

London Ambulance Service Response and Feedback to Walworth Streetspace measures

General Background

London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

On the implementation of LTN schemes it is important to highlight that we support measures to improve public health by reducing traffic and encouraging walking and cycling but we know that changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. This is why we are asking that emergency vehicle access is properly considered in all LTN schemes, by looking at ways to implement traffic management changes that avoid introducing physical barriers, like the planters and lockable bollards, in preference for automatic number plate recognition cameras (ANPR) which enable unimpeded emergency access and egress.

On 5 July 2020, LAS Chief Operating Officer formally wrote to all London Boroughs and TfL, including Southwark, informing them of our concerns regarding hard closures and requesting that, where possible, hard closures should be avoided and camera enforced soft closures be implemented to all LTN's for unhindered emergency vehicle access and egress, due to the potential risk hard closures could have in delaying an ambulance response and therefore impacting patient safety.

With patient safety our utmost priority, we engage regularly with traffic teams at TfL and local authorities, like Southwark Council, to discuss traffic issues and to ensure traffic schemes better reflect our operational needs. Where our response is delayed our crews have the ability to log this on our reporting system (Datix). Each report is reviewed, and if it relates to road conditions or closures, we raise the issues with TfL and the relevant borough(s) and work closely with them to adapt the schemes.

Walworth Scheme

The London Ambulance Service has worked collaboratively with Southwark Council traffic officers to improve emergency service access and egress in the Walworth lower traffic neighbourhood (LTN) scheme since its rapid implementation in the summer of 2020. A regular Southwark Council and emergency services groups was established to discuss schemes, raise concerns and implement some of the required changes to improve emergency vehicle access and egress into and out of the Walworth Road LTN area. These improvements have been achieved by providing council traffic officers detailed reports of incidents of delayed responses when they have occurred and as a result of these meetings the scheme's permeability has improved.

However, there are still concerns around number of hard physical closures that are still present within the scheme, coupled with the complexity of the one way road systems and exiting closures that make it challenging for emergency responders to transverse the area easily during an emergency.

Main Concerns

- The hard physical closure on Phelp Street @ Westmoreland Road and the existing one way system in neighbouring streets has resulted in only one emergency access route into the area off Marrow Street @ Lytham Street, this has the potential to create delays should the route become blocked or obstructed in anyway by a refuse lorry, delivery vehicle etc.

- One access and egress route is also a concern in the Date Street area where all access from East Street has been closed by hard physical closures, leaving one access/egress route from Walworth Road into and out of the area via Cadiz Street, meaning the route has the potential to become obstructed and delay emergency access and egress.
- The closure on Browning Street @ Walworth Road with associated one way system inside the scheme on East Street, Larcom Street and Marrow Street create long diversions around the scheme to access locations of Brandon Street with access limited to Albany Road, Heygate Street and Wansley Street.
- Hard physical closures on Amelia Street and Lliffe Street @ Penton Place again result in emergency vehicles having to navigate diversions around closures to access locations inside the closures via Manor Place and Crampton Street. These locations have raised with local council traffic officers during meetings.

As mentioned previously, changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. The Trust asks that where possible, hard closures should be avoided and camera enforced soft closures be implemented to allow unhindered emergency vehicle access and egress.

The London Ambulance NHS Trust will continue to work in collaboration with Southwark Council to review new and existing schemes and provide feedback regarding any incident of delays encountered by our crew staff.

Metropolitan Police Response and Feedback to Walworth Streetspace measures

From: [REDACTED]
Sent: Tuesday, October 19, 2021 12:04 PM
To: [REDACTED]
Subject: Walworth Street space measures

Hi [REDACTED]

Please see below (highlighted in Blue) from one of the local Sergeants, I would have nothing further to add than this. Our Mps TMu reference is [REDACTED]

Regards [REDACTED]

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

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 19 October 2021 10:36
To: [REDACTED]
Subject: RE: Walworth Street space measures

[REDACTED]

There were a few issues with the seating placed out at the Browning Street junction closer causing ASB for some residents as people made noise and consuming alcohol late into the night.

Other than that the only concern is that road closures still enable mopeds to sneak through and can be frustrating for police who are unable to follow.

Regards

[REDACTED]
London Bridge & West Bermondsey, Chaucer and North Walworth Wards
[REDACTED]
[REDACTED]