








**Liveable Neighbourhoods
Coppermill Area Scheme
Police (Traffic Management Unit) + London Ambulance Service – Liaison
Minutes**












15 January 2019
12:30 to 13:30

Attendees:

		Police
		LAS
		LBWF
		LBWF

Ref:	Minutes:	Outlined By:	Action:
001	Plans for the Coppermill Area scheme were sent to the Police (Traffic Management Unit) and London Ambulance Service (LAS) in advance of the meeting; and also tabled within this meeting (attached).		
002	<p>The Liveable Neighbourhoods objectives and design rationale was outlined. And It was noted that at present there are 5x Modal Filters proposed at the locations shown below:</p> <ol style="list-style-type: none"> 1. South Access Road (Bus Gate) – outside Low Hall depot 2. Low Hall Lane – west of the junction with Acacia Road 3. Leucha Road – west of the junction with Stephenson Road 4. Edward Road – outside Coppermill Primary School 5. Coppermill Lane – near the western car park (access allowed for essential local vehicles) <p>The above are at present initial concepts that are subject to feasibility, change, exclusion and full public and statutory consultation within the later stages of the project.</p>		

003	It was outlined that the scheme will provide an accessible grid of streets on the periphery of each of the schemes extents, which is made up of primary distributors. To allow emergency access inside the outer boundary (within the residential areas), the schemes will incorporate an internal accessible grid of a selection of secondary distributors that will allow access to residential local distributors and therefore allow vehicular access to all addresses within the scheme boundary. Access on the internal grid will be facilitated via the implementation of either camera enforced timed closures or lockable bollards.		
004	It was outlined that the procedures described in 003 and the proposed measures shown on the scheme design plans are acceptable and approved by the Police and LAS in principal. The Police and LAS will have opportunity to comment on the final design plans within the statutory consultation stage.		
005	It is unlikely Police and LAS response times will be affected by any of the scheme proposals. This is because generally the Police and LAS do not mobilise from a given point (i.e. a headquarters/local Police station). The common scenario is either a) a Police unit will be mobilised from a point that is in the nearest proximity to the incident or b) a mobile unit will accept the call to attend an incident, usually from a location near to the incident. This is to enable the shortest response time.		
006	Police and LAS vehicles utilise Satnav, which will be updated to reflect any changes to the highways layout. Liaison with local Police and LAS would be beneficial to explain the scheme layout upon implementation.		
007	Potential traffic displacement from secondary distributors to primary distributors will not affect Police and LAS response times because in an emergency blue lights and a siren will be used to bypass all traffic.		
008	It is not a foregone conclusion that traffic will automatically displace as proven by the traffic reduction figures on Forest Road.		
009	Police and LAS response times may be improved by the reduction of traffic and congestion in the		

	residential areas.		
	<p>It was also noted that should the South Access Road modal filter/bus gate be implemented that it would provide improved access for the Police and LAS to the council depot and Argall Estate if implemented.</p> <p>However, it was outlined by both the Police and LAS that it would be preferable to allow all emergency vehicles (marked and unmarked) to pass through camera controlled modal filters/bus gates by including a clause within the traffic management orders that exempts vehicles passing through that are on official "Police/Fire/Ambulance purposes".</p> <p>This is to be investigated by the LBWF project delivery team.</p>	  	
010	Pedestrian and cycle safety will be improved by the reduction of traffic and congestion in the residential areas by reducing vehicle frequency and resulting potential conflict.		
011	Crime and fear of crime will be reduced by implementing improvements to the alleyways (lighting/surfacing/designing out crime measures).		
012	All signage is to be compliant with DfT and TSRGD guidelines.		
013	Signage plans to be made available to the Police at the appropriate design stages.		
014	<p>The Police and LAS are included as key stakeholders throughout the Statutory Consultation stage.</p> <p>The Police and LAS will also be notified of all key stages throughout the project lifespan.</p>		
015	The Police will be included within the Stage 3 Road Safety Audit process.	