








**Liveable Neighbourhoods  
Coppermill Area Scheme  
London Ambulance Service (LAS) Liaison Meeting  
Minutes**

18 February 2020  
14:00 to 15:00

**Attendees:**

		LAS
		LBWF
		LBWF

Ref:	Minutes:	Outlined By:	Action:
001	<p>An overview of the delivery and design was outlined for all schemes listed below:</p> <ul style="list-style-type: none"> <li>• <a href="#">Coppermill Area</a></li> <li>• <a href="#">Markhouse Area – Series 4</a></li> <li>• <a href="#">Hilltop Area</a></li> <li>• <a href="#">Odessa Road Corridor</a></li> </ul>		
002	<p>The <b>Coppermill Area</b> Liveable Neighbourhoods scheme objectives and design rationale was outlined. It was noted that at present there are 3x modal filters and 1x bus gate proposed at the locations shown below:</p> <ol style="list-style-type: none"> <li>1. South Access Road (Bus Gate) – outside Barn Croft school</li> <li>2. Low Hall Lane – junction with Markhouse Road</li> <li>3. Station Road – junction with St James Street</li> <li>4. Edward Road – junction with Coppermill Lane</li> </ol> <p>It was suggested to conduct an on-site LAS vehicle access test at the proposed Station Road modal filter.</p>		
003	<p>The <b>Markhouse Area-Series 4</b> scheme objectives and design rationale was outlined. It was noted that at present there are 4x modal filters proposed at the locations shown below:</p> <ol style="list-style-type: none"> <li>1. Belgrave Road (north of the junction Rutland Road)</li> <li>2. Chelmsford Road (south of the junction Collingwood Road)</li> <li>3. Rutland Road (between Somerset Road / Devonshire Road)</li> <li>4. St Barnabas Road (south of the junction Collingwood Road)</li> </ol>		
004	<p>The <b>Hilltop Area</b> scheme objectives and design rationale was outlined. It was noted that at present there are 3x modal filters proposed at the locations shown below:</p>		

	<p>1. Howard Road - junction with Church Hill</p> <p>2. Rectory Road - junction with Church Hill</p> <p>3. Seaford Road - between Hurst Road and The Drive.</p>		
005	<p>The South Leytonstone-Phase001-<b>Odessa Road Corridor</b> scheme objectives and design rationale was outlined. And It was noted that at present there are zero modal filters proposed at the locations shown below. If the current bid is successful, there will be further future proposals that will be subject to LAS approval.</p>		
006	<p>It was outlined that the schemes will provide an accessible grid of streets on the periphery of each scheme 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.</p>		
007	<p><b>It was outlined that the procedures described in item reference 006 and the proposed measures shown on the scheme design plans and outlined in items reference 002/003/004/005 are acceptable and approved by the LAS.</b></p> <p>The LAS will have opportunity to comment on the final detailed design plans within the statutory consultation stage.</p>		
008	<p>It is unlikely LAS response times will be affected by any of the scheme proposals. This is because generally the LAS do not mobilise from a given point (i.e. a headquarters/local LAS station). The common scenario is either a) a LAS 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.</p>		
009	<p>LAS vehicles utilise Satnav, which will be updated by the LAS to reflect any changes to the highways layout.</p> <p>LAS also issue iPads to their mobile units, which have the Waze app installed as standard to enable immediate knowledge of recent changes to the highways network.</p> <p>Liaison with local LAS would be beneficial to explain the scheme layout upon implementation.</p>		
010	<p>Potential traffic displacement from secondary distributors to primary distributors will not affect LAS response times because in an emergency blue lights and a siren will be used to bypass all traffic.</p>		
011	<p>It is not a foregone conclusion that traffic will automatically displace as proven by the traffic reduction figures on Forest</p>		

	Road.		
012	LAS response times may be improved by the reduction of traffic and congestion in the residential areas.	■	
013	<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 LAS and emergency services to the council depot and Argall Estate if implemented.</p> <p>However, it was outlined by the 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>	<p>■</p> <p>■</p> <p>■</p>	■
014	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.	■	
015	Crime and fear of crime will be reduced by implementing improvements to the alleyways (lighting/surfacing/designing out crime measures).	■	
016	All signage is to be compliant with DfT and TSRGD guidelines.	■	
017	It would be beneficial to the emergency services if street name signs are to include accessible house numbers where modal filters are implemented if possible.	■	■
018	Signage plans to be made available to the LAS if requested at the appropriate design stages.	■	■
019	<p>The LAS are included as key stakeholders throughout the Statutory Consultation stage.</p> <p>The LAS will also be notified of all key stages throughout the project lifespan.</p>	■	■
020	The LAS will be included within the Road Safety Audit process if requested.	■	■