

Freedom of Information request reference number: 8002.1

Date of response: 13/11/2023

Request:

Please provide me with all correspondence sent and received between the LFB and Royal Borough of Greenwich, for the period January 2023 to date, in relation to the council's new neighbourhood management project, which will see new low traffic neighbourhoods (LTNs) introduced in West and East Greenwich.

Response:

Further to your request, please find attached redacted copies of correspondence regarding LTNs for the Royal Borough of Greenwich. Personal data has been redacted in accordance with [section 40 of the FOIA – Personal Information](#).

We have dealt with your request under the Freedom of Information Act 2000. For more information about this process please see the guidance we publish about making a request on our website: <https://www.london-fire.gov.uk/about-us/transparency/request-information-from-us/>

From: [REDACTED]
To: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments
Date: 24 October 2023 17:26:39
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image007.jpg](#)
[image010.png](#)

Good afternoon, [REDACTED]

Yes, I completely agree with [REDACTED] comments. hard-stops of any nature have a detrimental impact on appliance attendance times.

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, October 24, 2023 15:12
To: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

[EXTERNAL EMAIL] Do not click links or open attachments unless you are expecting them, even if you know the sender
Good afternoon, [REDACTED]

Much appreciated for taking the time to review the design options and providing detailed comments and observations.

[REDACTED] - I've provided some comments to some of your points which required clarification from our end.
[REDACTED] thank you for your additional input to [REDACTED] comments.
[REDACTED] can you confirm if LFBs comments would be similar to that of LAS and MET.
[REDACTED] good to meet you both. I will be sure to include you both in any future correspondences and consultations relating to RBG works and proposals.

Kind Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Thursday, October 19, 2023 9:28 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

[REDACTED] Thank you this has saved me a lot of writing!

[REDACTED]
I hope that you are well. Having read [REDACTED] responses ours would be exactly the same as the London Ambulance service. I would add that both our services run pan London units meaning that local geographical knowledge may not be prevalent and time wasted through lack of this knowledge. As discussed on the previous schemes all three services attend calls where each second may make a difference between life and death. My concern is for the potential for delays in service created by the implementations.

Happy to also have a call in relation to this.

Kind regards

[REDACTED]

METSEC SECURITY CLASSIFICATION – OFFICIAL

From: [REDACTED]
Sent: 17 October 2023 11:08
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

Good Morning [REDACTED]

I hope you are well; thank you for sharing the details on of the new proposals with us as you know from the previous schemes implemented in this area they caused the LAS a number of issues leading to delayed responses and conveyances to local hospitals.

General Statement

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/gates 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 The Royal Borough of Greenwich 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.

Proposed Schemes

West Greenwich LTN Option 1 - Feedback

1. Modal Filter Gloucester Circus @ Crooms Hill – this currently a paved hard closure would the scheme see a complete reopening of this closure? I can confirm this option proposes reopening the hard closure in Gloucester Circus junction with Crooms Hill.
2. King George Street – no entry removal – will this then reinstate the road as bi-direction long the entire length of the road between Hyde Vale and Crooms Hill? I can confirm this option proposes removing the no entry in King George Street at the junction with Crooms Hill turning King George Street into a bi-directional road for its entire length.
3. Planned hard closure Maidstone Hill @ Point Hill – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure also only leaves one access and egress into an area that is densely populated with multiple residential addresses. The planned closure would create significant diversions around narrow roads to access the area through the only access point off Blackheath Hill if crews were approaching from the Greenwich Town Centre side of the scheme further potentially delaying 999 responses. These roads are very small and prone to getting blocked easily by delivery/refuge and other service vehicles or parking problems resulting in crews being unable to reach 999 calls easily. Further restrictions would only increase the likelihood of these delays occurring. Emergency ambulance crews do not carry any form of GERDA or FB keys in order to unlock bollards or gates as there is no standardised set of locks used by boroughs across London. Maintenance on locks over the years has been poor and the unlocking process significantly slows any response to or conveyance of patients in an emergency. ANPR filter required.
4. Winforton Street @ Point Hill – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure would severely restrict access/egress routes into an area that is densely populated with multiple residential addresses. The planned closure would create significant diversions around narrow roads to gain access and crews would be unable to easily turn the ambulances around quickly and safely to convey critical patients to hospital in an emergency. ANPR filter required.
5. Point closure Lindsell Street – emergency vehicles have no exemption to pass through a no entry sign unless directed by a police officer in uniform. The planned no entry would leave only one access route into the area via a congested main junction potentially delaying responses.

6. Cade Road – these closures shouldn't cause an major impacts as the road does not have any properties on it however consideration needs to be given to access to the greenspace in the event some is unwell.

Thank you for your comments and points above. They have been noted and will be passed onto the design team for consideration when preparing the final design.

7. Other concerns below

Width restriction Crooms Hill @ Wellington Grove – remain open or unlocked at all times.



Width Restrictions West Grove/Hyde Vale and Cade Road – to either remain open or unlocked at all times.



Gate Closure on Circus Street @ Greenwich South Street – should remained unlocked at all times for emergency vehicle access/egress



The gates in Crooms Hill and Hyde Vale had been opened during the initial West Greenwich LTN trial. Reopening the gates at the locations mentioned above will be considered by the design team when preparing the final design.

West Greenwich Option 2 Scheme

In addition to the existing width restrictions and gates as mentioned above and Lindsell Grove access from Greenwich South Street.

1. The main issue is west to east movements – especially if the no entry remains on King George Street the hard closures remains on Gloucester Circus and the new One Way planned for Burney Street will mean emergency crews cannot move west to east through the scheme at all without diverting exiting and re-entering the scheme increasing running times and potentially delaying response or conveyance of patients.
2. Circus Street gate key to access/egress and would need to be left unlocked.
3. Other width restrictions and associated gates would also need to be left unlocked.

Thank you for your comments and points above. They have been noted and will be passed onto the design team for consideration when preparing the final design.

West Greenwich Minimum Scheme

Overall this scheme would create an extremely confusing and complex network of one way streets severely hindering emergency access/egress and navigation around the area especially if approaching down Hyde Vale or Point Hill via West Grove.

Egress out of the areas west to east no possible with the existing no entry on King George Street hard closure on Gloucester Circus and new proposed one way on Burney Street.

Thank you for your comment. This has been noted and will be passed onto the design team for consideration when preparing the final design.

East Greenwich LTN – Maximum Scheme

1. Maze Hill @ Vanbrugh Terrace – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure would severely restrict access/egress routes into an area and access/egress to multiple residential addresses. The planned closure would create significant diversions around congested roads to gain access. The plan leave only one route in and out of the area for emergency crews. ANPR filter needed at locations to allow access from Maze Hill.
2. St John's Park @ Vanbrugh Terrace – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure would severely restrict access/egress routes into an area and access/egress to multiple residential addresses. The planned closure would create significant diversions around congested roads to gain access. The plan leave only one route in and out of the area for emergency crews. ANPR filter needed at locations to allow access from Stratheden Road side of the scheme.

3. Langton Park @ St John's Park hard closure would potentially delay responses by creating a long diversion around the to reach addresses the other side of the closure – ANPR required.
4. Confirm one way system currently on St John's Park @ Stratheden Road remains unchanged as arrows unclear. Otherwise it looks like accessing the area would not be possible. One way in St John's Park at Stratheden Road will remain unchanged.
5. Bus gates and filters would need to include the following wording in any associated traffic order – exemptions apply to any vehicle being used for ambulance police or fire purposes.

Thank you for your comments and points above. They have been noted and will be passed onto the design team for consideration when preparing the final design.

6. Other points

Vanbrugh Park @ Beaconsfield Road. Potentially signs need to change to no motor vehicle signs – if an emergency access lanes? This detail will be passed on for the design team to review. As emergency vehicles have no exemptions to pass through no entry signs unless directed by a police officer in uniform. Applies to both schemes.



Maze Hill and Vanbrugh Field width restriction – gate to remain unlocked at all times for emergency vehicles.



East Greenwich Minimum Scheme

1. Mycena Road @ Vanbrugh Park – LAS unable to support introduction of hard physical closure for reason already mentioned maintain emergency vehicle access at location consider ANPR model filter or school street with timed closures but access maintained for emergency vehicles at all times. As a one-way road currently (according to Google) this would also need changing to bi-directional travel.
2. Width restriction Maze Hill @ Vanbrugh Fields – gate to remain unlocked to allow 24 hour emergency vehicle access/egress. See picture above.
3. St John's Park one way from Langton Way creates very long diversions for crews and impacts on access/egress. One leaves one access and egress route into a long road.

Thank you for your comments and points above. They have been noted and will be passed onto the design team for consideration when preparing the final design.

Happy to discuss further.

Please note that Phillip Powell has retired from the LAS I have copied Damon Essam the LAS Group Manager for Greenwich and Graeme Marsh in who has taken over from Phillip.

Kind Regards

[Redacted]

[Redacted]



From: [Redacted]
Sent: 16 October 2023 13:44
To: [Redacted]

Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

Good afternoon all

I hope you all had a pleasant weekend.

A low traffic neighbourhood was trialled in the west Greenwich area between August 2020 and December 2021, using an Experimental Traffic Order (ETO). During the trial, we invited local people to give their feedback on the changes. We received significant levels of feedback from residents in east Greenwich, saying it had pushed more traffic into the neighbourhood, particularly Maze Hill and Westcombe Park Road. We listened to this feedback and decided the trial measures should not be introduced on a permanent basis.

However, congestion and poor air quality are still serious issues for both west and east Greenwich. Many residents have told us they're concerned about safety in the local area, as both neighbourhoods have narrow streets and high footfall. With many homes, Greenwich Park, eight schools and other busy community facilities in the area or close by, it is essential these issues are addressed.

We're committed to tackling these problems, to help reduce traffic, improve air quality and make it safer and easier for people to walk, wheel, cycle and scoot through the area. The feedback received after the first trial demonstrated the need to consider both areas at the same time, to ensure both areas benefit from any changes and that the potential impacts are carefully considered. After asking residents and businesses in both areas for their ideas and feedback, we (the Council) developed designs for each neighbourhood that can be trialled later in 2024. These designs are not set in stone, and we welcome any feedback to help tailor the proposals for each area.

To note: All addresses would be accessible by vehicle at all times in every option however drivers may have to take a different route. This includes deliveries taxis emergency vehicles and waste collection vehicles.

Where camera-enforced (ANPR) filters are proposed they will allow emergency vehicles refuse vehicles and taxis (hackney carriages) unrestricted access through the ANPR filters. Blue Badge holders including children who live in the restricted area would be eligible to apply for a free permit exempting their vehicle which would allow them access through the ANPR filters.

West Greenwich Option 1 - West Greenwich Proposed Traffic Management - Remove All Through Traffic

This option includes eight modal filters to prevent traffic from passing through the area creating a quieter and safer neighbourhood. Each zone created is accessible from Greenwich High Road Greenwich South Street or Blackheath Hill.

West Greenwich Option 2 - West Greenwich Proposed Traffic Management: Stop Most Through Traffic

This option includes four modal filters restricting access to and from Blackheath Hill to prevent other traffic from passing through the area. It is designed to stop most through traffic using key streets that run from north to south. The neighbourhood is accessible for other traffic from Greenwich High Road and Greenwich South Street.

West Greenwich Option 3 - West Greenwich Proposed Traffic Management: Discourage Through Traffic

This option includes three modal filters and some additional traffic restrictions to discourage through traffic from using some of the main north-south routes.

East Greenwich Option 1 - stopping all through traffic except public transport and essential vehicles

This option includes six modal filters and two bus gates to prevent through traffic except for public transport and essential vehicles from passing through the area. This creates zones that other traffic can't pass through whilst allowing local access from the boundary roads of Trafalgar Road Woolwich Road Vanbrugh Park Stratheden Road Charlton Road and Old Dover Road.

East Greenwich Option 2 - East Greenwich Proposed Traffic Management: Reduce Through Traffic

This option proposes a mix of traffic restrictions modal filters and bus gates to reduce through traffic on some of the main north-south routes whilst prioritising bus access.

Please can I have your comments and feedback on these proposals by COP Wednesday 25th October. If needed we can arrange a Teams meeting later this week to discuss these proposals further.

Thank you in advance for your time.

Kind Regards,

[Redacted signature block]

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From: [REDACTED]
To: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments
Date: 19 October 2023 10:10:00
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image010.png](#)
[image013.png](#)

If you have something in mind – go for it.

[REDACTED]

From: [REDACTED]
Sent: 19 October 2023 10:00
To: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

I was thinking the same. I was going to write a general statement highlighting the 6 & 8 minutes for attendance times and how important they are and just cover off some general points then go on to agree with what the LAS have said?
Do you still want me to do that or are you going to respond?

Kind regards

[REDACTED]

london-fire.gov.uk
  

From: [REDACTED]
Sent: 19 October 2023 09:51
To: [REDACTED]
Subject: FW: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

Looks like the hard work has been done for us. I shall just jump on the bandwagon with [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, October 19, 2023 9:28 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

[EXTERNAL EMAIL] Do not click links or open attachments unless you are expecting them, even if you know the sender
[REDACTED] Thank you this has saved me a lot of writing!

I hope that you are well. Having read [REDACTED] responses ours would be exactly the same as the London Ambulance service. I would add that both our services run pan London units meaning that local geographical knowledge may not be prevalent and time wasted through lack of this knowledge. As discussed on the previous schemes I have three services attend calls where each second may make a difference between life and death. My concern is for the potential for delays in service created by the implementations.

Happy to also have a call in relation to this.

Kind regards

[REDACTED]

METSEC SECURITY CLASSIFICATION – OFFICIAL

From: [REDACTED]
Sent: 17 October 2023 11:08
To: [REDACTED]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

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Proposed Schemes

West Greenwich LTN Option 1 - Feedback

1. Modal Filter Gloucester Circus @ Crooms Hill – this currently a paved hard closure would the scheme see a complete reopening of this closure?
2. King George Street – no entry removal – will this then reinstate the road as bil-direction long the entire length of the road between Hyde Vale and Crooms Hill?
3. Planned hard closure Maidenstone Hill @ Point Hill – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure also only leaves one access and egress into an area that is densely populated with multiple residential addresses. The planned closure would create significant diversions around narrow roads to access the area through the only access point off Blackheath Hill if crews were approaching from the Greenwich Town Centre side of the scheme further potentially delaying 999 responses. These roads are very small and prone to getting blocked easily by delivery/refuge and other service vehicles or parking

problems resulting in crews being unable to reach 999 calls easily. Further restrictions would only increase the likelihood of these delays occurring. Emergency ambulance crews do not carry any form of GERDA or FB keys in order to unlock bollards or gates as there is no standardised set of locks used by boroughs across London. Maintenance on locks over the years has been poor and the unlocking process significantly slows any response to or conveyance of patients in an emergency. ANPR filter required.

4. Winforton Street @ Point Hill – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure would severely restrict access/egress routes into an area that is densely populated with multiple residential addresses. The planned closure would create significant diversions around narrow roads to gain access and crews would be unable to easily turn the ambulances around quickly and safely to convey critical patients to hospital in an emergency. ANPR filter required.
5. Point closure Lindsell Street – emergency vehicles have no exemption to pass through a no entry sign unless directed by a police officer in uniform. The planned no entry would leave only one access route into the area via a congested main junction potentially delaying responses.
6. Cade Road – these closures shouldn't cause an major impacts as the road does not have any properties on it however consideration needs to be given to access to the greenspace in the event some is unwell.
7. Other concerns below

Width restriction Crooms Hill @ Wellington Grove – remain open or unlocked at all times.



Width Restrictions West Grove/Hyde Vale and Cade Road – to either remain open or unlocked at all times.



Gate Closure on Circus Street @ Greenwich South Street – should remained unlocked at all times for emergency vehicle access/egress



West Greenwich Option 2 Scheme

In addition to the existing width restrictions and gates as mentioned above and Lindsell Grove access from Greenwich South Street.

1. The main issue is west to east movements – especially if the no entry remains on King George Street the hard closures remains on Gloucester Circus and the new One Way planned for Burney Street will mean emergency crews cannot move west to east through the scheme at all without diverting exiting and re-entering the scheme increasing running times and potentially delaying response or conveyance of patients.
2. Circus Street gate key to access/egress and would need to be left unlocked.
3. Other width restrictions and associated gates would also need to be left unlocked.

West Greenwich Minimum Scheme

Overall this scheme would create an extremely confusing and complex network of one way streets severely hindering emergency access/egress and navigation around the area especially if approaching down Hyde Vale or Point Hill via West Grove. Egress out of the areas west to east no possible with the existing no entry on King George Street hard closure on Gloucester Circus and new proposed one way on Burney Street.

Fast Greenwich ITN – Maximum Scheme

1. Maze Hill @ Vanbrugh Terrace – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure would severely restrict access/egress routes into an area and access/egress to multiple residential addresses. The planned closure would create significant diversions around congested roads to gain access. The plan leave only one route in and out of the area for emergency crews. ANPR filter needed at locations to allow access from Maze Hill.
2. St John's Park @ Vanbrugh Terrace – the LAS is unable to support hard physical closures as these have the potential to delay our responses to our most critically ill/injured patients. The planned closure would severely restrict access/egress

routes into an area and access/egress to multiple residential addresses. The planned closure would create significant diversions around congested roads to gain access. The plan leave only one route in and out of the area for emergency crews. ANPR filter needed at locations to a low access from Stratheden Road side of the scheme.

3. Langton Park @ St John's Park hard closure would potentially delay responses by creating a long diversion around the to reach addresses the other side of the closure – ANPR required.
4. Confirm one way system currently on St John's Park @ Stratheden Road remains unchanged as arrows unclear. Otherwise it looks like accessing the area would not be possible.
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Vanbrugh Park @ Beaconsfield Road. Potentially signs need to change to no motor vehicle signs – if an emergency access lanes?

As emergency vehicles have no exemptions to pass through no entry signs unless directed by a police officer in uniform. Applies to both schemes.



Maze Hill and Vanbrugh Field width restriction – gate to remain unlocked at all times for emergency vehicles.



East Greenwich Minimum Scheme

1. Mycenae Road @ Vanbrugh Park – LAS unable to support introduction of hard physical closure for reason already mentioned maintain emergency vehicle access at location consider ANPR model filter or school street with timed closures but access maintained for emergency vehicles at all times. As a one-way road currently (according to Google) this would also need changing to bi-directional travel.
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Happy to discuss further.

Please note that [REDACTED] has retired from the LAS I have copied [REDACTED] the LAS Group Manager for Greenwich and [REDACTED] in who has taken over from [REDACTED]

Kind Regards

[REDACTED]



From: [redacted]
Sent: 16 October 2023 13:44
To: [redacted]
Subject: RE: West & East Greenwich Neighbourhood Management Project - Emergency Services comments

Good afternoon all
I hope you all had a pleasant weekend.

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However, congestion and poor air quality are still serious issues for both west and east Greenwich. Many residents have told us they're concerned about safety in the local area, as both neighbourhoods have narrow streets and high footfall. With many homes, Greenwich Park, eight schools and other busy community facilities in the area or close by, it is essential these issues are addressed.

We're committed to tackling these problems, to help reduce traffic, improve air quality and make it safer and easier for people to walk, wheel, cycle and scoot through the area. The feedback received after the first trial demonstrated the need to consider both areas at the same time, to ensure both areas benefit from any changes and that the potential impacts are carefully considered. After asking residents and businesses in both areas for their ideas and feedback, we (the Council) developed designs for each neighbourhood that can be trialled later in 2024. These designs are not set in stone, and we welcome any feedback to help tailor the proposals for each area.

To note: All addresses would be accessible by vehicle at all times in every option however drivers may have to take a different route. This includes deliveries taxis emergency vehicles and waste collection vehicles.
Where camera-enforced (ANPR) filters are proposed they will allow emergency vehicles refuse vehicles and taxis (hackney carriages) unrestricted access through the ANPR filters. Blue Badge holders including children who live in the restricted area would be eligible to apply for a free permit exempting their vehicle which would allow them access through the ANPR filters.

West Greenwich Option 1 - West Greenwich Proposed Traffic Management - Remove All Through Traffic

This option includes eight modal filters to prevent traffic from passing through the area creating a quieter and safer neighbourhood. Each zone created is accessible from Greenwich High Road Greenwich South Street or Blackheath Hill.

West Greenwich Option 2 - West Greenwich Proposed Traffic Management - Stop Most Through Traffic

This option includes four modal filters restricting access to and from Blackheath Hill to prevent other traffic from passing through the area. It is designed to stop most through traffic using key streets that run from north to south. The neighbourhood is accessible for other traffic from Greenwich High Road and Greenwich South Street.

West Greenwich Option 3 - West Greenwich Proposed Traffic Management - Discourage Through Traffic

This option includes three modal filters and some additional traffic restrictions to discourage through traffic from using some of the main north-south routes.

East Greenwich Option 1 - stopping all through traffic except public transport and essential vehicles

This option includes six modal filters and two bus gates to prevent through traffic except for public transport and essential vehicles from passing through the area. This creates zones that other traffic can't pass through whilst allowing local access from the boundary roads of Trafalgar Road Woolwich Road Vanbrugh Park Stratheden Road Charlton Road and Old Dover Road.

East Greenwich Option 2 - East Greenwich Proposed Traffic Management - Reduce Through Traffic

This option proposes a mix of traffic restrictions modal filters and bus gates to reduce through traffic on some of the main north-south routes whilst prioritising bus access.

Please can I have your comments and feedback on these proposals by **COP Wednesday 25th October**. If needed we can arrange a Teams meeting later this week to discuss these proposals further.

Thank you in advance for your time.
Kind Regards,

[redacted signature block]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: West Greenwich LTN - Emergency Services comments
Date: 28 May 2021 10:41:22

Good morning [REDACTED]

Unfortunately, I am unavailable on 02 June because of a prior commitment. If an alternative cannot be agreed then I will endeavour to find a champion but, for future meetings, I'd appreciate it if you could provide a little more notice please because I think that LFB involvement/attendance is important.

Thank you in advance

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: 28 May 2021 10:18

To: [REDACTED]
[REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: West Greenwich LTN - Emergency Services comments

Good morning all,

I hope this email finds you well.

The Council is seeking to make a decision on whether to make permanent, amend, or remove the Low Traffic Neighbourhood (LTN) in the West Greenwich/Hills & Vales area. This decision will be based on feedback received during the experimental traffic regulation order process.

As part of this decision, we ([REDACTED], and I) would like to meet with yourselves to discuss your experience with the scheme in place and discuss potential amendments to the scheme.

Please can you confirm your availability for the afternoon of 02/06/21, and your preference for either a site meeting or a Teams meeting?

Kind Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: "Rich Udemezue"; "Olu Soyoye"
Subject: RE: Woolwich LTN
Date: 15 February 2021 15:59:23
Attachments: image001.png

Good afternoon [REDACTED]

Thank you for your email.

In response; I concur with my emergency service colleagues and fully support the points made by [REDACTED] below. Any 'hard stop', even those with removal bollards etc., have a detrimental impact upon our attendance times and increases the risk injury and/or death in an emergency. Therefore, in its current state, LFB does not support your proposal.

For LFB, an existing concern with Anglesea Road is the constant illegal/double parking along it's length which regularly impedes our attendance times. A camera enforced soft closure at this location may enable you to meet your objective whilst maintaining/improving emergency services' access.

If you require any further information please let me know.

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 11 February 2021 09:27

To: [REDACTED]
[REDACTED]
[REDACTED]

Cc: [REDACTED]
Subject: RE: Woolwich LTN

Good Morning [REDACTED]

I hope you are well; following on from the conversation and concerns that were raised at the meeting 22/01/2021.

The main concerns for the Ambulance Service area are;

- Wilmont Street is already one way towards Woolwich New Road so by blocking Anglesea Road with a hard closure and making Sandy Hill one way also towards Woolwich New Road the plans currently block any emergency access into the area from that direction.
- This leads to long diversions around to access the area from Burage Road or Pulmstead Common Road – this will lead to excessive delays reaching patients in an emergency, which could have serious impacts on patient safety when seconds really do matter.
- We would be unable to support any form of hard closure within the scheme, as previously mentioned with other schemes across the borough that have already caused as delays reaching patients. (Hydes and Vales LTN) with 7 x ambulance delays reported as a result of hard closures alone. As the Council is aware the LAS does not carry any form of Gerda or FB keys in order to unlock bollards as our vehicles are not borough based responders and the nearest available ambulance regardless of geographical location is dispatched the 999 call, plus there is no standardised lock pan London. In addition if keys were carried even a delay of 2-3 minutes to stop, unlock and drop a bollard or open a gate can be detrimental to patient outcome and safety.
- The area these roads severe covers a busy town centre, transport hub and large residential population so ambulance access from all directions must be maintained.

Currently as the scheme stands we would not be able to support it until permeability from the Woolwich New Road side of the area is increased for emergency vehicle access. Possible solution would be to look at a camera enforced soft closure on Anglesea Road to allow some form of emergency access.

As the NHS continues to manage the COVID pandemic and is operating at a Level 4 national incident we need to ensure access to patients is maintained, this includes the wider NHS and social care providers in order maintain flow across the NHS.

Many Thanks

[REDACTED]
[REDACTED]
[REDACTED]

Respectful | Professional | Innovative | Collaborative



From: [REDACTED]
Sent: 10 February 2021 17:25

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]
Subject: Woolwich LTN

Importance: High

Good Afternoon,

Thank you again for meeting with us on our proposals a few weeks ago.

Please can you provide your comments and thoughts on the Woolwich Area LTN, I have attached the plan to refresh your memory. I appreciate this was done over Microsoft teams meeting, however we need to formally collate your comments as part of the consultation. Please can you return this

by 17th February C.O.P

These proposals are in line with The Mayor of London's Streetspace plan, providing long term benefits for public health, including improved air quality and reduced carbon emissions within residential areas. The Council will be monitoring the schemes closely as part of the trial period.

Thanking you all in advance.

Kind Regards

[Redacted signature block]

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LONDON FIRE BRIGADE

Date: 20 February 2021

Name/location of proposed changes: Strategic Cycle Routes from Greenwich Park to Eltham

Organisation: Royal Borough of Greenwich

Introduction

London Fire Brigade is London's fire and rescue service - one of the largest firefighting and rescue organisations in the world and we are trusted to serve and protect London. Decisions are made either by the London Fire Commissioner (the statutory fire and rescue authority for Greater London), the Mayor of London or the Deputy Mayor for Fire and Resilience. A Fire, Resilience and Emergency Planning Committee of the London Assembly holds the Commissioner, Mayor and Deputy Mayor to account.

Response

London Fire Brigade (LFB) supports proposals to promote active travel. As an organisation committed to sustainable development, we share ambitions to ensure that the recovery from the pandemic does not result in increased car use on London's roads.

While supportive of these goals, LFB's primary responsibility remains to assess whether proposals for road layout changes will impact on our ability to respond to emergencies using our professional judgement. Where we do identify concerns, we will seek to work constructively to find a practical solution where possible.

Taking this into account, my feedback is as follows:

- The introduction of 'hard-stops', even those with removal bollards, have a detrimental impact upon attendance times and consequently increase the risk of injury or death in an emergency.
 - Consideration, instead, should be given to camera managed 'soft-stops'.
- The narrowing of already heavily traffic laden lanes reduces the available space for motorists to pull over/move out of the way of fire engines that are responding to an emergency.
- The displaced traffic, as a result of road closures, has a detrimental impact upon fire brigade crews' ability to conduct their core (non-emergency) business.
 - Consideration should be given to permitting fire service/emergency service vehicles to pass through the LTN traffic measures whilst on official business.

As a result of the points raised above I would not be able to support the proposals in their current format. If you would like to make any suggestions for new proposals or changes that might address the feedback above, then I would be happy to work with you on this moving forward.

LFB wants to work constructively to find solutions where possible to ensure that changes to promote active travel can be introduced safely. However, I also have a responsibility to ensure that I inform where there are risks that changes could negatively impact on LFB operations.

Regards

[Redacted signature block]