

**Please find the below feedback from the London Ambulance Service regarding the Bowes Low Traffic Neighbourhood (LTN) scheme and filters;**

The Low Traffic Neighbourhood (LTN) schemes around Bowes in the Borough of Enfield were originally implemented at pace under the COVID-19 travel measures to improve active forms of travel and create environmental improvements, this meant the usual consultation period was not undertaken with the emergency services in order to gain a proper understanding of the impacts these schemes pose for emergency services access and egress. However, through early feedback from the LAS and as a result of incidents reported by responding emergency ambulance crews in Enfield, meetings were established with Enfield Council to review the Bowes LTN scheme and other schemes across the borough. These meetings were a useful opportunity for local council traffic officers to work collaboratively with emergency services to review existing schemes, provide feedback on new schemes and highlight any incidents of delay.

It gave the emergency services the opportunity explain the challenges hard physical closures like bollards and planters have on responding emergency crews and to request the greater use of camera enforced modal filter closures to aid unhindered emergency access and egress into, through and out of LTN areas.

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 Transport for London (TfL) and all London Boroughs, including Enfield, 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 Enfield 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), to date the LAS has reported two incidents of delayed access or egress to Enfield Council relating to the Bowes LTN. 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.

As a result of feedback given by the emergency services to council traffic officers, the Bowes LTN scheme has been adapted to introduce a greater number of camera enforced modal filter closures in place of the originally proposed and implemented hard closures. The LAS has actively engaged with

further consultations and provides feedback on LTN and other traffic schemes across Enfield Borough.

Through this collaboration, the Bowes scheme has been re-designed and adapted to better take into consideration the importance of unhindered emergency service vehicle access and egress, through implementing more permeable LTN schemes, such as the use of soft closures including camera enforced modal filters instead of hard physical closures.

Regarding the current schemes the LAS still has concerns regarding hard physical closures that are present within the Bowes LTN.

Overall; the permeability of the Bowes LTN scheme has been improved following the initial design stage, thorough feedback and collaborative working with Enfield traffic officers. The LAS continues to monitor all schemes across London, including the Bowes LTN, and will continue to feed back any incidents of delays or concerns raised by operational crews operating in Enfield to borough traffic officers.

In addition to the LTN road layout changes, the LAS is concerned about the combined impact of the volume of road layout changes have on traffic movements and congestion within Enfield and surrounding road networks. The full extent of any impacts currently cannot be fully understood due the vast variation in traffic levels over the past 18 months as a result of lockdowns and changes in travel habits. As an ambulance trust we need to fully understand these impacts through continued monitoring and review of traffic data in order ensure emergency ambulance progression is not impacted, service delivery is maintained and journey cycle times of ambulances are not increased, in order for patient safety to be maintained.

**LAS feedback regarding the proposed plan to consider:**

London Fields:		
Concern:	LAS feedback:	LAS ask:
Bowes LTN		
	Overall the schemes permeability allows emergency vehicle access and egress, however the hard physical closures still present within the scheme are a cause for concern.	Consideration to the removal of all hard physical closures in favour of camera enforced modal filters.
General	The planned implementation of further restrictions scheduled to be implemented in the neighbouring of Haringey could further impact on main routes through the area.	Better understanding of the combined impact of the boroughs LTN schemes on the major trunk roads and routes within the borough and neighbouring boroughs.