for emergency services through the implementation of soft camera enforced closures it allows unimpeded emergency access and egress for emergency vehicles and ensures the ambulance service is able to respond to and care for ill and injured residents of Southwark.

In addition to the needs of the emergency services, wider consideration is needed for non-emergency health and social care community providers/responders that work extremely hard caring for and treating patients in the community.

Thank you



**Emergency Planning and Resilience Officer South East London and Surface Transport/
NILO**

[REDACTED]

Subject: MPS response - Dulwich LTN Scheme

Good Morning All,

(Our ref MD1049TD2021)

The Mps are on the whole in favour of LTN's for the same reasons set out by TFL, various Councils and the Government, they do however provide us with many challenges operationally not only in response mode but also through normal patrolling. We would ask where possible the following is taken into consideration,

In most instances ensure that emergency services are exempt, wording is important in the traffic order not to specify emergency, but instead to say police purpose.

Try and use soft closures (ANPR with 619 signs) to also assist the LAS and LFB.

Ensure that the LTN is going to be seen in the dark, during rain foggy conditions ect.

The Mps (along with the LAS and LFB) are not keen on lockable bollards as we don't have keys and there use can cause delay's.

It is vital that the Pcn process is more streamlined, the amount of police time wasted through this process is immensely detrimental to the public services we provide, extremely bureaucratic and not cost effective on anyone's part. If the appropriate Borough can have a spreadsheet with all the Mps vehicle Vrm's on and those Pcn's only get as far as our fleet services manager that would assist us greatly.

Any local enquiries that need to be done can be done with parking locally and walking.

From the inquiries I have made I have not yet found a sign for an emergency vehicle exemption below a no motor vehicle sign.

The only ones I can find are the following,

TSRGD 619, No Motor Vehicles, "Except for access"

TSRGD 619, No Motor vehicles, "Emergency access keep clear"

TSRGD 616, No Entry, "Authorised vehicles only"

[REDACTED]

Police Constable,

Road Safety Engineering Unit, Traffic Management officer for
Lambeth, Southwark, Lewisham, Croydon, Bromley, and the Metropolitan District Motorways.

[REDACTED]