

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

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]

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From: [REDACTED]
Sent: 10 February 2021 17:39
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Woolwich LTN
Importance: High

Thank you for the email. I am concerned that as the road above has a prohibition of motor vehicles and you are turning the road below into a one way system this would cause a lot of issues for emergency vehicles patrolling and deploying to calls. This potential delay in service causes me great concern for public safety and as such I would have to object to the proposed plan.

Filed under our reference TMO RG1010TD2021.

Please do not hesitate to contact me if I can assist further.

Kind regards,

[REDACTED]

[REDACTED]

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

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]

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Emergency Preparedness
Resilience & Response
E P R R
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From: [REDACTED]
Sent: 15 February 2021 15:59
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Woolwich LTN

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 maintaining/improving. 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]