royalgreenwich.gov.uk] ondon-fire.gov.uk; royalgreenwich.g Green Modal Filters ich.gov.uk> Importance: High

Good afternoon

The Transportation and Traffic departments are looking to introduce a number of modal filters (MF) within the borough in an attempt to reduce traffic rat running through residential areas, and promote safer cycle routes

Please find attached 4 plans, which consist of the following

- Hills & Vales MF option 1 MF in Crooms Hill south of King George St, West Grove junction with Hyde Vale, Vale south of King George St, Maldenstone Hill junction with Point Hill, and a one way (westbound) in Royal Hill.
- Hills & Vales MF option 2 MF in General Wolfe Road south of Bowling Green, Hyde Vale junction with the A2 (Blackheath Hill), and Maidenstone Hill south of Dabin Crescent.
- Hills & Vales MF option 3 MF in Crooms Hill North of King George St, Royal Place junction with Royal Hill, Hyde Vale junction with Royal Hill, Point Hill junction with Royal Hill, and Winforton Street junction with Blissett Street.
- Lee Green- MF in Abergeldie Road and Westhorne Avenue (service road) junction with the A20 (Sidcup Road).

Your comments on the propels would be very much appreciated.

All comments are to be made by close of play Friday 10th July

Kind Regards,

Tenior Traffic E Senior Traffic Engineer Royal Borough of Greenwich

The Woolwich Centre, 35 Wellington Street, London SE18 6HQ



Good Afternoon

I hope you are well and thank you for getting in contact with these proposed plans, I have a number of questions

- 1. What type of modal filter are you planning to use as there is no information, graphic or design included making it difficult to comment?
- difficult to comment?

  2. Has the scheme, particularly the A20 scheme consulted with Lewisham's Highways team as they are also planning extensive modal filter and road changes in that area?

Things that would not be acceptable or need to be considered, from an ambulance service perspective, when designing

- The London Ambulance Service (LAS) cannot support any scheme that involves the closure of a road to traffic
  using static bollards, lockable bollards, coffin bollards, gates or physical barriers like planters. The main reasor
  for this is our vehicles do not carry any form GERDA or FB keys to access these obstacles and delays can be detrimental to patient safety.
- Existing schemes already create us problems and gates and bollards are not generally routinely maintained pan London and are difficult to unlock anyway.
   The nearest available ambulance is dispatched to a 999 call so we do not profile emergency access routes like the LFB because any crew from across London can be dispatched if they are nearest and this might not be a local
- A minimum of 3.5 metre width is required for vehicle access at all times.
   Any delay in response to address behind closures could be detrimental to patient safety and cause serious harm, injury or even death to a patient due to the ambulance response being delayed.
- The diversion routes related to these schemes are long and would lead to significant delays in us reaching
- patients, due to existing traffic management systems/restrictions.

  Congestion is already high on main trunk roads on the Blackheath and Shooters Hill area making emergency response challenged. Reducing access to residential streets would significantly impact on our ability to reach patients quickly.
- Blocked roads create egress issues resulting vehicles having to make multiple point turns to leave scene, further delaying patient care and them reaching definitive care, this can be detrimental for time critical patients. This is turning area on these closed roads has not been considered.

  Diversion routes are too long and hindered by existing restrictions like speed humps and other restrictions. A clear and enforced turning area on these closed roads has not been considered.

  Diversion routes are too long and hindered by existing restrictions like speed humps and barriers.
- All local authorities and TfL are implementing these schemes and there is no coordinated engagement or process All local authorities and Tf. are implementing these schemes and there is no coordinated engagement or proc
  for emergency service to feedback or object resulting in schemes overlapping and impacting on each other.
  Particularly Lewisham in the feedback or object resulting in schemes overlapping and impacting on each other.
   The use of ANPR is the best way schemes can be enforced as it allows roads to remain open to emergency
  services at all times. Although costly, life, as you would agree, is more important.
   Any delay in accessing and egressing a scene of an incident increases ambulance job cycle times resulting in
  ambulances being unavailable longer before they can respond to the next 999 call.
   Paramedics already have a stressful job managing patient care and cannot be further stressed by having to
  navigate complex road closures when trying to reach calls or rapidly convey very unwell or injured persons to
  hospital.

- Consideration also needs to be given to the wider health and social care providers who will need access to address and are on tight schedules. Patient transport ambulance picking patients up for chemotherapy or dialysis appointments, district and community healthcare teams and social care carers will all be delayed by having to navigated additional road closures and restrictions leading to delayed care, welfare issues, humanitarian concerns and potential for emergency admission as a result of delays. Addition missed clinical appointments has a detrimental effect on service delivery and patient flow through the NHS system. Consideration of exemptions for
- these staff through restrictions would also need to be given.

  Greenwich Town is an area of high LAS call volume due to the number residential, heritage sites, parks, commercial, licensed and support based premises in the area so further restrictions would impact on LAS response to the area and risk patient safety.

Although the LAS does support need to ensure social distancing this cannot be at the detriment of patients calling 999, but currently the use of any kind of bollards/gate/planter to close road is not acceptable.

Things that need to be considered when planning projects;

- It is not acceptable to delay the ambulances reaching addresses or 999 calls within a restricted traffic area, as any
  delay could result in death or permanent injury to a patient. HM Coroner has issued prevent future death notices regarding these issues previously, so any scheme must easily allow emergency vehicle access at all times during operation. I have attached the PFD notice from the Leeds Head Coroner.
- An obstruction of emergency services could also be considered as obstruction under the Emergency Workers (Obstruction) Act 2006. So measures must be put in place to ensure equal access to all services.

http://www.legislation.gov.uk/ukpga/2006/39/section/1

Thank you for taking the time to consider our concerns.

Kind Regards

mergency Planning and Resilience Officer South East London and Surface Transport **Emergency** Preparedness E P R R