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SUPPLEMENTARY AGENDA

OVERVIEW AND SCRUTINY BUSINESS PANEL

Date: TUESDAY, 25 JANUARY 2022 at 7.05 pm

Committee Room 2
Civic Suite
Lewisham Town Hall
London SE6 4RU

Enquiries to: **Jasmine Kassim**
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ORDER OF BUSINESS – PART 1 AGENDA

Members are summoned to attend this meeting

Kim Wright
Chief Executive
Lewisham Town Hall
Catford
London SE6 4RU
Date: Monday, 17 January 2022

The public are welcome to attend our committee meetings, however occasionally committees may have to consider some business in private. Copies of reports can be made available in additional formats on request.

Mayor and Cabinet

Lewisham and Lee Green Low Traffic Neighbourhood: Consultation report and next steps

Date: 12 January 2021

Key decision: Yes

Class: Part 1

Ward(s) affected: Lee Green, Lewisham Central

Contributors: Zahur Khan, Director of Public Realm; Louise McBride, Head of Strategic Transport

Outline and recommendations

This report outlines to Mayor and Cabinet the outcome of the review of the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), including data monitoring and feedback from the public consultation. This has been used to form the recommendations regarding the future of the Lewisham and Lee Green LTN.

For the reasons outlined in the report it is recommended that Mayor and Cabinet:

- Note the findings of the review of the LTN, including the data monitoring and feedback from the public consultation;
- Consider the Equalities Impact Assessment (EqIA) and specific equalities considerations summarised in section 8 of the report and the full EqIA detailed in Appendix J.
- Agree that proposals for a permanent traffic order retaining the revised Lewisham and Lee Green LTN be published, and that the statutory processes be conducted
- Agree that the physical modal filters within the Lewisham and Lee Green LTN are converted to automatic number plate recognition (ANPR) camera enforcement and that Lewisham blue badge holders and emergency services are exempt
- Agree that officers work with schools in the LTN area to implement traditional school streets, where schools are supportive
- Agree additional complementary measures are implemented within the LTN and surrounding areas, subject to statutory processes and detailed design, including:
  - planters/trees and green spaces
  - additional electric vehicle charging points
  - additional bike hangars and cycle stands
  - additional and/or improved pedestrian crossing points
  - new seating
- Agree to continue to monitor the area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality and bus journey times.
- Agree to officers using their existing delegated powers to implement the above recommendations and deliver the package of complementary measures.

Timeline of engagement and decision-making

27 May 2020 – Delegated decision – Implementation of temporary measures to support safer walking and cycling in response to the Covid-19 pandemic

July 2020 – Lewisham and Lee Green LTN implemented

November 2020 – Lewisham and Lee Green LTN revised

March 2021 – Lewisham and Lee Green LTN public consultation on measures on proposals aimed at making journeys to and from school safer and healthier

28 June – 8 August 2021 – Lewisham and Lee Green LTN public consultation

1. Summary

1.1. The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians and urgently put measures like LTNs in place.

1.2. The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.

1.3. LTNs also aim to improve air quality and public health, reduce noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists.

1.4. Due to the timescales and expectations set by central government, councils did not have time to consult on these changes and were expected to rapidly introduce measures that would achieve the aims set out in paragraph 1.2, without the full range of traffic studies and preparatory work that would normally be done for such proposals.

1.5. The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as walking and cycling improvements. Within the Lewisham Transport Strategy and Local Implementation Plan (2019 – 2041) the area had been identified as a priroity area for a Healthy Neighbourhood.

1.6. The original scheme was implemented in July 2020 using a Temporary Traffic Order (TTO), which allowed the scheme to be implemented quickly. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which re-opened some of the restrictions to traffic, and is known as the revised scheme.

1.7. As a result of the changes, the level of concerns raised by residents and those who travelled through the revised LTN significantly reduced.

1.8. During the summer of 2021, the Council carried out a public consultation to understand people's views and experiences of the LTN. The feedback from the consultation has formed part of a review of the LTN alongside data collected as part of the monitoring of the scheme, including air quality, traffic counts, traffic speed data, bus journey times and the impact on emergency services. This information has been been considered in the context of the Council's longer term ambitions to inform the recommendations about the future of the LTN.

1.9. The review has indicated that the existing, revised Lewisham and Lee Green LTN has met its primary aims, is in line with the Council's corporate objectives and policies and wider London policies, and has started to positively influence behaviour and encourage people to travel more sustainably.

1.10. This report set out the results of the monitoring surveys and public consultation, outlines the impact against the aims of the project, outlines improvements to be made and seeks approval for the recommendations and outlines the next steps.

2. Recommendations

2.1. For the reasons set out in this report it is recommended that Mayor and Cabinet:

- Note the findings of the review of the LTN, including the data monitoring and feedback from the public consultation;
- Consider the Equalities Impact Assessment (EqIA) and specific equalities considerations summarised in section 8 of the report and the full EqIA detailed in Appendix J.
- Agree that proposals for a permanent traffic order retaining the revised Lewisham and Lee Green LTN be published, and that the statutory processes be conducted
- Agree that the physical modal filters within the Lewisham and Lee Green Low Traffic Neighbourhood are converted to automatic number plate recognition (ANPR) camera enforcement and that Lewisham blue badge holders and emergency services are exempt
- Agree that officers work with schools in the LTN area to implement traditional school streets, where schools are supportive.
- Agree additional complementary measures are implemented within the LTN and surrounding areas, subject to statutory processes and detailed design, including:

  - planters/trees and green spaces

  - additional electric vehicle charging points

  - additional bike hangars and cycle stands

  - additional and/or improved pedestrian crossing points

  - new seating

- Agree to continue to monitor the area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality and bus journey times.
- Agree to officers using their existing delegated powers to implement the above recommendations and deliver the package of complementary measures.

3. Policy Context

3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below.

Lewisham policies

3.2. Corporate Strategy 2018-2022 – This sets out what the Council plans to deliver for residents between 2018-2022. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham greener.

3.3. Future Lewisham (2021) – This outlines the Council's ambitions for the future and priorities as the borough recovers from the impact of the Covid pandemic. One of the core themes of the plan is to create is 'a greener future', building on the observed increase in walking and cycling locally, and all the other ways our environment benefitted from behaviour changes over the last year. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including air quality.

3.4. Climate Emergency Action Plan (2020) – This sets out the Council's ambition for Lewisham to be a carbon neutral borough by 2030. More than 25% of the borough's carbon emissions come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies to move to a decarbonised transport network is to implement a Healthy Neighbourhoods programme to reduce traffic congestion, improve air quality and encourage sustainable modes of travel. The intention is to implement a rolling programme across every area of the borough by 2030.

3.5. Air Quality Action Plan 2016-2021 – This outlines the Council's five-year strategy, from 2016-2021, to improve air quality in the borough. One of the main priorities of the action plan is to expand the sustainable transport infrastructure within Lewisham.

3.6. Draft Air Quality Action Plan 2022-2027 – This outlines the Council's draft five-year strategy, from 2022-2027, to improve air quality in the borough and across London. This includes objectives for cleaner air around schools and for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; introducing more School Streets, temporary road closures and restrictions for parking; improved provision of infrastructure to support walking and cycling; installation of Ultra-Low Emission Vehicle (ULEV) infrastructure and promote the update of electric vehicles.

3.7. Transport Strategy and Local Implementation Plan 2019-2041 – The objectives of the Council's transport strategy is for travel by sustainable modes to be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham; Lewisham's streets to be safe, secure and accessible to all; Lewisham's streets to be healthy, clean and green with less motor traffic; and Lewisham transport network to support new development whilst providing for existing demand.

3.8. Cycling Strategy (2017) – This sets out the Council's vision for cycling to be a safer and more attractive option for travel. This includes via schemes such as Liveable Neighbourhoods where space is made available for people to enjoy streets without motor vehicles, particularly near schools, to help those walking and cycling.

3.9. Draft Health and Wellbeing Strategy 2021-2026 – The Council is planning a refresh of it's Health and Wellbeing Strategy which will be finalised in 2022. This will build on the Health and Wellbeing Strategy for 2015-2018 which seeks to improve health outcomes for residents, and outlines the need to create physical and social environments that encourage healthy habits, choices and actions.

3.10. In addition, the Council is in the process of developing a 10-year Physical Activity Strategy that will develop a clear approach (determined by local priorities and outcomes) to providing effective and sustainable physical activity (including sport) and wider healthy lifestyle opportunities for local communities for the next 10 years. The Strategy will build on the Lewisham Whole Systems Obesity Action Plan 2019-2021.

London-wide policies

3.11. Mayor of London's Transport Strategy (2018) – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.

3.12. Healthy Streets for London (2017) – The Mayor of London and TfL are taking the Healthy Streets Approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:

- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact;
- Prioritising better and more affordable public transport and safer and more appealing routes for walking and cycling;
- Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.

3.13. London Environment Strategy (2018) – This strategy brings together approaches to every aspect of London's environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the "most pressing environmental threat to the future health of London" and sets out a roadmap to zero emission road transport which includes reducing car use.

National policies

3.14. Gear Change (2020) – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads.

4. Background

4.1. Prior to the pandemic, there was a widely recognised need to reduce car dependency in London to improve air quality, reduce congestion, improve road safety and improve public health, as reflected in the Council's Transport Strategy (2019), the Mayor of London's Transport Strategy (2018) and Government policy.

4.2. Improving air quality is integral to the Council's target of becoming a carbon neutral borough by 2030. To achieve this target will require a range of radical actions across the Council's corporate estate, transport, housing and green spaces.

4.3. Air quality has a distinct impact on life expectancy. Breathing in polluted air is linked to respiratory illnesses, including Chronic Obstructive Pulmonary Disease (COPD), asthma, cardiovascular disease and neurological impairments. Nitrogen dioxide (NO_2) and particulate matter (PM) are both major contributors to air pollution and can contribute to serious health problems like heart disease and cancer. In Lewisham, road transport is one of the main sources of both NO_x and PM, contributing 64% and 55% respectively.

4.4. Monitoring of air quality in Lewisham has shown a decreasing trend in the levels of NO_2 and PM in recent years. On average, annual mean NO_2 concentrations at both roadside and urban background monitoring locations have decreased between 2014 and 2020 by an average of 42% and 37% respectively.

4.5. Similarly, during the same period, our three PM_{10} monitoring stations (at New Cross, Lewisham and Honor Oak Park) showed an overall downward trend with all annual mean PM_{10} concentrations and our two automatic monitoring stations for $PM_{2.5}$ (at New Cross and Honor Oak Park) have shown no exceedance of $PM_{2.5}$ EU legal limits of 40 micrograms per cubic metre of air (µg m^3) per year.

4.6. However, these limits are significantly less stringent than the recommended World

Health Organisation (WHO) guidelines which, as of 2021, are annual mean concentrations of 5 µg m^3 of $PM_{2.5}$ and 15 µg m^3 of PM_{10}. The Council has committed to reporting data against this, expanding the number of $PM_{2.5}$ monitoring stations from two to three in 2020. In 2020, two monitoring stations recorded annual mean $PM_{2.5}$ levels within the limits that were current at the time (10 µg m^3 per year), while one station (LW2 in New Cross) recorded annual mean PM2.5 of 12.6 µg m^3.

4.7. More needs to be done to reduce exposure to air pollution and meet the WHO guidelines. Despite significant improvements, levels of air pollution in London are still too high for the health of many Londoners and the study found that in 2019 toxic air contributed to the deaths of more than 4,000 Londoners. This shows that there is still vital work to do to improve London's air quality and that reducing emissions from vehicle usage is critical.

4.8. The Council's draft Air Quality Action Plan 2022-2027 (as noted in section 3.6) outlines a series of measures and actions that aim to further enact downward trends in the concentration levels of harmful air pollutants. This includes implementing traffic-related schemes such as School Streets, provision of infrastructure to support walking and cycling to encourage active travel, and provision of electric vehicle charging infrastructure to encourage use of cleaner vehicles.

4.9. Encouraging sustainable and active travel and reducing car dependency is a key tool to reducing traffic congestion, meaning fewer vehicles are on the road. This in turn is expected to improve the efficiency of public transport and essential vehicle trips as journey times are less affected by congestion resulting from short, unnecessary car journeys.

4.10. However, traffic on London's roads has increased in the decade since 2009 by more than 20%, with an additional 3.9 billion miles travelled in the city, bringing the total number of miles travelled by motor vehicles to 22.6 billion in 2019 (road traffic statistics by DfT, 2020).

4.11. In Lewisham, traffic has increased by almost 25% in that same decade, bringing the total number of miles travelled on Lewisham roads by motor vehicles to 613 million in 2019 (road traffic statistics by DfT, 2020).

4.12. In addition, from 2009 to 2019, an increase of almost 60% of traffic has been monitored on local roads in London (road traffic statistics by DfT, 2020), which are not designed to carry high volumes of traffic or high speeds. These are roads which are classified as 'C roads' or have no classification and are designed to perform local functions, such as for local journeys which could be made by active modes of travel.

4.13. GLA data shows that over one third of all car trips made by London residents are for journeys of less than 2km (Health impacts of cars in London, GLA 2015), contributing to the high levels of vehicular traffic monitored on London roads. A number of these journeys could be made by active travel modes instead, for example 2km can be walked within 25 minutes.

4.14. High levels of congestion are linked to increased risk of road danger. Between 2017-2021 there were more than 4,000 casualties as a result of traffic collisions in Lewisham, of which 21 were fatal. High priority interventions suggested to reduce road danger include lowering speeds to 20mph; introducing measures to reduce the dominance of traffic; and designing streets with safety in mind that encourages ways of travel which pose less risk of other people on the roads, e.g. new or upgraded high-quality cycle routes and infrastructure to make walking safer, easier and more accessible for all.

4.15. Furthermore, TfL data found that one quarter of traffic on weekday mornings was contributed by the 'school run', of which the average journey was less than 1km (about a 10 minute walk (TfL, 2018). School streets, a scheme where motor vehicle access is

restricted outside a school during drop off and pick up times, have been widely introduced across London to reduce this congestion as well as to improve road safety surrounding schools, encourage children to walk and cycle, and improve air quality. A survey by TfL suggested that school streets had helped to increase the trend towards walking instead of driving to school, while a GLA study showed that pollution sensors in primary schools monitored reduced NO_2 levels by up to 23% at schools that had a school street.

4.16. Air pollution and physical inactivity contribute significantly to ill health in Lewisham. In 2018/19, 5.3% of people living in Lewisham had asthma, which is above the London average. In addition, of children aged 10-11 years in the borough, almost 25% are identified as obese and over 37% live with excess weight, higher than the average figures in England.

4.17. In addition, more than 25% of adults in Lewisham and 50% of children in London fail to meet the recommended daily levels of exercise.

4.18. The development of Healthy Neighbourhoods, and delivery of measures to encourage greater levels of sustainable and active modes of travel are part of the Council's long-term strategies to reduce car dependency and road danger, and improve air quality. These policies can also help to tackle other public health issues in the borough, such as high levels of childhood and adult obesity and physical inactivity.

4.19. The Council was already working on a Healthy Neighbourhood programme which would deliver traffic management measures and School Streets alongside complementary measures such as contra-flow cycling, improved pedestrian crossing points, secure cycle parking, street trees, benches and electric vehicle charging points to areas across the borough. The Healthy Neighbourhood programme was in line with the Mayor of London's Healthy Streets Approach and would aim to reduce car dependency, improve air quality, reduce congestion, improve road safety and improve public health.

4.20. As set out in the Transport Strategy, the borough was split into 18 areas with boundaries based on key transport corridors such as main roads and railway lines. These 18 areas were ranked for intervention need based on a number of factors, including personal injury collisions, air quality, levels of obesity and deprivation, and resident feedback . Based on the above, the Lewisham and Lee Green area was identified as one of four areas prioritised for initial intervention.

4.21. On 9 May 2020, soon after the country went into a national lockdown as a result of the COVID-19 pandemic, the Secretary of State for Transport issued additional statutory guidance under Section 18 of the Traffic Management Act 2004, providing advice on techniques for managing roads to respond to a range of pertinent issues, summarised below:

- the government indicating a likely need to retain social distancing guidelines for some time;
- an observed increase in speeding/dangerous driving on the road network;
- limitations on public transport capacity while social distancing is required;
- potential public concern over the use of public transport;
- a likelihood of increased car trips as restrictions are lifted;
- an encouragement from central and local government that journeys are kept local, and that these are made on foot or by bicycle where possible;
- a high proportion of footways that are not wide enough to safely accommodate social distancing practices;

- the potential to combine trip purposes where possible to minimise exposures (e.g. physical exercise such as walking/cycling with a trip to the shops);
- a need for people to maintain good physical and mental health, increasing resilience against COVID-19 symptoms; and
- a need for residents who may have been impacted financially to feel that they have viable low cost transport options available to them.

4.22. The document set out high-level principles to help local authorities to manage their roads and the appropriate actions they should take. The guidance also specified that Authorities should monitor and evaluate any temporary measures that are installed, with a view to making them permanent, and embedding a long-term shift to active travel as the country moves through the recovery phase and into a newly shaped 'business as usual'. Following the publication of this guidance, the Department for Transport (DfT) agreed a financial settlement with TfL that allowed it to work with London Boroughs to roll out measures contained within this guidance.

4.23. As a result and in response to the COVID-19 pandemic, a number of local authorities across the UK and beyond implemented measures to help people safely make the essential trips they need to on foot or by bicycle.

4.24. Concurrently, TfL withdrew the majority of transport funding previously allocated to boroughs, with the exception of any 'sunk' costs already incurred. All remaining funding was reallocated to boroughs who were in a position to rapidly implement temporary transport interventions in response to the issues outlined above. The DfT also allocated some funding directly to boroughs for this purpose.

4.25. In London TfL published guidance on 15 May 2020 setting out its expectations of boroughs to manage roads to respond to the issues outlined in section 4.21. This took into account the London context and unique pressures and issues that were being experienced. The guidance set out the pressing need to safely accommodate more walking and cycling trips as travel restrictions are relaxed, but whilst social distancing guidance remains. It explained the types of measures that will help to achieve this, which was broadly consistent with the DfT guidance. It sought to transform London's streets by:

- Providing temporary cycle routes to extend the strategic cycle network, with London's main roads repurposed for temporary cycle lanes and wider footways so that people can safely socially distance.
- Providing additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely for shops which will help facilitate local economic recovery
- Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets, to further enable more people to walk and cycle safely as part of their daily routine

4.26. The primary objective of these measures was to protect public health and safety during the COVID-19 pandemic, as people started to undertake more trips, which made these measures increasingly urgent. They helped to support the recovery from the crisis whilst also being in alignment with a wider range of existing policy objectives, as outlined in section 3 of this report.

4.27. As a result of the COVID-19 emergency, the resulting lockdown and social distancing requirements, trip patterns changed substantially. Crucially, whilst the need for social distancing remained, any external factors that resulted in an increase in walking and cycling trips (which is something to be encouraged), at the same time as there being an increase in vehicular traffic or speeding (which is undesirable), was a cause for

concern on safety grounds.

4.28. This is because people needed more space than usual in order to maintain social distancing whilst walking/cycling. This was more difficult to achieve when available space was constrained by a combination of narrow footways, shop queueing systems, parking, and high traffic volumes and/or speeds on the carriageway. Put simply, if people needed to frequently step into the carriageway to maintain a 2m clearance when passing others, this put them at increased risk without mitigation measures in place, particularly in the locations with the highest footfalls and traffic volumes/speeds.

4.29. Cyclists were also vulnerable, again, particularly where traffic volumes or speeds were high. This was especially relevant for newer cyclists who may not have received any formal cycle training, to give them confidence riding in busy traffic, due to the restrictions currently in place. Cyclists were also likely to need to negotiate pedestrians stepping into the carriageway, and lower traffic volumes would give them greater flexibility to react quickly in this respect, without putting themselves in danger.

4.30. Responding to the guidance, a range of interventions were proposed that sought to either create more protected space for pedestrian and / or cyclists, or that aimed to lower traffic volumes and speeds so there was greater scope for road users to safely share spaces.

4.31. One of those interventions was the implementation of a LTN for the Lewisham and Lee Green area, which is outlined in section 5 of this report.

5. Implementation of Lewisham and Lee Green LTN

5.1. The Lewisham and Lee Green LTN was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to urgently put measures like LTNs in place.

5.2. The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area. Within the LTN area there are eight schools, both primary and secondary, two railway stations, parks and sports facilities and local shopping areas, which are destinations within the area for local trips. In addition the Lewisham to Lee cycleway is in the area.

5.3. LTNs also aim to improve air quality and public health, reduce noise pollution and make roads safer, which are all in line with the Council's longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists.

5.4. Due to the timescales and expectations set by central government, councils did not have time to consult on these changes and were expected to rapidly introduce measures that would achieve these results, without the full range of traffic studies and preparatory work that would normally be done for such proposals.

5.5. The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as walking and cycling improvements.

5.6. The scheme was implemented using a Temporary Traffic Order (TTO), which allowed the scheme to be implemented quickly. A combination of camera-enforced and physical modal filters were installed in locations across the Lewisham and Lee Green area to complement the existing filters in the area (see Appendix B). Emergency services were permitted to travel through camera-enforced restrictions.

5.7. In the decision report dated 27 May 2020, it was noted that the measures would be kept under review and would be lifted or amended if they were not considered to be

contributing at all to the policy objectives set out.

5.8. The Commonplace platform was used to publish information related to the implementation of the LTN and for residents to provide feedback on the scheme.

5.9. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which opened some of the restrictions to traffic (see Appendix C).

5.10. These changes were made in anticipation that they would ease traffic congestion on Hither Green Lane and at key junctions with the South Circular. The changes were:

- On Manor Lane the existing camera was adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs);
- On Manor Park the existing camera was adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera continues to enforce vehicles who try to travel southbound;
- The existing cameras on Ennersdale Road and Dermody Road were adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera continues to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green);
- On Leahurst Road the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera enforces this restriction. The width restriction was replaced by a 7.5 tonne weight restriction which is also enforced by camera.

5.11. Other changes have been made in response to feedback from residents, including enabling residents who are Blue Badge holders to apply for a vehicle exemption to drive through all modal filters and making the signs for the Dermody Road modal filter more prominent to encourage greater levels of compliance.

5.12. Typically, with these types of schemes, complementary measures such as cycle lanes, bike hangars and EV charging points would be implemented to encourage behaviour change for a modal shift for travel. However the conditions for funding by TfL at the time was that only restrictions would be funded.

6. Data monitoring

6.1. Since the LTN was launched, the Council has been undertaking monitoring to understand how the LTN is operating, its impact and whether it is achieving its aims as set out in section 1.2 and 5.2 of this report.

6.2. The key elements being monitored are:

- Traffic levels on local roads
- Traffic speed across local roads
- Air quality
- Bus journey times
- Impact on emergency services

6.3. Due to the timescales and expectations set by central government, councils did not have time to undertake the full range of traffic studies and preparatory work that would normally be done in advance for such proposals.

6.4. The Council does not have all the baseline air quality data that it would do in normal

circumstances. This is because at least three months' continuous data is preferable to understand any regular fluctuations that occur under normal circumstances. However, the Council already has a range of locations where air quality is monitored. These include five continuous air quality monitoring sites in Lewisham, Catford, Deptford, New Cross and Honor Oak Park, that provide historic and predicted air pollution levels to the London Air Quality Network website. There are also 50 nitrogen dioxide diffusion tubes at locations around the borough, and in September 2020 a further 51 temporary monitoring sites were added to capture data for the LTN.

6.5. The Council does hold some baseline data for traffic counts and speeds. Traffic counts and speed surveys were commissioned in March 2019 and further counts in June/July 2020. These counts were taken at a number of locations across the LTN and surrounding area over a 7-day period and were recorded outside of school holiday time periods. Although both these data sets are baseline measures, the effects of Covid-19 on travel behaviour for these two time periods need to be factored into the consideration of the data analysis.

6.6. The Council has also collected 'after' monitoring data to give a comprehensive picture of the impact of the LTN. Traffic counts and speed surveys were commissioned in September / October 2020 to assess the impact of the original scheme and February 2021 for the revised scheme. During this time air quality continued to be monitored and officers worked with TfL to undertsand the impact on bus journey times.

6.7. A comparison of the baseline data and after monitoring can be found below.

Air quality data

6.8. The Council maintains a network of Nitrogen Dioxide (NO_2) diffusion tubes to assess pollution levels. NO_2 is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: www.lewisham.gov.uk/airquality

6.9. There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will influence people's travel patterns. Please note that some of the longer roads were subject to more than one survey location.

6.10. The LTN is aimed at encouraging long term behaviour change and it was not anticipated that there would be a significant, immediate change in air quality.

6.11. The data presented in Graph 1 on page 11 of the consultation leaflet (see Appendix D) shows the average NO_2 recorded (June – October 2020 for the original scheme and November 2020 to March 2021 for the revised scheme) over the course of the two variations of the scheme which shows the schemes have had little to no impact on air quality in and around the area. However, monitoring found that the overall mean NO_2 concentration for the LTN monitoring network was 29.0 ug/m3 for the original scheme and 31.4 ug/m3 for the revised scheme.

6.12. Looking at the average NO_2 readings in Graph 1, it can be seen that there are no locations where NO_2 exceeded the EU Legal limit of 40 micrograms per cubic metre of air (40 µg/m^3).

6.13. Air quality monitoring on the A205 South Circular indicates that air quality improved during the first of the lockdown when people's travel was restricted. The air quality is now comparable to pre-pandemic levels as restrictions have eased. The Council continues to monitor air quality across the borough.

6.14. Air quality has continued to be monitored and provisional data available for the automatic air quality monitoring stations for 2021 indicate no exceedances of the objectives for NO_2, PM_{10} or $PM_{2.5}$. It is vital to note that the data referred below is currently provisional and still needs to be ratified and may be subject to change.

Therefore this data is not definitive and will be given careful consideration in the future monitoring of the scheme when all required processes have been completed.

6.15. Provisional concentrations of NO_2 reported in 2021 at the automatic monitoring stations were broadly similar to those reported in 2020, with provisional concentrations of PM_{10} and $PM_{2.5}$ slightly higher.

6.16. Provisional data for the NO_2 diffusion tube network for 2021 indicates that generally higher concentrations of NO_2 were recorded than those observed in 2020, with some tubes reporting concentrations similar those observed in 2019. From the provisional data available for 2021, potential exceedances are indicated only at two of the 101 monitoring locations, the South Circular and New Cross monitoring stations, where means of 41.6 µg m-3 and 44.4 µg m-3 are currently reported. It should be noted that the South Circular data was also shown to be in exceedance of the annual mean objective in 2018 and 2019.

Traffic level monitoring

6.17. It is important to note that any transport-related data capture has limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. A range of variables will also need to be considered such as seasonality, as different modes of transport and the associated flows may differ between times of year.

6.18. In addition, data capture during a pandemic is not representative of normal conditions, and traffic flow was affected by the tightening and easing of lockdown measures by the government which have severely influenced the frequency, method and usage of travel methods, resulting in at times volatile results. The montoring data has been undertaken over a period that is not under ‘normal’ conditions and we are still unclear when or if ‘normal’ conditions will return. Therefore the data produced and analysed to aid monitoring and evaluation of the scheme is used with the knowledge that it holds some limitations.

6.19. Initial traffic count data was collected in March 2019 as part of the preparatory work for the Lewisham and Lee Green Healthy Neighbourhood. When the LTN was introduced it was understood that the 2019 traffic counts did not cover the entire area so additional data was collected in June 2020 to provide indicative information based on similar streets. Both the March 2019 and June 2020 traffic counts form the Council’s pre-scheme data. As part of the monitoring of the original scheme, additional data capture was undertaken in October 2020 to cover the ‘original LTN’, and then a final survey was undertaken in February 2021 to provide an insight into the operation of the ‘revised LTN’ as introduced in November 2020.

6.20. During this time, there have been several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternate to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times. Traffc has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme.

6.21. Due to the speed at which LTNs were required to be installed, we don’t have a perfect set of monitoring data. For some of the roads, pre-scheme surveys were conducted in March 2019, in response to residents’ concerns about traffc, walking and cycling, and others in June 2020, when COVID-19 restrictions were in place. These counts provide a snapshot in time. We have provided the comparable data that is available and this is presented in the consultation paper. Additional monitoring has taken place on other roads, including boundary roads, but where there is no comparable data available this

has not been included in the tables. However, this information is available in the monitoring report.

6.22. The results are shown in two tables on pages 7 and 8 of the consultation leaflet, see appendix D . The tables show the original pre-scheme traffic monitoring available for that road, alongside data from October 2020 (original scheme) and February 2021 (revised scheme). The information is presented for locations within the LTN and for outside the LTN, which are in neighbouring areas. Please note that some of the longer roads were subject to more than one survey location and these are made clear in the tables. The tables in the consultation paper outline the average number of vehicles per road per day.

6.23. In summary traffic levels reduced by 69% between March 2019 and February 2021 and by 20% between June 2020 and February 2021 on the roads surveyed. As noted in the consultation leaflet there were four locations where there was an average increase in traffic, namely Courthill Road, Benin Street, Manor Lane Terrace and Harvard Road.

Traffic speed monitoring

6.24. Local authorities, such as Lewisham Council, may infuence the speed of vehicles through the use of traffic calming measures, such as speed humps. However, the Council cannot install speed cameras or issue fines for speeding, as under current legislation enforcement of speed limits is the responsibility of the Police.

6.25. The tables on pages 9 and 10 of the consultation leaflet outlined the average speed (mph) data by location from March 2019 and June 2020.

6.26. Average vehicle speeds have reduced by 2mph between March 2019 and February 2021 on roads both inside and outside the LTN. Four locations, namely Eastdown Park, one location on Leahurst Rd, Gilmore Road and Morley Road, did record a small increase in average speed of approximately 1.5mph, however the speeds were not in excess of 20mph.

6.27. Average vehicle speeds have reduced by 1.2mph between June 2020 and February 2021 on roads both inside and outside the LTN. Seven locations did record a small increase in average speeds of approximately 1.4mph, and three locations recorded average speeds of 21mph.

Bus journey times

6.28. The Council has worked with Transport for London (TfL) who have monitored bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill / Burnt Ash Road and Lee High Road / Eltham Road, for the period between January and December 2020.

6.29. TfL data shows bus journey times on these corridors have fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020.

6.30. TfL data for Brownhill Road shows an average increase of nearly two minutes for eastbound bus journey times between January and December 2020. The westbound average bus journey times however reduced by three minutes over the same period. For the Burnt Ash Hill / Burnt Ash Road corridor data indicated an average increase in northbound bus journey times by just over one minute, with no change in the southbound times.

6.31. For the Lee High Road / Eltham Road corridor there was no material change in

average bus journey times eastbound and a slight increase in average journey times westbound of one minute, when comparing the average bus journey times of January 2020 to December 2020.

6.32. More recently, TfL has provided data which compares bus journey times from the week commencing 20 September 2021 with a baseline average journey time for March 2019-March 2020. This shows:

- An increase of 0.4 minutes (24 seconds) per km for buses travelling eastbound on Brownhill Road
- A decrease of 0.1 minutes (six seconds) per km for buses travelling westbound on Brownhill Road
- An increase of 0.5 minutes (30 seconds) per km for buses travelling northbound on Burnt Ash Hill
- An increase of 0.1 minutes (six seconds) per km for buses travelling southbound on Burnt Ash Hill

6.33. This recent data suggests that bus journey times along Brownhill Road and Burnt Ash Hill is similar to that of pre-pandemic bus journey times which would not cause concern for TfL's bus network.

Emergency services response times

6.34. Prior to the launch and during the Lewisham and Lee Green LTN, the Council held regular meetings with the emergency services to discuss any emerging operational issues coming from the Police, Fire and Ambulance service representatives. Discussions at these meetings also covered impacts of the LTN on emergency services.

6.35. At no point have the emergency services requested specific changes to be made to the LTN. The London Ambulance Service (LAS) had reported a small number of incidents that led to delays within the original LTN scheme, but this has since been revised. In addition the LAS have throughout expressed a preference for camera enforced restrictions rather than physical road closures.

6.36. However, it should be noted that similar to monitoring traffic data within a pandemic, the emergency services have been operating under different circumstances to 'normal'. The Council therefore continues to liaise with emergency services.

7. Consultation

7.1. Due to the timescales and expectations set by central government, councils did not have time to consult on the proposals for the LTN and were expected to rapidly introduce measures that would encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, without the full range of preparatory work that would normally be done for such proposals, including resident and stakeholder engagement.

7.2. However, the Council committed to reviewing the LTN and, as part of this, undertaking a public consultation to enable residents from inside and outside of the LTN and other interested stakeholders to express their views on the scheme. It has been stated that the feedback from this consultation would be used alongside data collected as part of the monitoring of the scheme, and considered in the context of wider policies, to inform a decision on the future of the scheme.

7.3. A public consultation was open for six weeks, between 28 June until 8 August 2021. The consultation was open to everyone to understand people's experiences of the LTN.

7.4. A total of 35,980 paper copies of the consultation with pre-paid envelopes were delivered to addresses in and around the LTN (Appendix D) and the online survey was open to everyone.

7.5. The consultation campaign was supported by:

- Posters on lampposts, particularly around the boundaries of the LTN;
- Media relations work resulting in local press articles;
- Repeated mentions in the Council's weekly resident e-newsletter;
- A social media campaign, including geographically-targeted adverts;
- Mentions in the Council's weekly staff e-newsletter;
- Reminder postcards delivered to every home in the distribution area, two weeks before the consultation closed;
- Door knocking in areas/roads with lower response rates;
- A dedicated phone line and email address for people to get in touch throughout the consultation;
- A consultation leaflet, monitoring strategy and FAQ document (see Appendices D, E and F) to inform respondents.

7.6. The consultation asked questions relating to the original configuration of the LTN, as well as the revised scheme and sought to understand the views of residents.

7.7. The specific aims of the consultation were to find out:

- How people feel about the original and revised LTN;
- The perceived impact of the original and revised LTN;
- The impact on how people travel as a result of the original and revised LTN;
- How people living in different areas feel about the original and revised LTN;
- Whether people have any suggested changes to the original and/or revised LTN going forward.

7.8. The consultation included a wide range of groups, such as local representative groups, disability groups, public transport operators, schools, places of worship and health providers to get a wider pool of respondents.

Consultation responses

7.9. A total of 7,065 responses to the consultation were received. The majority of these responses originated from households within the consultation area (including the LTN), totalling 5,059.

7.10. A detailed report of the consultation responses can be found in Appendix G. The key findings of the consultation responses are detailed below.

- 21% (1,483) of all respondents said that the revised LTN had encouraged them to walk or cycle.
- 14% (751) of car drivers said that the LTN had encouraged them to walk or cycle more.
- There was strong support given to more trees, bike hangars, traditional school streets, and electric vehicle charging points.
- 60% of respondents said that they felt negatively about the original LTN, as opposed to 40% of respondents who felt positively or neutral.

- 56% of respondents felt negatively about the revised LTN, as opposed to 44% who felt positively or neutral.
- 71% of respondents who identified themselves as drivers felt negatively about the original LTN whilst 64% felt negatively about the revised scheme.
- Respondents who identified as non-drivers felt positive about both variants of the LTN. 46% felt positive about the original LTN compared to 35% for the revised LTN.

8. Review

8.1. A wide range of evidence has been used for the review to inform the recommendations, and includes:

- An analysis of the data collected, including air quality data, traffic counts, traffic speed, bus journey times and impact on emergency services;
- An analysis of the responses given to the public consultation;
- Consideration of the LTN's role in meeting Council, regional and national policies and priorities.

8.2. The objectives of the scheme have been developed in response to the pandemic, however, they also align to the Council, and London's, wider and longer term objectives. The evidence shows that LTNs help change travel behaviour which benefits both the user, the local community and surrounding area.

8.3. In Lewisham:

- air pollution and physical inactivity contribute significantly to ill health. In 2018/19, 5.3% of people living in Lewisham had asthma, which is above the London average.
- of children aged 10-11 years, almost 25% are identified as obese and over 37% live with excess weight, higher than the average figures in England.
- 5% of all road traffic collisions involve children and they are a leading cause of child fatalities. In the borough, there are increased numbers of collisions occurring in children aged 10-15 years and 70% of casualties under 18 in Lewisham are pedestrians
- more than 25% of adults in Lewisham and 50% of children in London fail to meet the recommended daily levels of exercise.

8.4. Delivery of the benefits of LTNs are not instant and will develop over time as they are seeking to change behaviour and habits. The review has looked to understand how the scheme has impacted so far and how it can be developed going forward to ensure that those wider objectives are met. It has also considered whether or not there are any short-term negative impacts that require addressing.

8.5. Survey data enables an assessment of the scheme to date, although over the review period these figures will have been impacted by the local and national restrictions put in place to manage the COVID-19 pandemic. Therefore it is not possible to differentiate the impact of the LTN from the wider changes in traffic flow and composition which will have resulted from the restrictions.

8.6. So far, the overall data has shown:

- Traffic levels with a few exceptions have decreased in the area.
- Vehicle speeds have mainly reduced across the area

- Air quality has improved or remained static in the majority of provisional readings
- Bus journey times have fluctuated throughout the period with an increase in eastbound journey times on the A205 directly after implementation of the original scheme. However since the scheme was revised bus journey times have been consistent to the expected variations.
- Vehicle journey times on the main A roads have increased slightly for those traveling eastbound on the A205.

8.7. A number of the outcomes that the LTN is seeking to achieve would not be expected to be realised immediately. The data from the monitoring surveys aligns with the expectation of the revised scheme after 12 months.

8.8. Key to increasing the number of those walking and cycling is the environment and safety in which the activity is carried out. Reducing vehicle numbers and speed helps to improve safety and crucially the perception of safety.

8.9. It is recognised that, in the short term, concerns arising from the restrictions implemented can be the impact outside of the area and on main roads as vehicles seek alternative routes. Information from TfL regarding bus journey times suggests that there has been a minimal impact since the scheme was revised. There are variations week to week, which would be expected as the highway network is dynamic and affected by a range of incidents, such as broken down vehicles, emergency repairs etc. In addition to this the Covid restrictions have added an additional complexity to understand the true LTN impact. It would be expected that the longer the LTN is in place the changes in travel behaviour will continue to reduce any impact.

8.10. As vehicle emissions are a main contributor to air pollution the reduction in vehicle numbers would suggest the scheme is not having any negative air quality implications. The changes on the main roads appear to be minimal and therefore again suggest limited negative impacts.

8.11. Understanding the impact on individual users is important consideration in determining how the scheme is meeting its aims and objectives. The consultation results suggest that at this time the majority of respondents felt negatively towards the revised scheme at 56%. Breaking this response down showed that:

- The majority of respondents who identified themselves as drivers felt negatively about both variants of the LTN.
- Of the respondents who identified themselves as non-drivers the greater proportion felt positive about both variants of the LTN.

8.12. The measures put in place do mean that those using a motor vehicles will need to use alternative routes that maybe longer and therefore may take additional time. This disadvantage for drivers is recognised and is a consequence of preventing through motor traffic using this area. However, the health and other benefits of improved air quality and residents meeting their recommended level of activity will be recognised over the longer term.

8.13. The consultation results have indicated that the scheme has already started to influence travel behaviour:

- 21% (1,483) of all respondents said that the revised LTN had encouraged them to walk or cycle.
- 14% (751) of car drivers said that the LTN had encouraged them to walk or cycle more

8.14. In addition a request was received from the United Cabbies Group for black cabs to have access to the Manor Park bus gate to the same degree as buses. This request

was given consideration however, it is not considered appropriate as it would compromise the degree to which the benefits of the scheme would be realised. It should be noted that all locations in the LTN are fully accessible by motor vehicles, including black cabs, although it is acknowledged that this may be by a slightly longer route. In addition, we have continued to exempt registered Lewisham Blue Badge holders and registered SEN transport providers to travel through the camera enforced restrictions.

9. Conclusion and proposed next steps

9.1. The core aims of the LTN were to encourage people to walk and cycle more; improve air quality; improve road safety; reduce traffic; and protect public health during the pandemic.

9.2. The Council has carefully considered an extensive range of data and listened to residents' thoughts and experiences since the original LTN was first introduced.

9.3. Whilst it is acknowledged that there have been some negative impacts of the LTN, on balance the review indicates that the existing, revised Lewisham and Lee Green LTN is meeting its aims, is in line with the Council's corporate objectives and policies, as well as wider London policies, and has started to positively influence travel behaviour.

9.4. Therefore it is recommended that proposals for a permanent order retaining the revised Lewisham and Lee Green LTN be published, and that the statutory processes be conducted. In addition, it is recommended that a new package of complementary environmental measures should be introduced, subject to discussion where appropriate. These additional environmental measures will be delivered across the consultation area to encourage further behaviour change, increase levels of walking and cycling and improve amenity. These measures include traditional school streets, greening, such as new street trees, electric vehicle charging points and cycle parking. It is expected that these will support the continuation of the LTN, subject to statutory processes, and will in any event serve to meet the aims of reducing traffic, boosting air quality, and encouraging walking and cycling.

9.5. In response to the clear support for road safety measures for children at school start and end times, both in the feeedback to the public consultation for the LTN and the consultation for school measures, it is recommended that traditional school streets should be installed subject to discussions with the primary schools in the area. The schools included in the proposals are:

- St Winifred's RC School
- Trinity CofE Primary School
- Trinity CofE Secondary School
- Brindishe Lee School
- Brindishe Manor School
- St Saviour's RC School

9.6. In addition, it is recommended that all remaining physical modal filters be changed to camera enforced variants, to increase access for the emergency services, as well as to reduce vandalism and operational costs. This recommendation will also be carried forward for future schemes of a similar nature, subject to relevant reviews, as well as similar measures outside the LTN across the borough.

9.7. In addition to the above, changes will be investigated that respond to views expressed in the consultation response, such as:

- Improvements to the Lewisham to Lee cycleway;

- Changes to the layout of the restriction at Leahurst Road

9.8. As with all transport schemes it is important to continue to monitor the scheme and respond to any issues identified. Therefore, the Council will continue to monitor air quality and traffic in and around the LTN area. In addition, the impact of the new environmental measures on walking and cycling will be assessed and as part of this some new pedestrian and cyclist counts will be undertaken.

10. Financial implications

10.1. The recommendations of this report include the delivery of a package of new environmental measures for the consultation area over a two year period.

10.2. An application for LIP (Local Implementation Plan) funding has been made to TfL to cover the costs relating to the delivery of these measures in 2022/23 and 2023/24. The service is waiting for the outcome of this application. Whilst awaiting the outcome of this application, the service are working with the Planning Service to asertain the level of Section 106 and Community Infrastructure Levy (CIL) monies, which could be used to fund this programme of work should the application be unsuccessful.

10.3. At this stage, there is no need for a further call on the Council's revenue or capital resources to fund these works, due to the above funding sources.

11. Legal implications

11.1. The Council has various powers to make alterations and improvements to its highways. In additon Section 39 of the Road Traffic Act 1988 requires the Council to prepare and implement a programme of measures to improve road safety, and includes the power to engineer roads to make them safer

11.2. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders The procedures for making permanent and experimental traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and they, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO

11.3. Section 75 of the Highways Act 1980 authorises a highway authority to vary the relative widths of the carriageway and of any footway in a public highway. This includes the power to widen a footway within the existing boundary of the road. No procedure and in particular no consultation is prescribed for the use of section 75. This power will authorise any proposed amendments to footway widths required as part of the project.

11.4. Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.

11.5. The matters set out in S122(2) are:-

11.6. the desirability of securing and maintaining reasonable access to premises;

11.7. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the

areas through which the roads run;

11.8. the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

11.9. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

11.10. any other matters appearing to the local authority to be relevant.

11.11. Part 2 of The Traffic Management Act 2004 (TMA) places a network management duty on local traffic authorities in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. S18 of the Act enables the Secretary of State to issue guidance to local traffic authorities to which they must have regard when exerciwsing their network management duty under the Act.

11.12. The main principles advocated in the TMA statutory guidance are:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
- improving road safety
- improving the local environment
- improving the quality and accessibility of public transport
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
- managing and reconciling the competing demands for kerb space.

11.13. On the 30 July 2021, the Secretary of State for Transport issued additional statutory guidance under Section 18 of the Traffic Management Act 2004 ("the act"). It applies to all highway authorities in England, who are required to have regard to the guidance to deliver their network management duty under the act. It is effective from the date of publication and replaces the guidance published on 9 May 2020 and updated on 23 May 2020 and 13 November 2020.

11.14. It does not replace the original Network management duty guidance published in November 2004, but provides additional advice. In particular, it may guide authorities in how to make permanent and capitalise on changes made during the pandemic, to help meet the ambitions set out in Gear change.

11.15. This guidance sets out high-level principles to help local authorities to manage their roads and what actions they should take. It also specifies that Authorities should monitor and evaluate any temporary measures they install, with a view to making them permanent, and embedding a long-term shift to active travel as we move to recovery. In assessing how and in what form to make schemes permanent, authorities should collect appropriate data to build a robust evidence base on which to make decisions. This should include traffic counts, pedestrian and cyclist counts, traffic speed, air quality data, public opinion surveys and consultation responses. Furthermore it states that consultation and community engagement should always be undertaken whenever authorities propose to remove, modify or reduce existing schemes and whenever they propose to introduce new ones

11.16. In addition TfL issued their Streetspace for London guidance in May 2020 now with March 2021 amendments supports councils to identify and plan improvements to help people safely walk, cycle and use public transport during the coronavirus pandemic. TfL have provided boroughs with data and analysis for identifying schemes and guidance on how to deliver them to best meet the aims of the Streetspace programme and how to monitor their outcomes.

11.17. The Council enforces parking and moving traffic contraventions under the provisions of the London Local Authorities and Transport for London Act 2003. Enforcement against contraventions of signs placed prohibiting entry by vehicles to roads which are bus routes or emergency services routes may be taken under the provisions section 4(5)(b) of this act, which to section 36 of the Road Traffic Act 1988 which makes it an offence to fail to comply with the indication of a traffic sign which has lawfully been placed on or near a road. A sign is so lawfully placed if the indication is of a statutory prohibition, restriction or requirement. Such signs must conform with the Traffic Signs Regulations and General Directions 2016.

11.18. Where the Council undertakes consultation whether statutory or not any consultation responses must be considered by the Council with a receptive mind and it must be prepared to change course if persuaded. However there is no duty to adopt the views of consultees.

11.19. The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

11.20. In summary, the Council must, in the exercise of its function, have due regard to the need to:

11.21. eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;

11.22. advance equality of opportunity between people who share a protected characteristic and those who do not;

11.23. foster good relations between people who share a protected characteristic and persons who do not share it.

11.24. The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

11.25. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england.

11.26. The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

The essential guide to the public sector equality duty

Meeting the equality duty in policy and decision-making

Engagement and the equality duty

Equality objectives and the equality duty

Equality information and the equality duty

11.27. The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance.

12. Equalities implications

12.1. A full Equalities Impact Assessment (EqIA) has been carried out on the Lewisham and Lee Green Low Traffic Neighbourhood. The EqIA can be seen in Appendix J and obtains the full assessment for each protected characteristics.

12.2. The Equality Impact Analysis shows that the current LTN measures impact all groups positively overall and in particular the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers, members of the LGBT community and BAME groups. This is because the scheme has shown being successful at generally decreasing traffic levels and speeds.

12.3. Quieter streets mean less noise and vibrations, increased road safety and natural surveillance, due to more people able to walk and cycle safely, increased opportunities for all to be active on the streets, more space on the carriageway for people using various wheeled transport equipment such, tricycle, adapted cycles, cargo-bikes, more and quieter space to play, stop and chat with neighbours, increased footfall and cycle flows supporting a vibrant local economy, more space and time to enjoy streets architectural and natural features, more opportunities to access facilities for people that found that using public transport or a car was too expensive and a lower carbon footprint overall.

12.4. The Equality Impact Analysis did highlight some potential negative impacts on the protected groups.

12.5. The negative impacts are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area, which may be longer. The negative impact is associated with the increased time, distance and cost for those using a motor vehicle to reach their destination. It should be noted that all properties remain accessible by motor vehicle and there are other ways to travel which will be improved by the proposals including for those who walk and cycle. The main negative impact therefore is on those people where the use of a motor vehicle to travel across the area to reach their destination is essential.

12.6. As part of this assessment, it is recognised this could be those people that are disabled, elderly, mobility impaired, or care for a relative or friend that need to use a motor vehicle to travel across the area.

12.7. In order to reduce and limit the negative impacts that have been identified a number of key suggestions have been made details of which can be found in appendix J.

12.8. It is recognised that for some protected groups that have to take journeys by motor vehicle, may be disproportionately negatively impacted, however, the impact of longer journey times for some people is deemed to have been reduced by the improvements for the opportunity for independent travel provided by the proposals and the expected improvements to air quality, safety, noise and wellbeing benefits to these groups.

13. Climate change and environmental implications

13.1. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that

part. Encouraging more journeys to be made by walking and cycling rather than private transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

14. Crime and disorder implications

14.1. There have been a number of incidents of vandalism affecting the physical restrictions and ANPR cameras within the LTN and the Council has been liaising with the Police to take action to stop criminal damage. The recommendation that all remaining physical modal filters be changed to camera enforced variants is expected to reduce levels of vandalism and relevant operational costs.

15. Health and wellbeing implications

15.1. Many residents have had reason to adapt their daily routines as a result of the COVID-19 pandemic. Looking back at the 3 years to 2017/18, on average only 35% of residents were walking or cycling for at least 10 minutes twice a day (or a single block of at least 20 minutes). Over half of the adult Lewisham population, and 37% of 10-11 year old and 21% of 4-5 year olds are overweight or obese. Road Transport is also the biggest contributor to NOx and PM10 emissions, contributing 64% and 55% of total emissions respectively. As a result of the COVID-19 pandemic an increase in walking and cycling for local trips has been observed, particularly given the current fears over public transport use and limited capacity. The lower traffic volumes are thought to have given people greater confidence to cycle, that they may not otherwise have.

15.2. In order to protect public safety it is important that people are able to walk/cycle whilst maintaining social distancing recommendations. The Council must take steps to minimise road danger, where possible.

15.3. It is recognised within the government and TfL guidance that the introduction of the temporary measures to support walking and cycling may help to change travel habits, which may be sustained beyond the current pandemic, leading to longer term public health benefits. This would increase resilience against current and future pandemics.

16. Background papers

16.1. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan

16.2. Overview & Scrutiny Business Panel meeting of 26 May 2020 – Item 3. http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=121&MId=5983&Ver=4

16.3. Reallocating road space in response to COVID-19: statutory guidance for local authorities (DfT May 2020) https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities

16.4. London Streetspace Plan: interim guidance for boroughs (TfL May 2020) http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf

16.5. Corporate Strategy 2018-2022 http://councilmeetings.lewisham.gov.uk/documents/s61022/Draft%20Corporate%20Strategy%202018-2022.pdf

16.6. Lewisham Air Quality Action Plan (2016-2021) https://www.lewisham.gov.uk/myservices/environment/air-pollution/Documents/LewishamAirQualityActionPlanDec2016.pdf

16.7. Letter from St Barts Hospital to Islington Council (May 2020) https://twitter.com/WalkIslington/status/1262317851349864448?s=20

16.8. Local Authority Parking and Traffic Management Operational Advice during Covid-19 (London Councils April 2020) https://www.londoncouncils.gov.uk/services/parking-services/operational-advice-during-covid-19.

16.9. Traffic orders: advertising during coronavirus (COVID-19) (DfT April 2020) https://www.gov.uk/government/publications/traffic-orders-advertising-during-coranavirus-covid-19

16.10. Implementation of temporary measures to support safer walking and cycling in response to the COVID 19 pandemic (2020)

17. Glossary

17.1. The table below includes a glossary of terms, abbreviations and acronyms used in this report.

Term	**Definition**
DfT	Department for Transport
ETO	Experimental Traffic Management Order – a legal order made by a Local Authority which manages the behaviour of all road user where consultation is carried out after the order becomes live, with the restrictions already in place. This type of order may be in place for up to 18 months.
Modal filter	A road closure that stops motor vehicles, but which still allows pedestrians and cyclists (including electric cargo cycles) and powered two wheelers through.
Modal shift	The change from one mode of transport to another, such as from car to bicycle or public transport.
School street	Streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off, while schools are open.
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority.
TMO	Traffic Management Order – a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live.

Term	Definition
TTO	Temporary Traffic Order – an order made by a Local Authority to restrict or prohibit traffic on the road for road works, where there is a likelihood of danger to the public or to allow litter and cleaning duties to be carried out. Normally requires a notice of intent for at least 7 days before.
TTRN	Temporary Traffic Regulation Notice – a notice which may be use to immediately put into effect a TTO where it appears to a Local Authority that the restriction or prohibition should come into force without delay.
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether.

18. Report author(s) and contact

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18.6. Comments for and on behalf of the Director of Law, Governance and HR:

18.7. Paula Young, Senior Planning Lawyer, paula.young@lewisham.gov.uk

19. Appendices

A. Map of consultation area

B. Map of original LTN

C. Map of revised LTN

D. Consultation leaflet

E. Monitoring strategy June 2021

F. Consultation FAQs

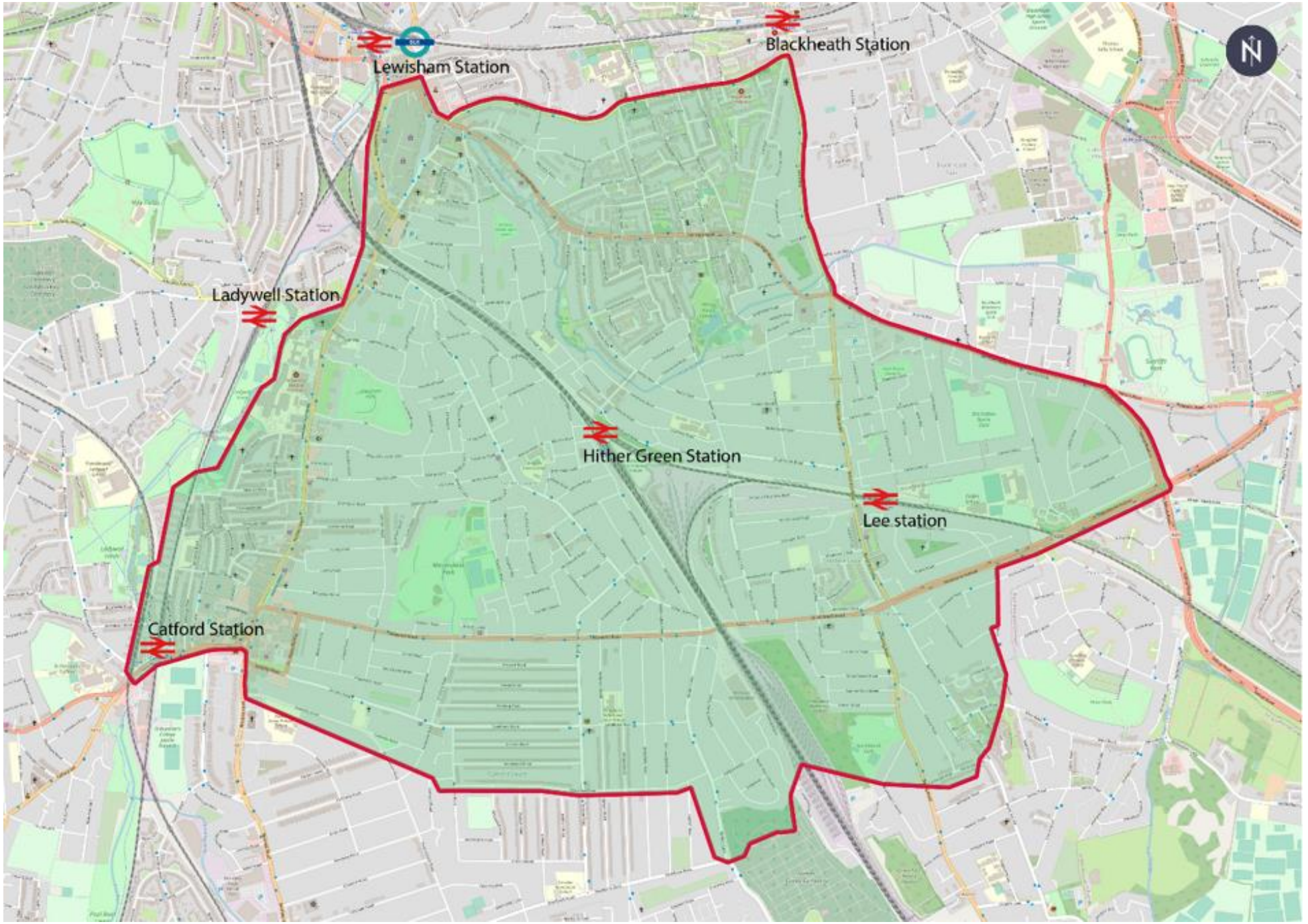
G. Consultation engagement report

H. Summary of findings and concerns

I. Options appraisal

J. Equalities Impact Assessment

K. Monitoring report November 2021


Lewisham Station
Blackheath Station
Ladywell Station
Hither Green Station
Lee station
Catford Station


Lewisham and Lee Green Low Traffic Neighbourhood
Existing filters /closures
Modal filters
Camera enforced modal filter. Access only for emergency services, local buses and cycles.
Reversal of existing one-way road
Lewisham to Lee cycleway
School
Station
Borough boundary
Lewisham
Lewisham Centre
St. Saviour's R.C. Primary School
Molesworth St
Clarendon Rise
Limes Grove
Lewisham High St
Clipper Way
Slaithwaite Rd
Morley Rd
College Park Cl
Dermody Rd
Pascoe Rd
Eastdown Park
Manor Park
Lee High Rd (A20)
Abernethy Rd
Lochaber Rd
Old Rd
Manor House Gardens
Quaggy River
Trinity Church of England School
Abbey Manor College
Hedgley St
Trinity Primary School
Manor Park
Kellerton Rd
Taunton Rd
Brindishe Lee Primary School
Edith Nesbit Gardens
Burnt Ash Rd
Leyland Rd
Eltham Rd (A20)
Cambridge Drive
Manor Lane
Effingham Rd
Wantage Rd
Handen Rd
Brindishe Manor School
Leahurst Rd
Longhurst Rd
Micheldever Rd
Hither Green
Fernbrook Cres
Fernbrook Rd
Southbrook Rd
Upwood Rd
Horn Park Lane
Sidcup Rd (A20)
Hither Green
Lee
Lee
Colfe's
Holme Lacey Rd
Dallinger Rd
Newstead Rd
St. Winifred's Catholic Primary School
Woodyates Rd
Westhorne Ave (A205)
Milborough Crescent
Burnt Ash Hill
St Mildreds Rd (A205)
Brownhill Rd (A205)
Baring Rd

Revised Lewisham and Lee Green Low Traffic Neighbourhood

In response to issues and feedback from residents, we made changes that we anticipated would ease traffic congestion on Hither Green Lane and at key junctions with the South Circular.

1. On **Manor Lane** the existing camera was adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs).
2. On **Manor Park** the existing camera was adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera continues to enforce vehicles who try to travel southbound.
3. 4. The existing cameras on **Ennersdale Rd** and **Dermody Rd** were adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera continues to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
5. On **Leahurst Road** the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera enforces this restriction. The width restriction was replaced by a 7.5 tonne weight restriction which is also enforced by camera.

Lewisham and Lee Green Low Traffic Neighbourhood Review

Public Consultation June 2021

We want to find out your thoughts and experiences of the Lewisham and Lee Green Low Traffic Neighbourhood. Your feedback will help the Council make a decision about its future.

Lewisham and Lee Green Low Traffic Neighbourhood

The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to urgently put measures like LTNs in place.

The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area. LTNs also aim to improve air quality and public health, reduce air and noise pollution and make roads safer, which are all in line with the Council's longer term aims for the whole borough It aimed to achieve this by restricting access to some roads by motor vehicles, but keeping them open to pedestrians and cyclists.

Due to the timescales and expectations set by central government, councils did not have time to consult on these changes and were expected to rapidly introduce measures that would achieve these results, without the full range of traffic studies and preparatory work that would normally be done for such proposals. Across London, people have had mixed views about LTNs, and Lewisham is no different.

The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as walking and cycling improvements.

The scheme was implemented using a 'Temporary Traffic Order', which allowed the scheme to be implemented quickly. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which opened some of the restrictions to traffic. Details of the original scheme, in place between July and early November 2020, and the revised scheme, in place since November 2020, are included in this document. Emergency Service vehicles are able to travel through the camera enforced restrictions, as are Lewisham Blue Badge holders, who are able to apply for an exemption.

continued

Lewisham and Lee Green Low Traffic Neighbourhood

Revised Lewisham and Lee Green Low Traffic Neighbourhood

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Lewisham
Lewisham Centre
St. Saviour's R.C. Primary School
Molesworth St
Clarendon Rise
Limes Grove
Slaithwaite Rd
Morley Rd
Clipper Way
Lewisham High St
College Park Cl
Eastdown Park
Dermody Rd
Trinity Primary School
Manor Park
Pascoe Rd
Ennersdale Road
Nightingale Grove
Hither Green Lane
Springbank Rd
Hither Green
Leahurst Rd
Fernbrook Cres
Fernbrook Rd
Southbrook Rd
Longhurst Rd
Brindishe Manor School
Lee High Rd (A20)
Abernethy Rd
Lochaber Rd
Mayor Lane Terrace
Old Rd
Manor House Gardens
Quaggy River
Manor Park
Kellerton Rd
Manor Lane
Taunton Rd
Effingham Rd
Wantage Rd
Handen Rd
Micheldever Rd
Trinity Church of England School
Hedgley St
Brindishe Lee Primary School
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Holme Lacey Rd
Dallinger Rd
St. Winifred's Catholic Primary School
Newstead Rd
Milborough Crescent
Burnt Ash Hill
Baring Rd
St Mildreds Rd (A205)
Brownhill Rd (A205)

Pre-LTN filters
LTN planter filters
Camera enforced restriction. Access for emergency services, local buses and cycles
Lewisham to Lee cycleway
Borough boundary

Previous proposals to make journeys to and from school safer

We recently consulted on proposals aimed at making children's journeys to and from school safer and healthier. After careful consideration and having listened to the feedback that we received, we have decided not to go ahead with those specific proposals. Feedback from residents was mixed, with some strongly in favour and some strongly opposed to the approach. However, there was strong support for some sort of road safety measures for children at school start and end times. In response to this, we are now planning a longer term roll-out of traditional school streets, which have been successful in other parts of the borough and across London. We will do this on a school-by-school basis, in discussion with the schools, and will share more details in due course.

Monitoring

Since the LTN was launched, the Council has been undertaking monitoring to understand how the LTN is operating, its impact and whether it is achieving its aims, as highlighted earlier in this consultation document. We have reviewed data for traffic levels, vehicle speeds, air quality and bus journey times. A full monitoring report is available at www.lewisham.gov.uk/ltnconsultation.

Traffic monitoring

Traffic has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme.

Due to the speed at which LTNs were required to be installed, we don't have a perfect set of monitoring data. For some of the roads, pre-scheme surveys were conducted in March 2019, in response to residents' concerns about traffic, walking and cycling, and others in June 2020, when COVID-19 restrictions were in place. These counts provide a snapshot in time. We have provided the comparable data that is available and this is presented below. Additional monitoring has taken place on other roads, including boundary roads, but where there is no comparable data available this has not been included in the tables. However, this information is available in the monitoring report.

The results are shown in two tables. The tables show the original pre-scheme traffic monitoring available for that road, alongside data from October 2020 (original scheme) and February 2021 (revised scheme). The information is presented for locations within the LTN and for outside the LTN, which are in neighbouring areas. Please note that some of the longer roads were subject to more than one survey location and these are made clear in the tables. The tables below outline the average number of vehicles per road per day.

Table 1			
Location	**Before LTN Mar 19**	**Original Scheme Oct 20**	**Revised Scheme Feb 21**
Cambridge Drive	1436	417	233
Dallinger Road	1337	434	236
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
Average	**3352**	**1227**	**1038**

Table 1 indicates that traffic levels on the roads surveyed have reduced on average by approximately 69% between March 2019 and February 2021.

Table 2 indicates that traffic levels on these roads have reduced on average by approximately 20% between June 2020 and February 2021, with four locations observing an average increase in traffic of 16% on Courthill Road, Benin Street, Manor Lane Terrace and Harvard Road.

Table 2			
Location	**Before LTN Jun 20**	**Original Scheme Oct 20**	**Revised Scheme Feb 21**
Ardgowan Road	291	803	242
Belmont Park	2324	1358	1195
Benin Street	364	562	513
Blessington Road	933	1140	861
Brandram Road	2325	2199	1213
Campshill Road	1509	1427	1289
Courthill Road	7252	9804	8065
Dacre Park	1607	2033	919
George Lane	2347	1793	2049
Harvard Road	589	568	594
Hither Green Lane	7275	7690	7373
Lanier Road	1126	550	402
Longbridge Way	2157	2483	1203
Manor Lane Terrace, East of Abernethy Road	396	512	501
Manor Lane, South of Dallinger Road	4621	2389	3667
Minard Road	268	1131	231
Nightingale Grove	1524	1501	893
Old Road	667	343	282
Radford Road	648	672	540
Springbank Road North of Duncrievie Road	1574	2029	1136
Springbank Road, South of Torridon Road	1055	1559	938
Springrice Road	1910	2304	598
Thornford Road	2058	1920	1464
Torridon Road	3221	3080	2289
Wellmeadow Road, South of Hither Green Lane	214	262	175
Wellmeadow Road, South of Torridon Road	294	443	191
Average	**1867**	**1944**	**1493**

Traffic speed monitoring

Local authorities, such as Lewisham Council, may influence the speed of vehicles through the use of traffic calming measures, such as speed humps. However, the Council cannot install speed cameras or issue fines for speeding, as under current legislation enforcement of speed limits is the responsibility of the Police. The responses to the survey questions within this consultation will be used by the Council report any traffic speeding concerns to the Police.

The tables below outline the average speed (mph) data by location from March 2019 and June 2020.

Table 3

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Cambridge Drive	23.4	19.9	15.3
Dallinger Road	21.8	17.5	15.6
Dorville Road West of Cambridge Drive	18.8	18.4	16
Dorville Road West of Leyland Road	19.6	18.8	18
Eastdown Park	15.5	18.5	18.4
Effingham Road	18.1	13	17.5
Ennersdale Road	19.3	17.1	17.2
Gilmore Road	17.2	16.3	19.1
Handen Road	19.8	18.6	18
Holme Lacey Road	20.1	13.7	13.3
Manor Lane Terrace	14.3	14.1	13
Leahurst Road South of Longhurst Road	14.6	12.9	16.7
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9
Leyland Road North of Osberton Road	19.3	11.3	14.6
Leyland Road North of Upwood Road	13.6	14.4	13.3
Longhurst Road	19.2	16	16
Manor Lane	19.6	16.4	15.5
Manor Park North of Northbrook Road	20.7	21.5	20.6
Manor Park West of Thornwood Road	24	21.4	20.5
Micheldever Road	24.4	20.6	19.9
Morley Road North of Dermody Road	18.2	16.1	18.5
Morley Road South of Lingards Road	17.4	14.9	15.4
Newstead Road	19.7	18.5	19.1
Pitfold Road	17.7	13.4	12
Southbrook Road	24.2	21	22.5
Staplehurst Road	17.1	17.8	16
Taunton Road	19.3	19	18.8
Upwood Road	17.5	15.9	16.1
Woodyates Road	21.5	19.8	17
Average	**18.9**	**16.9**	**16.9**

Table 3 indicates that on average vehicle speeds on these roads have reduced by approximately 10.6%, or 2mph, between March 2019 and February 2021. Four locations did record a small increase in average speed of approximately 9%, or 1.5mph, though none of these locations noted speeds in excess of 20mph. They were recorded on Eastdown Park, one of the locations on Leahurst Road, Gilmore Road and Morley Road.

Table 4 indicates that on average vehicle speeds on these roads have reduced by approximately 7.1%, or 1.2mph between June 2020 and February 2021. Seven locations did record a small increase in average speed of approximately 9% or 1.4mph, though none of these locations noted speeds in excess of 20mph, except for Courthill Road, one of the Springbank Road locations and Torridon Road, which recorded 21mph.

Table 4

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	20.2	17.8	16.7
Belmont Park	18	17.2	18.1
Benin Street	15.3	14.8	18.2
Blessington Road	15.5	18.5	16
Brandram Road	19.6	20	18.1
Campshill Road	18.6	15.3	14.8
Courthill Road	21.7	19.9	21.6
Dacre Park	18.2	17.4	17
George Lane	13.7	14.2	14
Harvard Road	11.3	12	8.4
Hither Green Lane	20.9	19.5	18.7
Lanier Road	15.4	15.1	14.6
Longbridge Way	14.4	12.8	14.2
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4
Manor Lane, South of Dallinger Road	20.2	20	19.5
Minard Road	12.7	13.7	14.8
Nightingale Grove	17.2	15.6	16.2
Old Road	14.5	13.1	10.2
Radford Road	14.6	17.6	17
Springbank Road North of Duncrievie Road	18.4	17	17.9
Springbank Road, South of Torridon Road	23	20.5	21.5
Springrice Road	15.8	14.9	14.7
Thornford Road	19.3	19.5	18.6
Torridon Road	20.1	21.1	21
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4
Average	**17**	**16.5**	**16.2**

Air Quality Data

The Council maintains a network of Nitrogen Dioxide (NO_2) diffusion tubes to assess pollution levels. NO_2 is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: lewisham.gov.uk/airquality

There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will influence people's travel patterns. Please note that some of the longer roads were subject to more than one survey location.

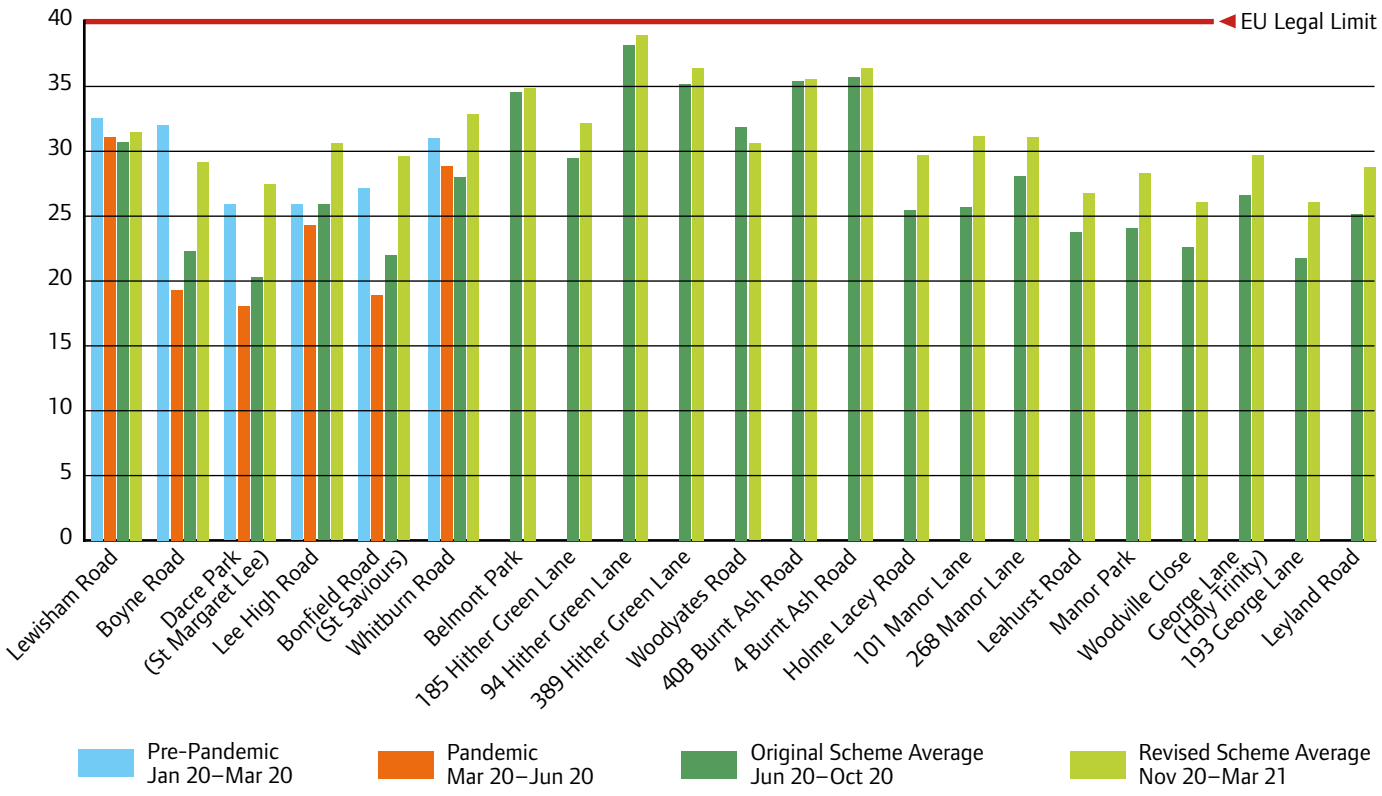
The data presented in Graph 1 shows the average NO_2 recorded within and around the Lewisham and Lee Green LTN over the course of the two variations of the scheme and shows the schemes have had little to no impact on air quality in and around the area.

Looking at the average NO_2 readings in Graph 1, it can be seen that there are no locations where NO_2 exceeded the EU Legal limit of 40 micrograms per cubic metre of air (40 µg/m³).

Monitoring found that the overall mean NO_2 concentration for the whole network was 29.0 µg/m3* during the 'original LTN' period and 31.4 µg/m3* during the 'revised LTN' period.

Graph 1

Mean NO_2 concentrations within and on surounding roads to the LTN



*Data shown above is provisional data for January to March 2021 and may be subject to change pending validation.

House numbers indicate the locations of where data was collected.

Air Quality monitoring on the A205 South Circular indicates that air quality improved during the first lockdown when people's travel was restricted. The air quality is now comparable to pre-pandemic levels as restrictions have been eased. The Council continues to work with TfL on the introduction of the extended Ultra Low Emission Zone (ULEZ) in October 2021, which is expected to improve air quality in this area. The Council will continue to monitor air quality across the borough.

Bus Journey Times

The Council has worked with Transport for London (TfL) who have monitored bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill / Burnt Ash Road and Lee High Road / Eltham Road, for the period between January and December 2020, which is the latest data available from TfL.

TfL data shows bus journey times on these corridors have fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020.

TfL data for Brownhill Road shows an average increase of nearly 2 minutes for eastbound bus journey times between January and December 2020. The westbound average bus journey times however reduced by 3 minutes over the same period.

For the Burnt Ash Hill / Burnt Ash Road corridor data indicated an average increase in northbound bus journey times by just over 1 minute, with no change in the southbound times.

For the Lee High Road / Eltham Road corridor there was no material change in average bus journey times eastbound and a slight increase in average journey times westbound of 1 minute, when comparing the average bus journey times of January 2020 to December 2020.

Impact on emergency services

The Council has also been working closely with the emergency services to understand any impact the scheme has had in relation to emergency responses.

At no point have the emergency services highlighted any incidents as significant or asked for specific changes to be made as a result. The London Ambulance Service have reported a small number of incidents that led to delays within the original LTN area. The scheme was amended in November 2020, which addressed some of these concerns.

The Council continues to liaise with the emergency services to ensure safe access to all roads in Lewisham.

Please submit your responses by Sunday 8 August 2021

The LTN has been in place for nearly a year, and we need to make a decision about its long term future. We promised to consult and listen to residents, and we'd like to find out about your experiences of both the original and revised LTN. We'd also like to hear about any ideas you have to help us achieve the aims of the LTN: to encourage walking and cycling and to improve road safety and air quality. This feedback, alongside other considerations such as the data collected will be used to inform the future of the scheme.

We know that people have mixed views, and it's important we hear from as many people as possible. This will also help us assess whether the LTN has achieved its aims, as highlighted earlier in this consultation document. We have provided some monitoring data which may help inform your feedback.

The quickest way to feed back is through the consultation website, www.lewisham.gov.uk/ltnconsultation, although we understand that everybody may not have access to this and libraries and community centres are operating limited hours. We have provided a pre-paid envelope for a paper consultation to be returned. If you require this in a different format, please contact 0330 912 1905

Who is being consulted?

The consultation is open to all and we welcome your insight and opinions, which will be valuable in deciding the future of the LTN.

We have also engaged with a wide range of groups, including local representative groups, disability groups, public transport operators, schools, places of worship and health providers so we can get a wider pool of respondents.

The consultation results will form part of the formal review of the original and revised LTN. The findings of the consultation along with a summary report will then be presented to Mayor and Cabinet later this year.

Project	Lewisham and Lee Green Low Traffic Neighbourhood	**Job No**	1000007324
Subject	Monitoring Report	**Issue**	01
Prepared by	AB Edmondson	**Date**	21/06/2021
Checked by	H Dhand	**Date**	23/06/2021
Approved by	T Mantle	**Date**	24/06/2021

Introduction

The London Borough of Lewisham introduced the Lewisham and Lee Green Low Traffic Neighbourhood (LTN) as a response to Government guidance and clear expectations, following the outbreak of the COVID-19 pandemic. The LTN was originally introduced in July 2020 as a measure to ensure that the public had sufficient space to socially distance as per Government guidelines, and as a method for residents to adopt more sustainable travel choices (walking and cycling), which were noted to increase during the first national lockdown in March 2020 (when vehicle flows reduced, more residents were cycling and walking) and as a method of improving air quality and public health, reducing air and noise pollution and making roads safer, all in line with the Council's longer term aims across the whole borough.

The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green LTN, which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. A copy of the strategy can be found here. The identified metrics were:

Automatic Traffic Count Data:

This is undertaken using pneumatic tubing that runs across the width of the road, this is installed on a temporary basis over a period of seven consecutive days to collect traffic data such as vehicle classification, vehicles flow count and vehicles speed data. It can also be undertaken via a radar device that attaches to street furniture, but is more commonly undertaken via pneumatic tubes.

Bus Journey Time Data:

Transport for London (TfL) collect network performance data on buses using automated recording equipment on the buses and on street furniture to understand the overall journey time of a route, minus the dwell time spent in bus stops. This data enabled the council to review and calculate the time it takes for a specific route journey, averaged over a period covering its entire length or pre-determined length between two points.

Air Quality Data

Air Quality Data is used to help communicate the severity of air quality levels for pollutants to the public and the risks they may carry. To determine air quality in an area, pollutant concentrations are measured, analysed and reported. The calculations are based on the average concentrations of a particular pollutant measured over a period.

There are two main forms of measurement device for air quality data:

Real time sensors, these are small sensors that can be installed on street furniture that offer the ability to 'live' track pollutant levels. They were first developed for workplaces, and they can give misleading results when used to measure the pollution that we experience in everyday London.

Diffusion tubes, also known as diffusive samplers, are widely used for indicative monitoring of ambient nitrogen dioxide (NO_2) in the context of review and assessment. They are particularly useful in areas of high NO_2 concentration particularly when dealing with sources such as traffic emissions, which do not change very much from day to day.

For further information on Air Quality in the borough please refer to https://lewisham.gov.uk/airquality.

Pandemic

It is important to note that any transport related data capture has limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. Data capture during a national pandemic is even more tumultuous, due to the tightening and easing of lockdown measures by Government which have severely influenced the frequency, method and usage of travel methods; resulting in at times volatile results. The monitoring data has been undertaken over a period that is not under

'normal' conditions, and at this stage it is unclear how long restrictions will be in place for and when or if 'normal' conditions will return. Therefore the data produced/ analysed in this report is to aid in the monitoring and evaluation of the scheme, with the knowledge that it holds some limitations.

The below timeline summarises the measures introduced as well as the COVID-19 restrictions introduced by the UK Government.

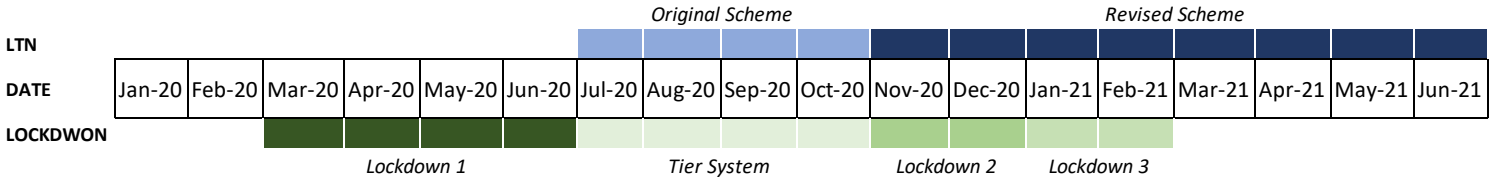


Figure 1 – Timeline of Measures and UK Government restrictions.

During this time there have been several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This has resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternate to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times. However as the restrictions have not fully been lifted at the time of writing this report (June 2021) we are only able to provide comments based on the data collected rather than more general observations.

Automatic Traffic Count Data:

Automatic Traffic Count data was available prior to the introduction of the LTN for some locations as part of a scheme that was being developed by the Council prior to the pandemic called the 'Healthy Neighbourhoods' scheme (further information on this scheme can be found here). Data for these locations was collected over a consecutive seven day period starting on the 23rd March 2019, however when the LTN was introduced it was understood that this did not cover the entire area and to gain a better understanding in the time frames outlined by Government additional data was collected to provide indicative information based on similar streets. This data was collected over a consecutive seven day period starting on the 25thJune 2020. From this point on this data will be referred to as pre-scheme data.

As a part of the original monitoring report, which can be found here, an additional data capture was undertaken in October 2020 over a consecutive seven day period starting on the 28th September 2020. This data forms a datum which covers the 'original LTN scheme' that was introduced in July 2020.

The scheme was revised in November 2020 in response to concerns raised by residents and to respond to perceived increases in traffic levels and increased bus journey times. The following changes were introduced:

- Manor Lane, the existing camera adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
- Manor Park, the existing camera adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will enforce vehicles who try to travel southbound.
- Cameras on Ennersdale Road and Dermody Road adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera will continue to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
- Leahurst Road, the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera enforces this restriction. The width restriction was replaced by a 7.5 tonne weigh restriction which is also enforced by camera.

A final survey was undertaken in February 2021, over a consecutive seven day period starting on the 4th February 2021. These surveys were outlined in the monitoring report as a datum collection point which would provide an insight into the operation of the 'revised LTN scheme' as introduced in November 2020.

Traffic volume has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme. Comparable data that was available has been presented below (Table 1, Table 2). Additional surveys were undertaken during the course of the scheme however these are at locations that were identified during the course of the scheme and have no comparable pre-scheme data available (Table 3).

Table 1 below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that detail that average traffic volumes on the roads

surveyed have reduced by approximately 69% between March 2019 and February 2021. March 2019 recorded an average of 3352 vehicles per day per road, before falling to 1227 in October 2020 during the original LTN scheme and 1038 in February 2021 during the revised LTN scheme. Morley Road, North of Dermody Road showed the greatest decrease of 8353 vehicles per day and Pitfold Road recorded the smallest decrease of 64 vehicles per day. None of these sites recorded an increase in volume.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Cambridge Drive	1436	417	233
Dallinger Road	1337	434	236
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
Average	**3352**	**1227**	**1038**
Difference	-	-2125	-2314
% Change from Mar 19	-	-63.39	-69.03

Table 1 – Pre-Scheme data collected in March 2019.

Table 2 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and highlights that vehicle movements on these roads has reduced on average by approximately 20% between June 2020 and February 2021. In June 20 daily traffic volume was an average of 1867 across all roads, rising slightly to

1944 during the original LTN scheme in October 2020 and then falling to 1493 in the revised LTN scheme in February 2021. Belmont Park, Brandram Road and Springrice Road had the greatest decrease in vehicle flow with a reduction of 1129, 1112 and 1312 vehicles per day respectively.

Four locations however recorded an average increase in traffic of 16% between June 2020 and February 2021, these were Benin Street +149 vehicle movements per day, Courthill Road +813 vehicle movements per day, Harvard Road +5 vehicle movements per day, Hither Green Lane +98 vehicle movements per day and Manor Lane Terrace (east of Abernathy Road) +105 vehicle movements per day.

Reviewing these locations further, Benin Street recorded its increase in vehicle movements off peak, with 85% of the increased movements being between 10:00 and 16:00. Peak travel times between 07:00 and 10:00 noted an average reduction of 4 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 13 vehicle movement an hour.

Courthill Road, recorded its increase in vehicle movements throughout the entirety of the day, though during the June 2020 surveys it is noted that there was some data loss from the pneumatic tube recording device for the vehicles travelling westbound for a period of approximately 2.5 days. Given the limitation with time and the inability to redo the survey the data has been presented as an increase, acknowledging the data limitation.

Harvard Road recorded its increase in 5 vehicle movements during the hours of 02:00 and 04:00 and as such will not impact the overall vehicle movements on this road.

Hither Green Lane recorded its increase in vehicle movements during peak travel times, with 76% of the increased movements being between 07:00 -10:00 and 16:00-19:00. Peak travel times between 07:00 and 10:00 noted an average increase of 73 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 76 vehicle movement an hour.

Manor Lane Terrace recorded its largest increase in vehicle movements during off peak travel times, with 35% of the increased movements being between 14:00 -17:00. The remainder were randomly distributed throughout the rest of the day.

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	291	803	242
Belmont Park	2324	1358	1195
Benin Street	364	562	513
Blessington Road	933	1140	861
Brandram Road	2325	2199	1213
Campshill Road	1509	1427	1289
Courthill Road	7252	9804	8065
Dacre Park	1607	2033	919
George Lane	2347	1793	2049
Harvard Road	589	568	594
Hither Green Lane	7275	7690	7373
Lanier Road	1126	550	402
Longbridge Way	2157	2483	1203
Manor Lane Terrace, East of Abernethy Road	396	512	501
Manor Lane, South of Dallinger Road	4621	2389	3667
Minard Road	268	1131	231
Nightingale Grove	1524	1501	893
Old Road	667	343	282
Radford Road	648	672	540
Springbank Road North of Duncrievie Road	1574	2029	1136
Springbank Road, South of Torridon Road	1055	1559	938
Springrice Road	1910	2304	598
Thornford Road	2058	1920	1464
Torridon Road	3221	3080	2289
Wellmeadow Road, South of Hither Green Lane	214	262	175
Wellmeadow Road, South of Torridon Road	294	443	191
Average	**1867**	**1944**	**1493**
Difference	-	77	-374
% Change from Jun 20	-	4.12	-20.03

Table 2 – Pre-Scheme data collected in June 2020.

Although there is no comparable pre-scheme data Table 3 below outlines data for additional locations that was collected during the original LTN scheme and then again during the revised LTN scheme during October 2020 and February 2021 respectively. The data reveals that vehicle volume has fallen by an average of almost 800 cars a day, this is on average a 25% reduction. Only one location noted a small increase, Hither Green Lane

North of Brightside Road +140 vehicles per day, just under 5%. It is however noteworthy that the increase observed north of Brightside Road on Hither Green Lane was not recorded at the survey location north of George Lane on Hither Green Lane. This location recorded a reduction in average daily movements of -407 vehicles per day, or just over 11%.

Location	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	13226	8931
Beacon Road West of Ardmere Road	548	283
Broadfield Road	866	591
Hither Green Lane North of Brightside Road	2930	3070
Hither Green Lane North of George Lane	3932	3525
Laleham Road North of Brownhill Road	3081	2438
Laleham Road North of Elmer Road	2052	1612
Minard Road	6143	4118
Torridon Road	481	280
Veradant Lane	391	209
Wellmeadow Road	289	218
Average	**3085**	**2298**
Difference		-788
% Change from Oct 20		-25.53%

Table 3 – Comparison of original scheme vs revised where no pre scheme data was captured.

Table 4 below provides a snapshot of vehicle movements on the boundary roads; this data was captured using radar based traffic surveys as opposed to the pneumatic tubes as used in Tables 1, 2 and 3. Similar to the data recorded in Table 3 this data has no comparable data sets, inaccuracies in data and the cost of these surveys resulted in them not being repeated. The below table will however provide a snapshot of some results recorded.

Location	Before LTN Jun 20 Flow	Before LTN Jun 20 Speed
Brownhill Road	18762	21.1
Lee High Road near Burnt Ash Road	14924	20.0
Lee High Road near Manor Road	18952	21.2
Burnt Ash Hill near Glenmere Row	13731	23.2
Burnt Ash Hill near Kimbolton Close	12586	26.0

Table 4 – Snapshot of Radar data collected in June 2020.

Traffic Speed Monitoring

Traffic speed was also monitored at the same 55 locations. Pre-scheme surveys can also be found from March 2019, and June 2020, when COVID-19 restrictions were in place. Comparable data that is available has been presented below (Table 5, Table 6). Additional monitoring has taken place on other roads with no comparable pre-scheme data available (Table 7).

Table 5 below details vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have reduced by approximately 11%, or 2.1mph between March 2019 and February 2021, this reduction was also noted during the original scheme surveys in October 2020. Five locations however recorded a small increase in average speed of approximately 10%, or 1.5mph, though none of these locations noted speeds in excess of 20mph. They were recorded on Eastdown Park +2.9 mph to 18.4mph, Gilmore Road +1.9mph to 19.1mph, Leahurst Road (south of Longhurst Road) +2.1mph to 16.7mph, Leahurst Road (north of Ennersdale Road) +0.6mph to 13.9mph and Morley Road +0.3mph to 18.5mph.

Manor Park (both locations) and Southbrook Road recorded speeds in excess of 20mph at 20.6mph, 20.5mph and 22.5mph respectively, however noted a reduction on the pre-scheme March 2019 surveys. The speeds recorded on Manor Park (both locations) and Southbrook Road are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Cambridge Drive	23.4	19.9	15.3
Dallinger Road	21.8	17.5	15.6
Dorville Road West of Cambridge Drive	18.8	18.4	16
Dorville Road West of Leyland Road	19.6	18.8	18
Eastdown Park	15.5	18.5	18.4
Effingham Road	18.1	13	17.5
Ennersdale Road	19.3	17.1	17.2
Gilmore Road	17.2	16.3	19.1
Handen Road	19.8	18.6	18
Holme Lacey Road	20.1	13.7	13.3
Manor Lane Terrace	14.3	14.1	13
Leahurst Road South of Longhurst Road	14.6	12.9	16.7
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9
Leyland Road North of Osberton Road	19.3	11.3	14.6
Leyland Road North of Upwood Road	13.6	14.4	13.3
Longhurst Road	19.2	16	16
Manor Lane	19.6	16.4	15.5
Manor Park North of Northbrook Road	20.7	21.5	20.6
Manor Park West of Thornwood Road	24	21.4	20.5
Micheldever Road	24.4	20.6	19.9
Morley Road North of Dermody Road	18.2	16.1	18.5
Morley Road South of Lingards Road	17.4	14.9	15.4
Newstead Road	19.7	18.5	19.1
Pitfold Road	17.7	13.4	12
Southbrook Road	24.2	21	22.5
Staplehurst Road	17.1	17.8	16
Taunton Road	19.3	19	18.8
Upwood Road	17.5	15.9	16.1
Woodyates Road	21.5	19.8	17
Average	**18.9**	**16.9**	**16.8**
Difference	-	-2	-2.1
% Change from Mar 19	-	-10.58	-11.11

Table 5 – Pre-Scheme data collected in March 2019.

Table 6 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and shows that on average vehicle speeds on these roads have reduced by approximately 4.7%, or 0.8mph between June 2020 and February 2021.

Seven locations however did record a small increase in average speed of approximately 9%, or 1.4mph. They were recorded on Belmont Park +0.1mph to 18.1mph, Benin Street +2.9mph to 18.2mph, Blessington Road +0.5mph to 16mph, George Lane +0.3 mph to 14mph, Minard Road +2.1mph to 14.8mph, Radford Road +2.4mph to 17mph and Torridon Road +0.9mph to 21mph. Courthill Road and Springbank Road (south of Torridon Road) recorded speeds in excess of 20mph at 21.6mph and 21.5mph respectively, however noted a reduction on the pre-scheme June 2020 surveys. The speeds recorded at these locations are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	20.2	17.8	16.7
Belmont Park	18	17.2	18.1
Benin Street	15.3	14.8	18.2
Blessington Road	15.5	18.5	16
Brandram Road	19.6	20	18.1
Campshill Road	18.6	15.3	14.8
Courthill Road	21.7	19.9	21.6
Dacre Park	18.2	17.4	17
George Lane	13.7	14.2	14
Harvard Road	11.3	12	8.4
Hither Green Lane	20.9	19.5	18.7
Lanier Road	15.4	15.1	14.6
Longbridge Way	14.4	12.8	14.2
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4
Manor Lane, South of Dallinger Road	20.2	20	19.5
Minard Road	12.7	13.7	14.8
Nightingale Grove	17.2	15.6	16.2
Old Road	14.5	13.1	10.2
Radford Road	14.6	17.6	17
Springbank Road North of Duncrievie Road	18.4	17	17.9
Springbank Road, South of Torridon Road	23	20.5	21.5
Springrice Road	15.8	14.9	14.7
Thornford Road	19.3	19.5	18.6
Torridon Road	20.1	21.1	21
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4
Average	**17**	**16.5**	**16.2**
Difference	-	-0.5	-0.8
% Change from Mar 19	-	-2.94	-4.71

Table 6 – Pre-Scheme data collected in June 2020.

Table 7 below details the speed data collected from the locations where no comparable pre-scheme data was available. The data details that between the original LTN scheme in October 2020 and the revised scheme in February 2021 there has been a 0.64%, or 0.1mph reduction on the speeds recorded at the below locations.

Five of these locations however did note an increase in speed, they were recorded on Beacon Road +0.5 mph to 14.8mph, Hither Green Lane (north of Brightside Road)

+2.9mmph to 22mph, Hither Green Lane (north of George Lane) +1.6mph to 20mph, Torridon Road +1.5mph to 18.8mph and Verdant Lane +1.9mph to 21.7mph.

Hither Green Lane (north of Brightside Road) and Verdant Lane recorded speeds in excess of 20mph at 22mph and 21.7mph respectively. The speeds recorded on Hither Green Lane (north of Brightside Road) and Verdant Lane are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	Original Scheme Oct 20 (mph)	Revised Scheme Feb 21 (mph)
Ardgowan Road	16.8	16.2
Beacon Road	14.3	14.8
Broadfield Road	18.1	12.3
Hither Green Lane North of Brightside Road	19.1	22.0
Hither Green Lane North of George Lane	18.4	20.0
Laleham Road North of Brownhill Road	18.3	18.1
Laleham Road North of Elmer Road	13.7	13.1
Minard Road	15.7	15.4
Torridon Road	17.3	18.8
Veradant Lane	19.8	21.7
Wellmeadow Road	15.6	13.5
Average	**17.0**	**16.9**
Difference		-0.1
% Change from Oct 20		-0.64%

Table 7 – Comparison of original scheme vs revised where no pre scheme data was captured.

Bus Journey Times

The Council has worked with Transport for London (TfL) who have been monitoring bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill/ Burnt Ash Road and Lee High Road/ Eltham Road, for the period between January and December 2020, which is the latest data available from TfL.

Please see the below plan for a location context of the three routes.

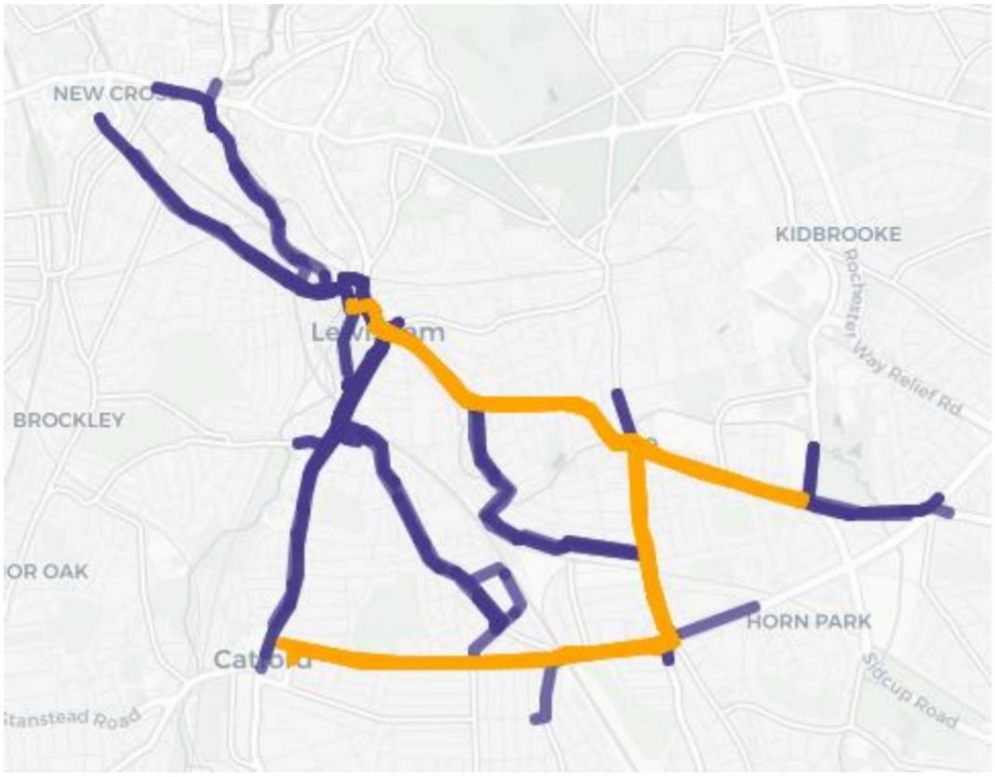


Figure 2 – Key bus corridors around the LTN that have been assessed (orange).

TfL data shows bus journey times on these corridors have fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020.

TfL data for the 12 hour average between 7am and 7pm on Brownhill Road eastbound (Figure 3) details pre-covid bus journey times averaged out at around 10 minutes for the above indicated route between Lewisham High Street and Burnt Ash Hill. In April this fell to under 8 minutes as Covid-19 resulted in the first lockdown. As the original LTN launched in July, journey times retuned to 10 minutes on average, increasing to around 17 minutes for the next few months, which coincided with the easing of restrictions/ the tier system. A large increase in bus journey time was noted in September, which coincided with the reopening of schools, however from November journey times settled to roughly 12 minutes coinciding with the revised LTN launch. Overall an average increase of nearly 2 minutes was noted for eastbound bus journey times between average January 2020 and December 2020 bus journey times.

The westbound (Figure 4) average bus journey times however reduced by 3 minutes over the same period. Pre-covid bus journey times were around 13 minutes, in March this increased to over 15 minutes but then fell to under 8 minutes until May 2020. June saw average bus journey times of 11 minutes, falling to around 8 minutes again in July when the original LTN scheme was introduced, until an increase of over 4 minutes in September when the schools reopened. At the relaunch of the LTN in November, bus times settled to around 10 minutes again.

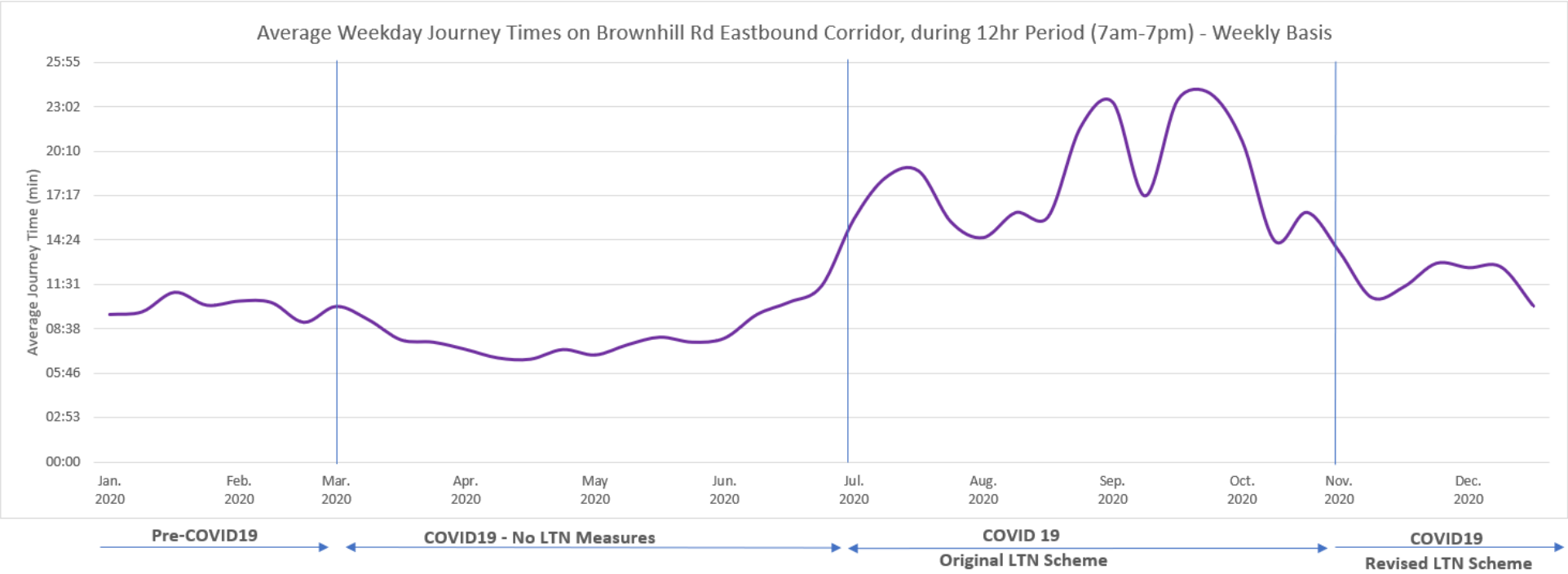


Figure 3: Average Weekday Journey Times on Brownhill Rd EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

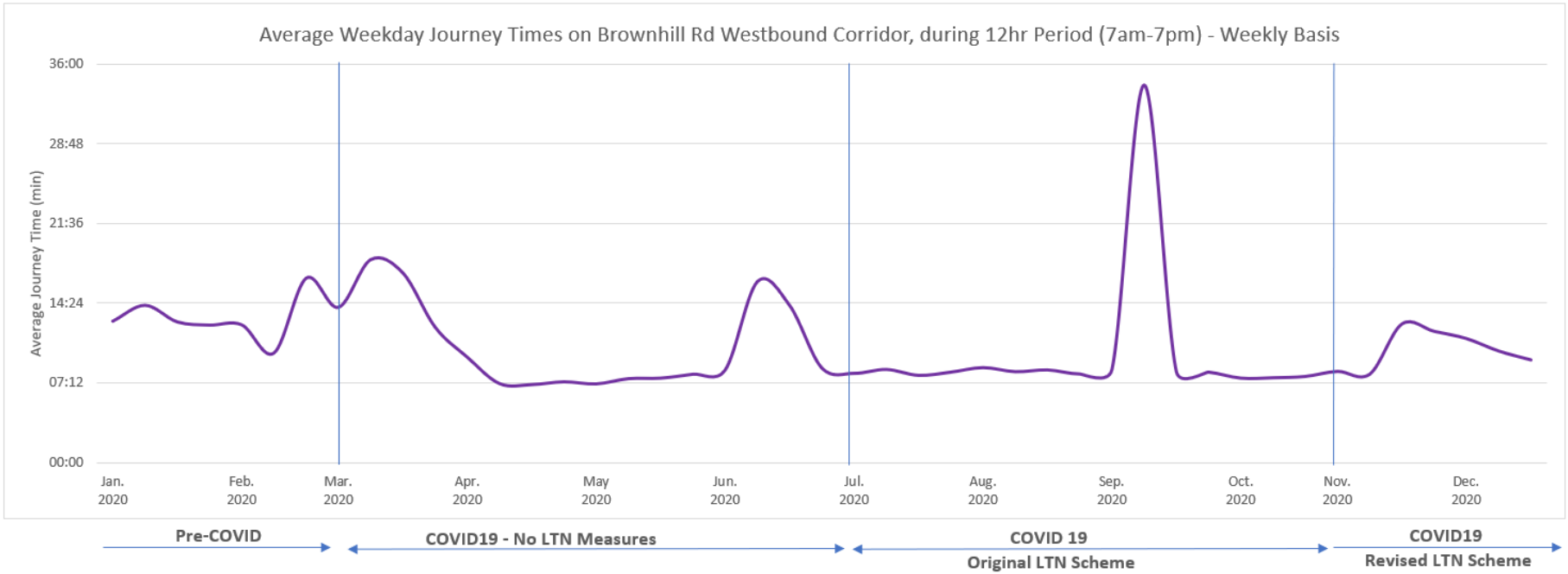


Figure 4: Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

For the Burnt Ash Hill / Burnt Ash Road corridor northbound (Figure 5), data indicated an average increase in northbound bus journey times of more than 1 minute. Journey times were around 4 minutes pre-covid, this fell to around 3 minutes post covid until September 2020, coinciding with the reopening of schools. Journey times peaked at over 6 minutes in October before falling to around the 5 minute mark at the end of the year.

Recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor showed no change in journey times when comparing January and December (Figure 6) data. In January average bus journey times were 4 minutes, this fell for the next few months before reaching its lowest time of 3 minutes in June, the launch of the LTN. Journey times then increased on average each month until peaking in October at 6 minutes. At the launch of the revised LTN in November, journey times stabilised at 4 minutes.

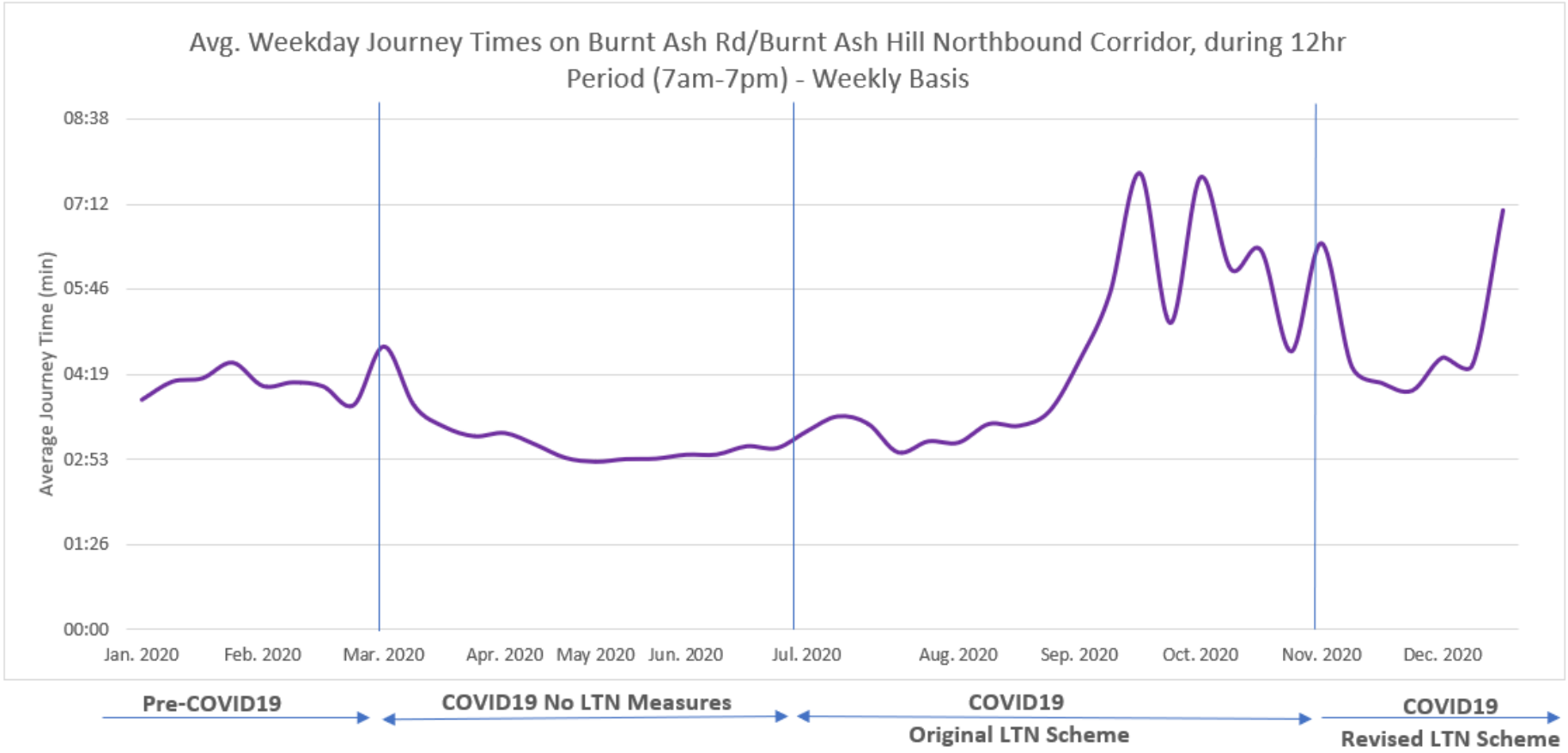


Figure 5: Avg. Weekday Journey Times on Burnt Ash Rd/Burnt Ash Hill NB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

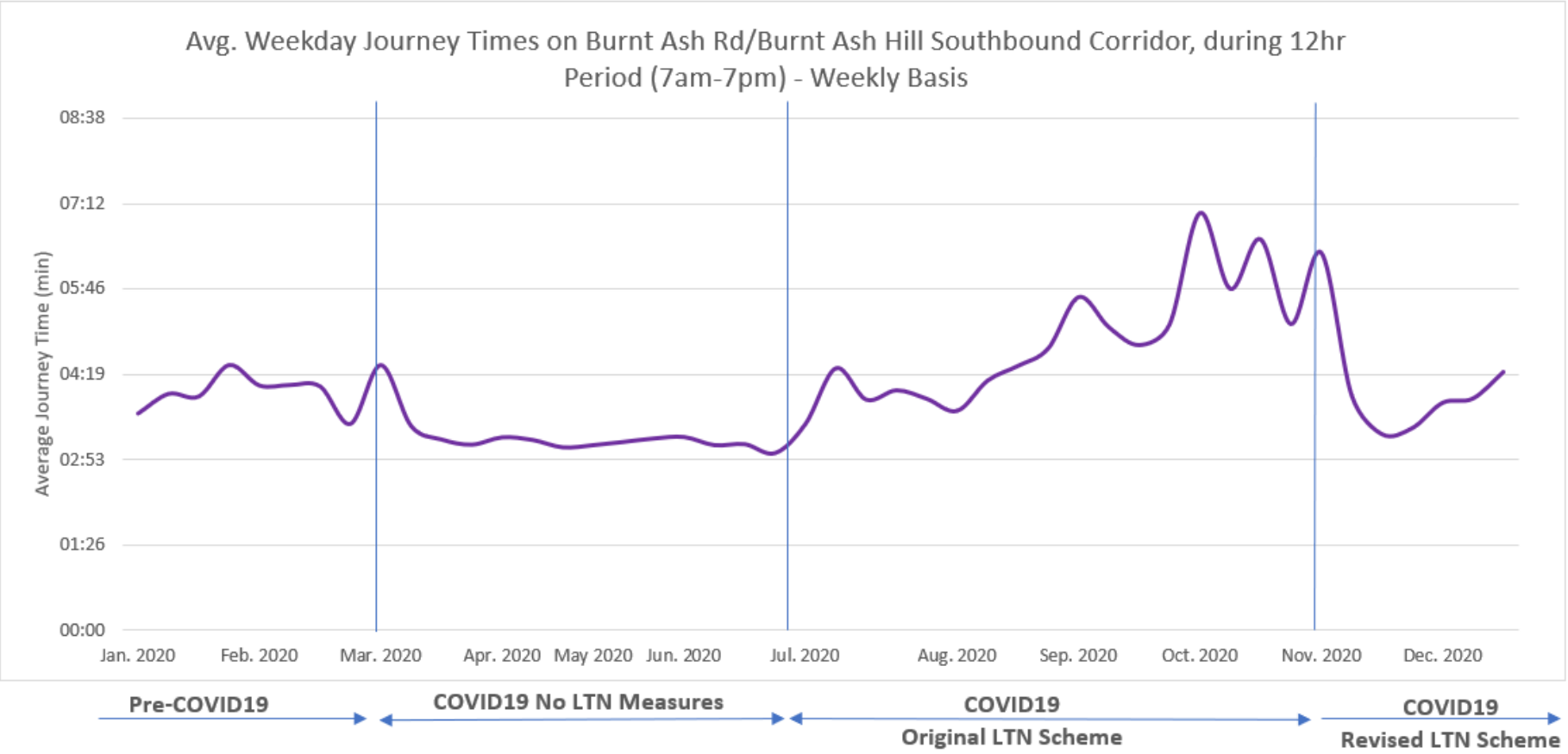


Figure 6: Avg. Weekday Journey Times on Burnt Ash Rd/Burnt Ash Hill SB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

For the Lee High Road / Eltham Road corridor (Figure 7) there was no material change in average bus journey times eastbound when comparing the average bus journey times of January 2020 to December 2020. Pre-covid bus times were averaging just under 11 minutes, this remained stable until falling to 8 minutes in April and May. Journey times rose and peaked in July, just after the launch of the original LTN reaching 12 and a half minutes, before stabilising for the rest of the year at around 11 minutes on average.

The westbound average journey times (Figure 8) showed a slight increase of 1 minute, when comparing the average bus journey times of January 2020 to December 2020. Pre-covid bus journey times were around 12 minutes and gradually decreased before reaching a low of under 9 minutes in April. Journey times start to increase from April, with a 2 minute increase from June to July at the launch of the first LTN and peaking in September at almost 14 minutes, coinciding with the return of schools. Journey times at the end of the year remained 13 minutes on average.

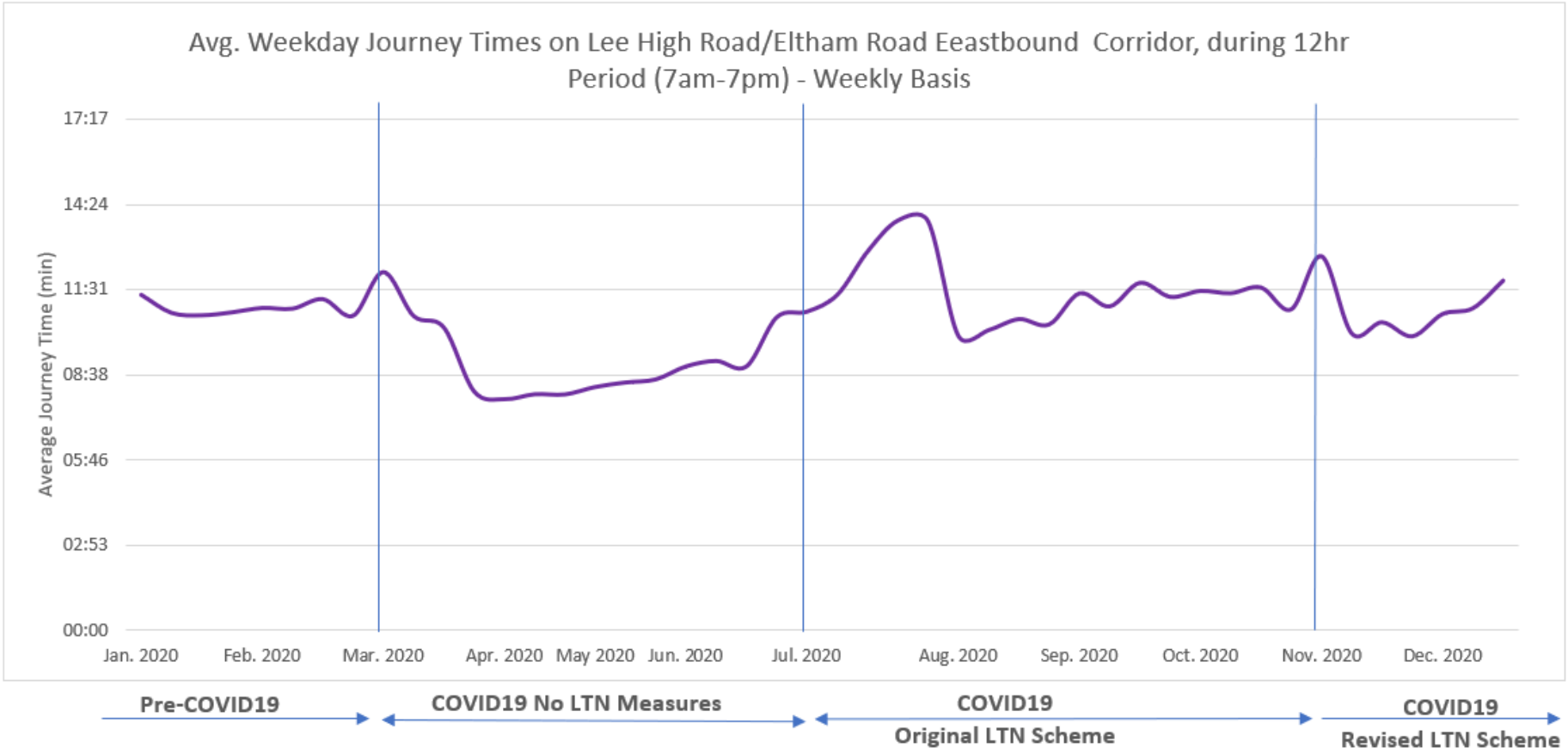


Figure 7: Avg. Weekday Journey Times on Lee High Road/Eltham Road EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

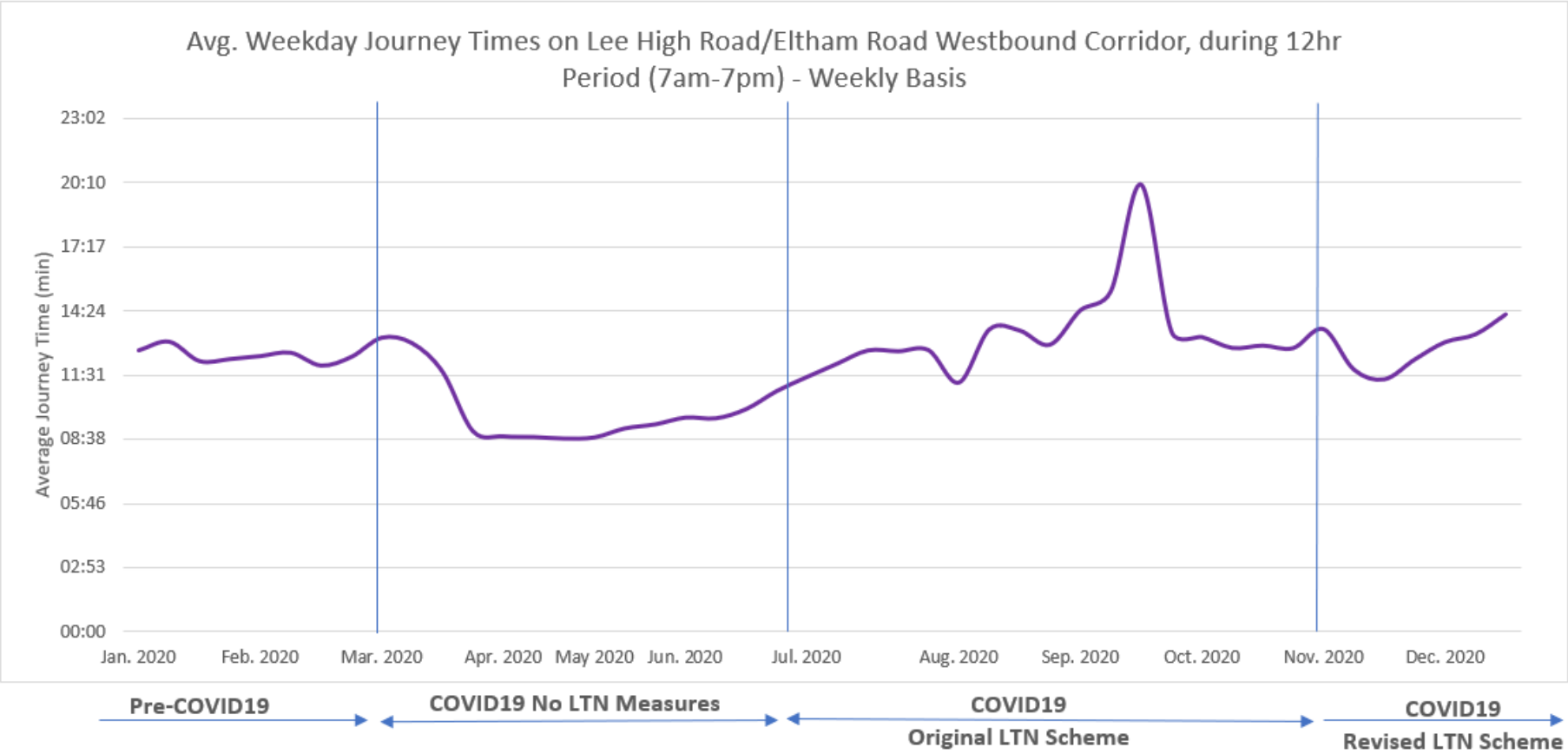


Figure 8: Avg. Weekday Journey Times on Lee High Road/Eltham Road WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

Bus Journey time data is under constant review with TfL, they have advised that they are unable to determine the overall effects of the scheme as although the above analysis investigates delays along the specific sections around the LTN, along the overall corridors the journey times have remained largely the same with little to no difference.

Air Quality Data

The Council maintains a network of Nitrogen Dioxide (NO_2) diffusion tubes to assess pollution levels. NO_2 is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: www.lewisham.gov.uk/airquality

There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will have influenced people's travel patterns. Please note that some of the longer roads were subject to multiple survey locations. The data presented in the below section of this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved with the consultation and to ensure that data is presented, it should be noted that this data may be subject to change upon further investigation and validation.

The data presented in (Figure 9) below details the average NO_2 recorded within and around the Lewisham and Lee Green LTN. The data has been split to provide an average over four periods in time (with a minimum period of 3 months):

Pre pandemic - to provide a baseline figure for what is 'normal' conditions;

Pandemic - to understand what effect the pandemic and lockdown had;

Original scheme - to understand the effects of the original LTN scheme; and

Revised scheme – to understand the effects of the revises LTN scheme.

The data details that over the original LTN scheme a reduction on pre-pandemic levels across all surveyed locations was noted and that over the course of the two variations of the scheme, the LTN has had little to no impact on air quality in and around it.

Looking at the average NO_2 readings in Figure 9, there are no locations where NO_2 exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m³).

Monitoring found that the overall mean NO_2 concentration for the whole network was 29.0 µg/ m^3 during the 'original LTN' period and 31.4 µg/m^3 during the 'revised LTN' period, this is an increase of 8.3%.

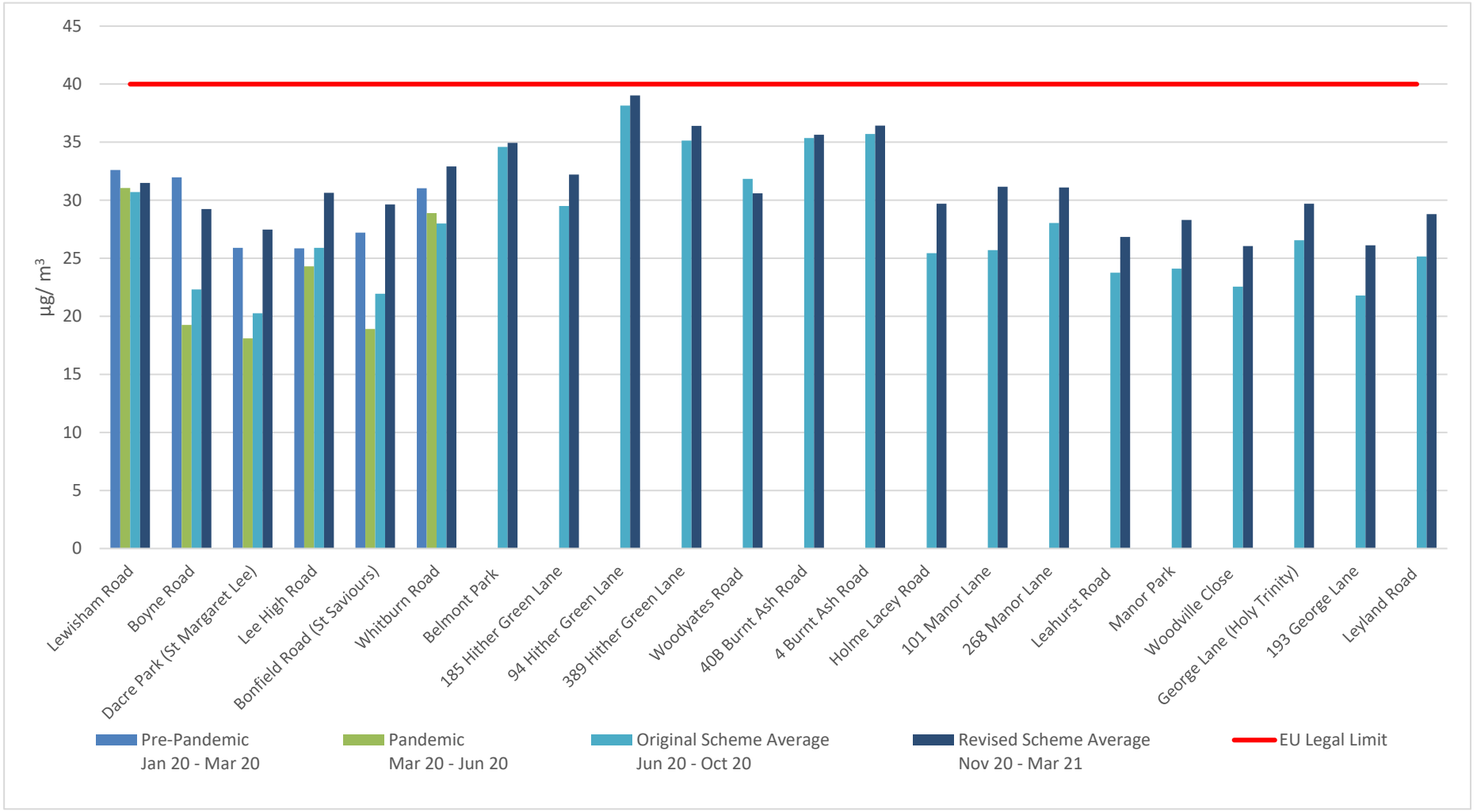


Figure 9: Mean NO_2 concentrations within and on surrounding roads to the LTN

Air Quality monitoring of the A205 South Circular (Figure 10) indicates that air quality improved during the first lockdown when people's travel was restricted. The air quality is now comparable to pre-pandemic levels as restrictions have been eased.

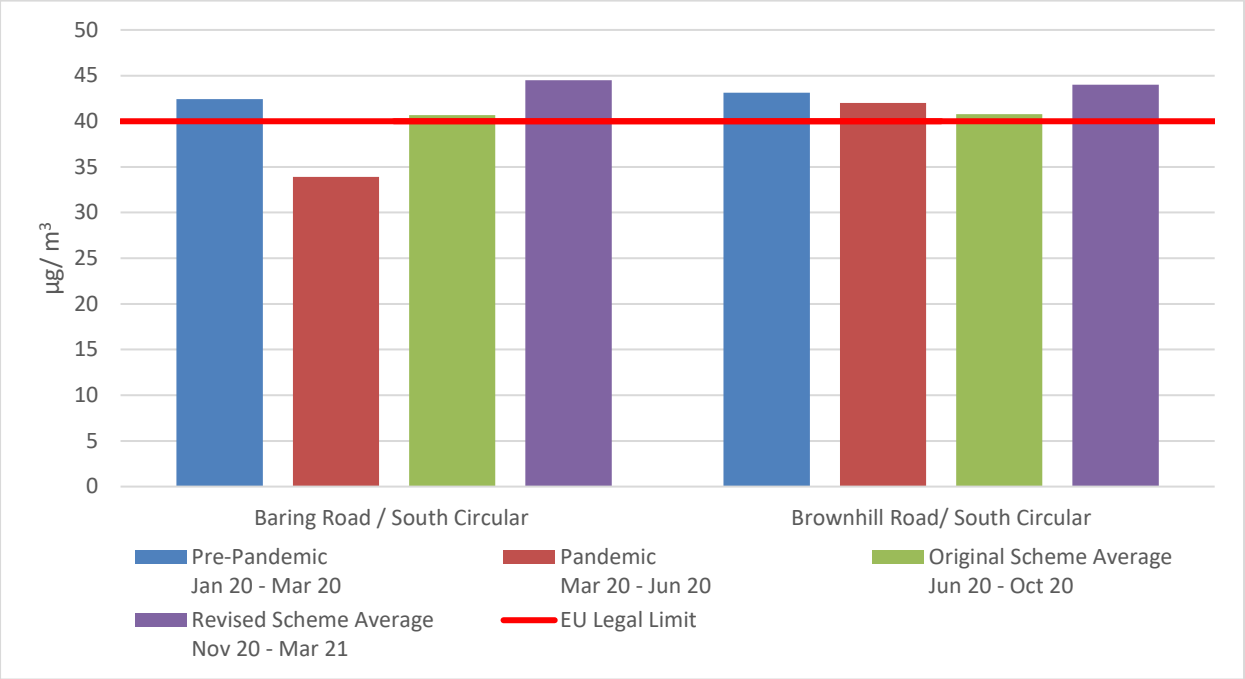


Figure 10: Mean NO_2 concentrations on the South Circular

Readings from the live sensors installed within the borough can be found here.

Emergency Services Response Times

Prior to the launch and during the Lewisham and Lee Green LTN, Council officers held regular meetings with the emergency services to discuss any emerging operational issues coming from police, fire and ambulance service representatives. Discussions at these meetings also covered impacts on emergency service.

At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme, but this has since been revised. However, it should be noted that similar to monitoring traffic data within a pandemic, the emergency services have been operating under different circumstances to 'normal'. Officers are therefore continuing to liaise with emergency services.

FAQs Low Traffic Neighbourhoods

NB: this is a live document and will be updated to include additional FAQ's as and when common issues are identified through feedback from various channels

What is a Low Traffic Neighbourhood (LTN)?

LTNs are areas designed to restrict through traffic to create quieter roads which feel safer, encouraging residents to walk, cycle, play and meet in a healthier and more inviting environment, as well as improving air quality. This can be done by filtering roads using planters, bollards or cameras, by banning turns, or by making some roads no entry or exit. Residents and businesses can still use cars, as well as receive visitors and deliveries, but non-local traffic cannot drive through the area.

When non-local through traffic is reduced in an area, local people often choose to make short journeys on foot or by bike, further reducing traffic.

What is a modal filter?

A modal filter is a traffic management measure that stops the majority of motor vehicles passing but allows pedestrians and cyclists through.

We have installed 2 types of modal filters based on the specific location:

Type 1 = Planters and drop-down bollards/barriers (see example in photo below). These are used on roads that are not on emergency service priority routes or the bus network. A number of wooden planters with either trees or plants in them have been placed on the carriageway either side of a drop-down bollard or barrier.

Type 2 = Camera enforced (see example below). These are used at locations on bus routes which will restrict all traffic apart from buses, emergency service vehicles and exempt vehicles.

How are LTNs enforced?

Some of the LTN filters are enforced by Automatic Number Plate Recognition (ANPR) cameras and vehicles travelling through these restrictions that are not exempt will automatically be issued a penalty charge notice (PCN). An ANPR camera scans the number plate of a vehicle at the closure point and informs us if a vehicle requires a penalty notice or is exempt. Other LTN filters are enforced through a physical barrier.

How do people living in the LTN access their home by vehicle?

Direct access to all properties by vehicle is maintained, but the restrictions may require a different route to be taken to get to your property or business. Some journeys may take longer and the access point to your property may change. Some people may be inconvenienced by some of the changes and some people will choose to walk or cycle instead of taking the car. However, we recognise that this may not be an option for some people therefore it is still possible to access your property by vehicle. The scheme ensures that access for deliveries, refuse collection and emergency services is retained.

Why was the Lewisham and Lee Green area prioritised for an LTN?

The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion, traffic speeds, road safety and number of collisions, as well as walking and cycling improvements.

What monitoring have you done?

Since the LTN was launched, the Council has been undertaking monitoring to understand how the LTN is operating, its impact and whether it is achieving its aims. We have reviewed data for traffic

levels, vehicle speeds, air quality and bus journey times. A full monitoring report is available at www.lewisham.gov.uk/ltnconsultation.

We have also been working closely with the emergency services to understand any impact the scheme has had in relation to emergency responses.

Why don't you have a complete set of data?

If the Lewisham and Lee Green LTN had been introduced in usual times we would have undertaken full before and after monitoring and had data that was fully comparable. Unfortunately, due to the timescales and expectations set by central government, councils were expected to rapidly introduce measures that would reallocate roadspace to walking and cycling without the full range of traffic studies and preparatory work that would normally be done for such measures.

We have done as much as we can to provide comparable data in the consultation leaflet. All other data collected as part of the scheme is available in the monitoring report, which can be accessed via www.lewisham.gov.uk/ltnconsultation.

What feedback have you already had?

We have been listening to feedback ever since the LTN was introduced, including through the commonplace website. We've had regular meetings and contact with the emergency services; we have changed signage in response to feedback, and initial feedback last year led to significant changes being made to the LTN. We've also had positive feedback from local residents and campaign groups. All of this feedback – along with that gathered via this consultation – will help us to make a decision about the long term future of the LTN.

Who are you consulting on the Lewisham and Lee Green LTN?

The consultation is open to all and we welcome your insight and opinions, which will be valuable in deciding the future of the LTN. We would like to hear from all members of the community.

We have also engaged with a wide range of groups, including local representative groups, disability groups, public transport operators, schools, places of worship and health providers so we can get a wider pool of respondents. Our stakeholder list includes all of the following:

- Local residents and businesses
- Ward Councillors
- Emergency services (London Fire Brigade, London Ambulance Service and Metropolitan Police)
- Local schools;
- Transport for London (TfL)
- Representatives of taxi companies;
- Representatives of motorcyclist groups;
- Freight and haulage organisations;
- Network Rail
- Local stakeholder and resident groups
- Neighbouring authorities and;
- Disability groups.

Why are you consulting now?

We promised we would ask residents about their experiences of the LTN, as we were unable to consult before the measures went in. Ideally we would wait until traffic volumes and the way we use our roads goes back to normal – but we don't know when that will be. It's likely the impact of the

pandemic will be felt for some time, so we feel that now is the right time to ask people for their opinion.

How can I comment on the scheme?

We are running our consultation on the Lewisham and Lee Green LTN from 28th June 2021 until 23:59pm on 8th August 2021. We want you to have your say on our proposals to help better understand the requirements and what would work for the local area.

To provide your feedback, you can complete the online survey through our website, which also has information on our proposals for reference. If you would prefer a hard copy of the survey and consultation leaflet, please let us know by contacting 0330 912 1905.

Who will make a final decision on the future of the LTN?

Council officers will analyse the results of this consultation and prepare a report, which will include the other feedback outlined above, as well as data including air quality and traffic monitoring. The decision will be made by the Mayor and Cabinet following consideration of a report at a meeting in public later this year.

You recently consulted us on plans to reduce traffic near schools. Will you be introducing these measures?

No. After careful consideration, we have decided not to go ahead with those specific measures. Feedback from residents was mixed, with some strongly in favour and some strongly opposed to the approach. However, there was strong support for some sort of road safety measures for children at school start and end times. As such, we are now planning a longer term roll-out of traditional school streets, which have been successful in other parts of the borough and across London. We will do this on a school-by-school basis and share more details in due course.

Which schools did these proposals include?

The schools included in the proposals were:

- St Winifreds' RC School
- Trinity CofE Primary School
- Trinity CofE Secondary School
- Brindishe Lee School
- Brindishe Manor School
- St Saviour's RC School

We will now be working with these schools in relation to introducing traditional school streets where streets are closed to vehicles at school drop off and pick up times.

Further questions

If you have any further questions about the Lewisham and Lee Green LTN, please feel free to contact us at ltn@lewisham.gov.uk

Appendix G Consultation Engagement Summary

Lewisham and Lee Green Low Traffic Neighbourhood

EXECUTIVE SUMMARY

From **Monday 28 June** to **Sunday 8 August 2021**, the London Borough of Lewisham carried out a public consultation seeking feedback on the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which was implemented in July 2020 and revised in November 2020 in response to concerns raised by residents, perceived increases in traffic levels and increased bus journey times.

The LTN scheme aims were to reduce traffic, improve local air quality, improve road safety and encourage more walking and cycling, while also initially enabling social distancing and protecting public health in response to the Covid-19 pandemic.

Throughout the 6-week consultation, information on the scheme was shared online on the Council website and through a variety of engagement activities, details of which can be found in **Section 2** of this report.

A consultation questionnaire was made available online via the above link and sent directly to residents within and local to the LTN project area as a hardcopy return document. Key stakeholder groups were also notified and encouraged to respond. In total **7,065** responses were received during the consultation period. 5,059 responses came from within the leafleted consultation area (including the LTN project area) providing a 14.1% response rate. Responses were also received from outside the leafleted area.

Consultation aims

The aims of the consultation were to find out:

- How people feel about the original and revised LTN
- The perceived impact of the original and revised LTN
- The impact on how people travel as a result of the original and revised LTN
- How people living in different areas feel about the original and revised LTN
- Whether people have any suggested changes to the LTN looking forward

Purpose of this report

This report provides an overview of the engagement activities undertaken, a detailed breakdown of the responses received, including attitudes towards both the original

and revised LTN scheme, and recommendations for the future of the LTN scheme based on the responses received.

Key findings

Key findings are shown below for each response area, and a detailed summary of all responses can be found in **Section 3**. Responses have been grouped into **AREAS 1,2,3 and 4** (Figure 1) for a detailed and more insightful analysis:

- **Area 1:** LTN project area with leaflets hand delivered to all addresses,
- **Area 2:** Consultation area with leaflets hand delivered to all addresses,
- **Area 3**: the wider borough area which was covered by general marketing about the consultation (such as council social media),
- **Area 4**: outside the borough area and not specifically targeted by hardcopy or online comms.

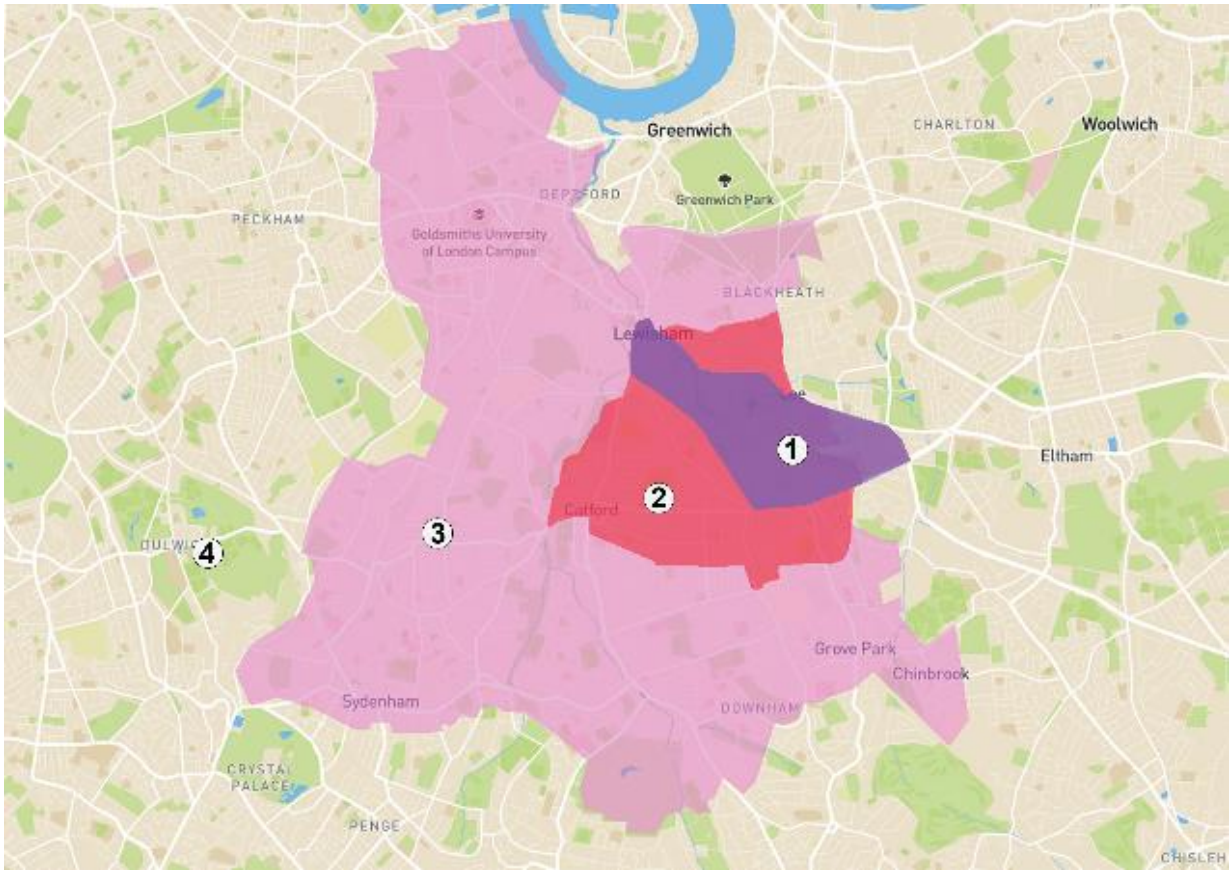


Figure 1: Lewisham LTN consultation, areas of responses

KEY FINDINGS - overall response area:

- 60% of respondents felt negatively about the original LTN vs 56% who felt negative about the revised LTN.
- 24% of respondents felt positively about the original LTN vs 21% who felt positive about the revised LTN.
- 8% were neither positive or negative about the original LTN vs 13% who felt neither positive nor negative about the revised LTN.
- 49% of respondents agreed/strongly agreed there was less traffic within the original LTN vs 39% who felt the same about less traffic within the revised LTN.
- 93% of all respondents left postcodes that were within the London Borough of Lewisham.
- 72% of all respondents left comments that fell within Area 1 and Area 2.
- More respondents selected they would walk, run, or cycle in the original LTN rather than the revised LTN.
- Congestion/Traffic displacement was the chief concern respondents pointed out in the free text comments for both LTNs.
- Most other comments on the original/revised LTN centred around safety issues or the consultation process (e.g. biased, no consultation prior to implementation, survey questions, political motive, taking advantage of covid funding etc).
- Speeding was identified as an issue on Manor Lane, Leahurst Road, Manor Park, Hither Green Lane, Ennersdale Road more than other locations.
- Overall, respondents wanted to see more trees and planting in the area the most out of all the other measures.

CONTENTS PAGE PAGE NO.

1 INTRODUCTION

1.1 Background

The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first implemented in July 2020. At the time, in response to the Covid-19 pandemic, the Government was encouraging councils to urgently put measures like LTNs in place.

The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area. LTNs also aim to improve air quality and public health, reduce noise and air pollution and make roads safer, which aligns with the Council's longer term aims for the whole borough. The LTN aimed to achieve this by restricting access to some roads for motor vehicles, but keeping them open to pedestrians and cyclists, and changing the way people travel through and around the area.

Due to the timescales and expectations set by central government, councils did not have time to consult on these changes initially and were expected to rapidly introduce measures that would achieve these results, without the full range of traffic studies and preparatory work that would normally be done for such proposals. Across London, people have had mixed views about LTNs, and Lewisham is no different.

The Lewisham and Lee Green area was selected as a location for a LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as requests for walking and cycling improvements.

The scheme was implemented using a 'Temporary Traffic Order', which enabled quick implementation. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which removed some of the restrictions to traffic.

A public consultation was held across the area from late June through to early August 2021, to gather feedback on how people felt about both the original and revised versions of the LTN. This feedback, along with monitoring data gathered throughout the implementation of both versions of the LTN, will be used by the council to decide the future of the scheme.

This report details the responses received from the public during this most recent consultation and presents an impartial account of the public's response towards the Lewisham and Lee Green LTN in both its original and revised formats.

2 CONSULTATION

Public consultation was carried out between **Monday 28 June** to **Sunday 8 August 2021**, allowing for 6 weeks of consultation and responses to the survey.

2.1 Aims

The aims of the consultation were to find out:

- How people feel about the original and revised LTN
- The perceived impact of the original and revised LTN
- The impact on how people travel as a result of the original and revised LTN
- How people living in different areas feel about the original and revised LTN
- Whether people have any suggested changes to the LTN looking forward

2.2 Consultation area

Figure 1 displays the total area of consultation. This includes the following areas:

- **Area 1:** LTN area with leaflets hand delivered to all addresses,
- **Area 2:** Consultation area with leaflets hand delivered to all addresses,
- Area 3: the wider borough area which was covered by general marketing about the consultation (such as council social media),
- **Area 4**: outside the borough area and not specifically targeted by hardcopy or online comms.

The areas have been colour coded to make it clear which area is being discussed in **Section 3** of this report, which details responses from the consultation broken down into the geographical areas listed above.

2.3 Methodology and communications approach

2.3.1 Leaflets and Survey

A total of **35,890** hardcopy leaflets and surveys were hand distributed across **Areas 1** and **2** at the start of the consultation period. The leaflet contained background information, an easy-to-understand plan of the LTN area showing both the original and revised schemes, details of the engagement, contact details and instructions on how to provide feedback. These areas were specifically targeted as they have been the most impacted by the LTN during its implementation, and so feedback from residents and businesses within these areas was sought as a priority.

Over this consultation period, while monitoring the rate of responses, we were requested to hand-distribute leaflets to additional areas (included in **Area 2**, shown

in figure 1**Error! Reference source not found.**) that were outside of the original scope. These areas are broken down below:

- Initial distribution of leaflets and surveys (**28 June – 03 July**) – **28,260 leaflets and surveys**
- Blackheath distribution of leaflets and surveys (**05 July – 06 July**) – **4,010 leaflets and surveys**
- Harland Road, Baring Road, Winn Road, Senlac Road, Horncastle Road distribution of leaflets and surveys (**13 July**) – **1210 leaflets and surveys**
- North Downham Estate area, distribution of leaflets and surveys (**27 July**) – **2,410 leaflets and surveys**.

2.3.2 Postcards

Between **Monday 19 July** to **Sunday 24 July 2021**, **35,890** postcards were distributed to all properties and businesses within **Areas 1** and **2**. The postcard was used as a reminder to fill out the engagement survey and included information on why the council were conducting a survey, links to the website for more information and a QR code that took the public directly to the consultation webpage.

2.3.3 Webpage

A dedicated webpage was set up on the Lewisham Council website. This included information about the project and a link to fill out the online survey. The webpage can be accessed via the link below:

https://lewisham.gov.uk/myservices/roads-and-transport/tell-us-what-you-think-of-the-lewisham-and-lee-green-low-traffic-neighbourhood

2.3.4 Public phone line and email

A dedicated phone line was setup to answer calls specifically relating to the Lewisham and Lee Green LTN. A total of 11 calls were received over the course of the consultation period, mainly asking for a hardcopy survey to be sent out to the caller.

People were also able to respond and ask questions via a dedicated project email address: ltn@lewisham.gov.uk. This method of communication proved most popular with people who wanted to contact the council throughout the engagement, with 9 consultation responses being emailed from key stakeholder groups, and multiple requests from people for hardcopy surveys, which were then posted out to them.

2.3.5 Social media

Targeted Facebook advertising via council channels was used throughout the consultation to encourage a higher response rate across **Area 1** specifically, and the wider borough area.

2.3.6 Postcode mapping

During the consultation period postcode mapping was undertaken which enabled us to identify areas with low survey response rates. All postcodes were mapped using the software Power BI. Using this software allowed us to accurately map postcodes and create filters to identify responses within and outside **Areas 1** and **2**. We were able to easily identify areas with low response rates which would inform where door knocking and posters were put up on site to encourage responses to the consultation.

We generated interactive online maps that could be shared with the client over the course of the consultation period. These maps were regularly updated with new survey data to provide a visual representation of the latest responses from different geographical areas.

2.3.7 Posters

A total of **70 posters** were displayed within **Areas 1** and **2**. The roads on which posters were displayed were influenced directly by the postcode mapping of survey responses after the first couple of weeks of engagement. Areas with low responses were identified and posters were displayed around those areas, including the following locations:

- Burnt Ash Road
- Woodyates Road
- Guibal Road
- Exford Road
- Staplehurst Road
- Hither Green Station
- Manor Park
- Lochaber Road
- Northbrook Road
- Kellerton Road
- Manor Lane
- Old Road
- Lee High Road
- Bankwell Road
- Aislibie Road

- Manor Lane

2.3.8 Targeted Door knocking

A total of **580 properties** were knocked on within **Areas 1** and **2**. Using the mapped survey responses, areas of low response rates were identified and door to door knocking was arranged to help increase awareness of the consultation and the number of responses received by those most affected by the scheme.

Each door knocking team consisted of two Project Centre employees who were carrying postcards and copies of the leaflet and survey to hand out upon request.

Face masks were worn and social distancing adhered to during door knocking.

Door knocking occurred on the following dates:

- 16/07/2021
- 22/07/2021
- 23/07/2021
- 04/08/2021

A summary of properties visited are listed below:

Number of Properties	Street name
4	Arne Walk
20	Copellia Road
15	Foxwood Road
48	Heath Lee Road
29	Lawnside
6	Lee Park
39	Shearman Road
7	Sims Walk
94	Doggett Road
68	Nelgarde Road
156	Sangley Road
57	Old Road
34	Northbrook Road
3	Manor Park Road

3 SUMMARY OF RESULTS

5,059 responses were received from within **Areas 1** and **2**, representing a response rate of 14.1% in the areas most impacted by the LTN scheme. After the checking and removal of duplicate responses, an overall total of **7,065** responses were received via both post (hardcopy) and online survey submissions. This represents an overall response rate to the consultation of 20% (across all **Areas 1-4**) with a wide spread of responses received all throughout **Areas 1** and **2** and beyond.

These **7,065** responses are summarised in the following section.

3.1 Approach to analysis

The data in this report has been calculated using the following methodology:

All data has been checked for duplicates and we have fixed or removed incorrect, incomplete or duplicated data (data cleaning) before analysis, resulting in **7,065** valid responses.

Responses were then split into areas for analysis using postcodes left via the survey. All postcodes were checked and formatted so they could be geolocated accurately. It was possible to geolocate **6,943** postcodes out of the total **7,065** responses.

Postcodes were further divided by four boundary areas shown in Figure 2:

- **Area 1 and Area 2**: targeted areas (most impacted by the LTN – area 1 is the LTN scheme area) with leaflets hand delivered to all addresses,
- **Area 3**: the wider borough area which was covered by general marketing about the consultation (such as council social media),
- **Area 4**: outside the borough area and not specifically targeted by hardcopy or online comms.

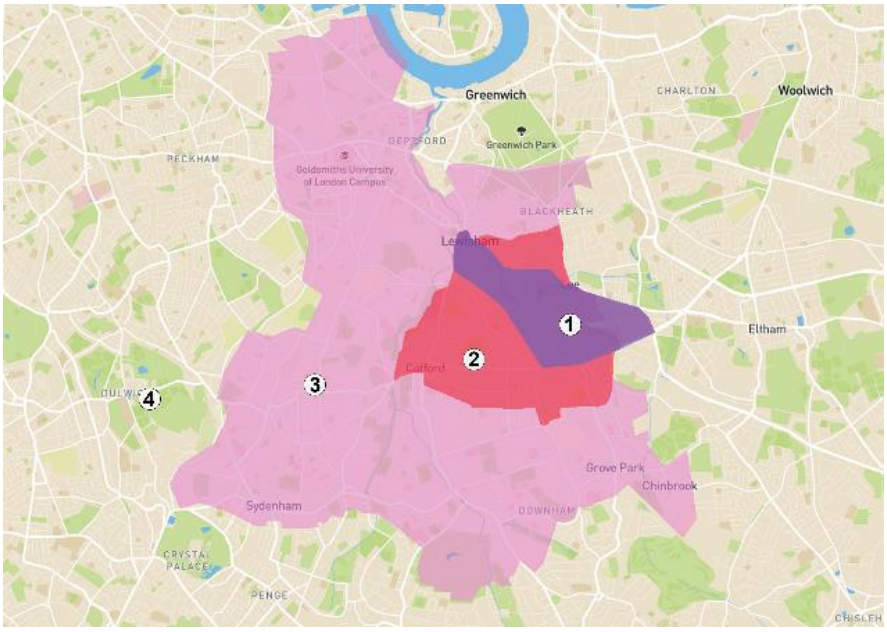


Figure 2: Map showing split of areas for analysis

These boundaries were used to provide a breakdown of responses for each area, as well as providing an analysis of all responses received in total (including those with no recorded or legible postcodes).

Percentages within the area analysis sections are worked out from the total responses within the named area, and not from the total responses to the overall consultation.

The analysis section of the report has colour coded headings (**Area 1**, **Area 2**, Area 3 and **Area 4)** to make it clear which area the analysis relates to.

Postcodes left by respondents were mapped in order to show the spread of responses and reach of the survey.

Responses from within **Area 1**:

- **2,633** responses were plotted inside the LTN scheme area (**Area 1**). This figure includes **225** postcodes which were plotted outside the Lewisham borough boundary within the Royal Borough of Greenwich. These addresses have been included in **Area 1** due to the direct impact of the scheme on the streets in this area.

Responses from within **Area 2**:

- **2,426** responses were plotted inside this area.

Responses from within Area 3:

- **1,399** responses were plotted inside this area.

Responses from **Area 4**:

- 485 responses were plotted in this area from the responses received.

3.2 Mapped responses

The images below show the geographical spread of responses received from the **6,943 postcodes** recorded by respondents. **122** (1.8%) respondents provided insufficient information, mis-typed or erroneous postcodes or left the question requiring postcode blank, therefore we were unable to geolocate them.

The maps shown below have been zoomed in at varying levels to show sufficient detail, and so a minority of postcodes are excluded from the images. These individual respondents left non-London postcodes, which included locations such as Newcastle, Leeds, Manchester and Brighton.

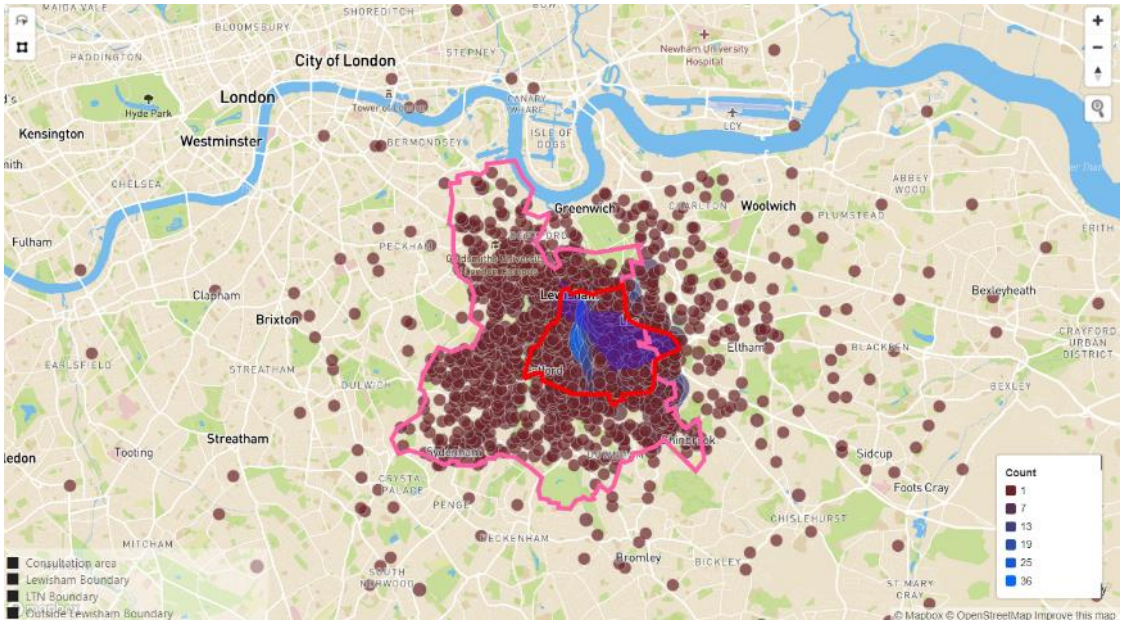


Figure 3: Overview of all responses received

- The majority of responses came from **within the boundary of the London Borough of Lewisham (Areas 1, 2 and 3)**. Most respondents recorded different postcodes from each other, so the majority of postcodes are only mapped once each. Where postcodes were recorded 5 times or more by multiple respondents, they have been mapped below to show the density of responses per postcode.
- Responses were **heavily concentrated in the Areas 1** and **2** (see maps below for detail).
- There was a cluster of postcodes south-east of this area which saw a high response rate, likely due to extra engagement done in the area following residents and Councillors' requests.

- Responses from outside Lewisham (**Area 4**) were mainly concentrated **east of Lewisham and the consultation area.**
- Other than this, most of the remaining postcodes were scattered throughout London, with an odd few geolocated in places across the UK.

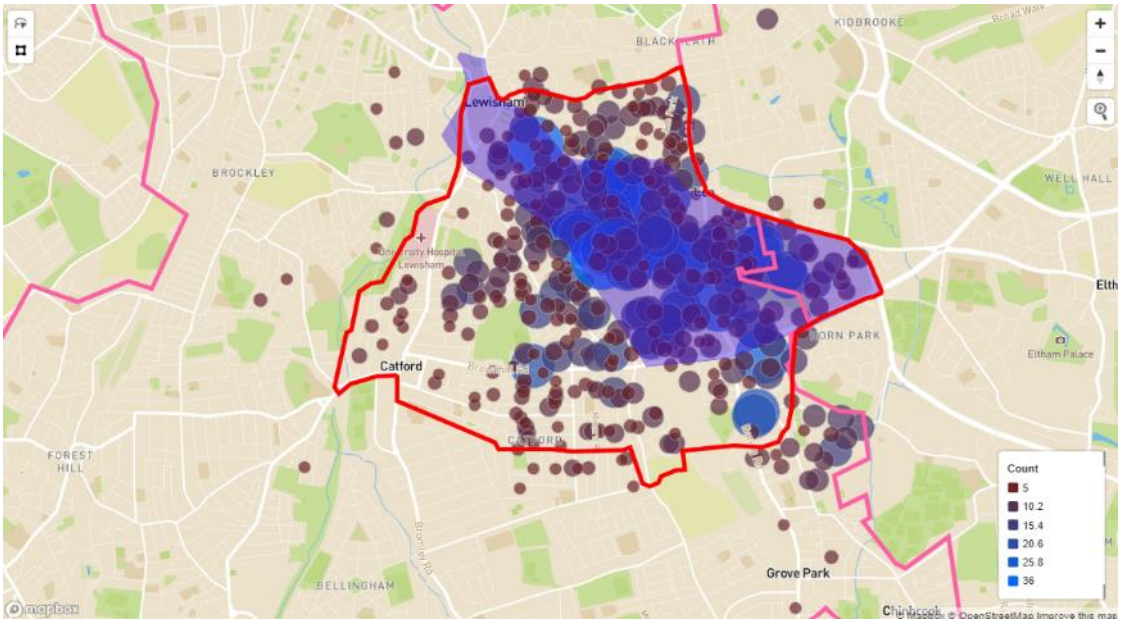


Figure 4: Map of responses with postcodes recorded at least five times

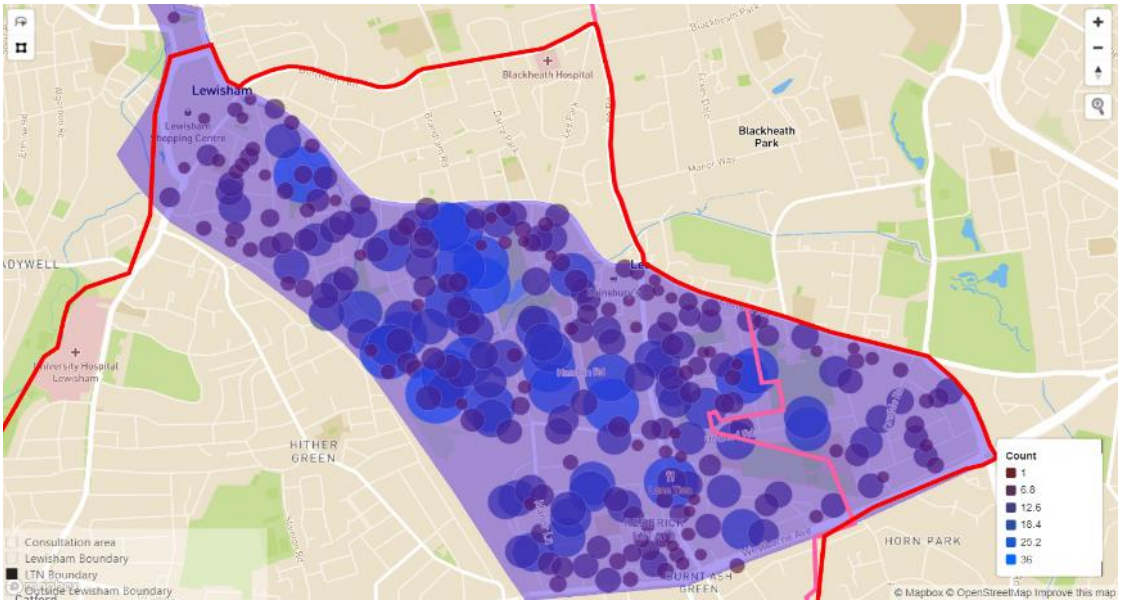


Figure 5: Responses received in Area 1

- In total **2,633** respondents (37.88% of all plotted postcodes) were from within **Area 1**.
- The five post codes where most responses came from where: SE13 5NL, SE13 5QP, SE12 8LX, SE13 5QW and SE13 5NN.

- SE13 5NL was the postcode recorded the most, a total of **36 times**.
- SE13 5QP was next highest, recorded a total of **33 times**
- SE12 8LX, SE13 5QW and SE13 5NN were recorded **30 times** each.

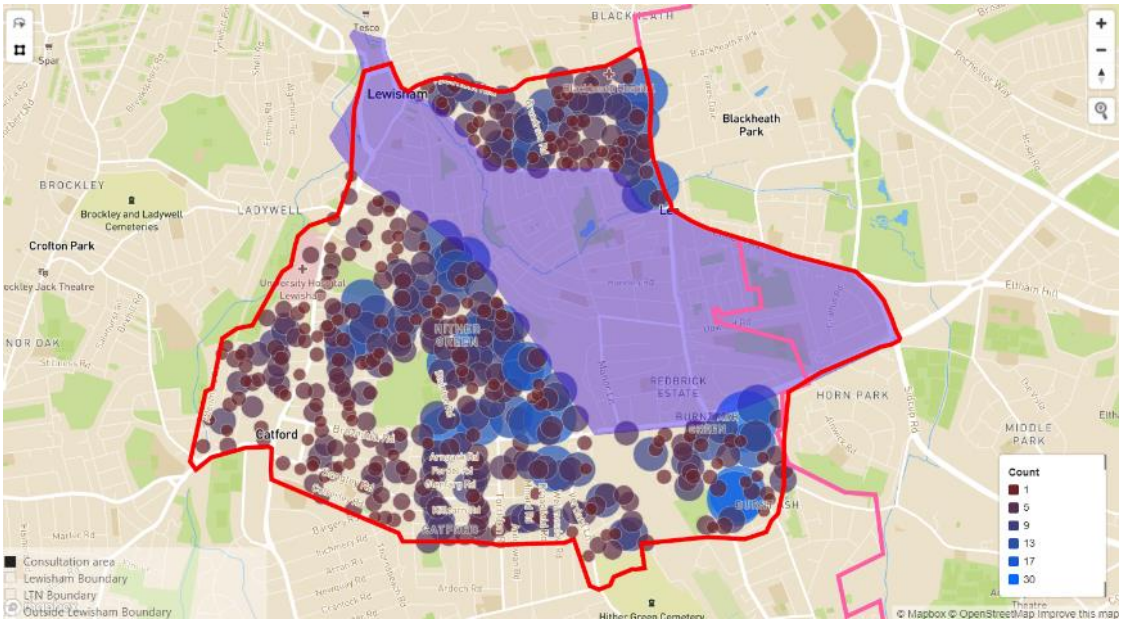


Figure 6: Responses received inside Area 2 (excluding LTN area)

- A further **2,426** responses (35% of all plotted postcodes) came from within **Area 2** (shown by the red outline in Figure 6).
- Therefore, a total of **5,059** respondents (73% of all plotted postcodes) were respondents from **Areas 1** and **2** (the leafleted area).
- In **Area 2**, SE12 9LA, SE12 0JB, SE12 0JA, SE12 6TS and SE2 6EW were the five postcodes recorded most often.
- SE12 0JB was the most recorded postcode inside **Areas 1** and **2** with **34 mentions.**
- SE12 0JA was the next highest recorded, a total of **23 times**.
- SE12 6TS was recorded **20 times**.
- SE12 6EW was recorded **19 times**.

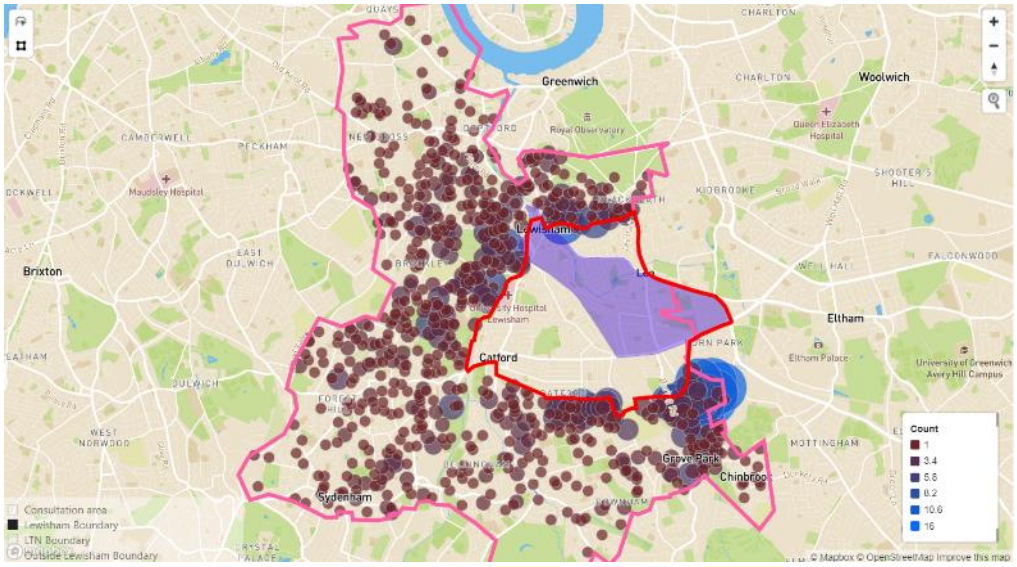


Figure 7: Responses received inside Area 3 (Lewisham boundary)

- An additional **1,399** postcodes were recorded in **Area 3** (20.07% of all respondents).
- Therefore, a total of **6,458** respondents (93% of all plotted postcodes) were respondents living within the London Borough of Lewisham and the small part of **Area 1** that sits within the Royal Borough of Greenwich (included due to the potentially high impact of LTN measures on that area).
- In **Area 3**, SE12 9NB, SE12 9EY, SE12 9EZ, SE12 9EX and SE12 9NA were the five most recorded postcodes.
- SE12 9NB was the most cited postcode in **Area 3**, with **18 mentions**.
- SE12 9EZ had the next highest number of times recorded with **14 mentions**.
- SE12 9EY had **13 mentions** in total.
- SE12 9EX and SE12 9NA were both recorded **12 times each**.

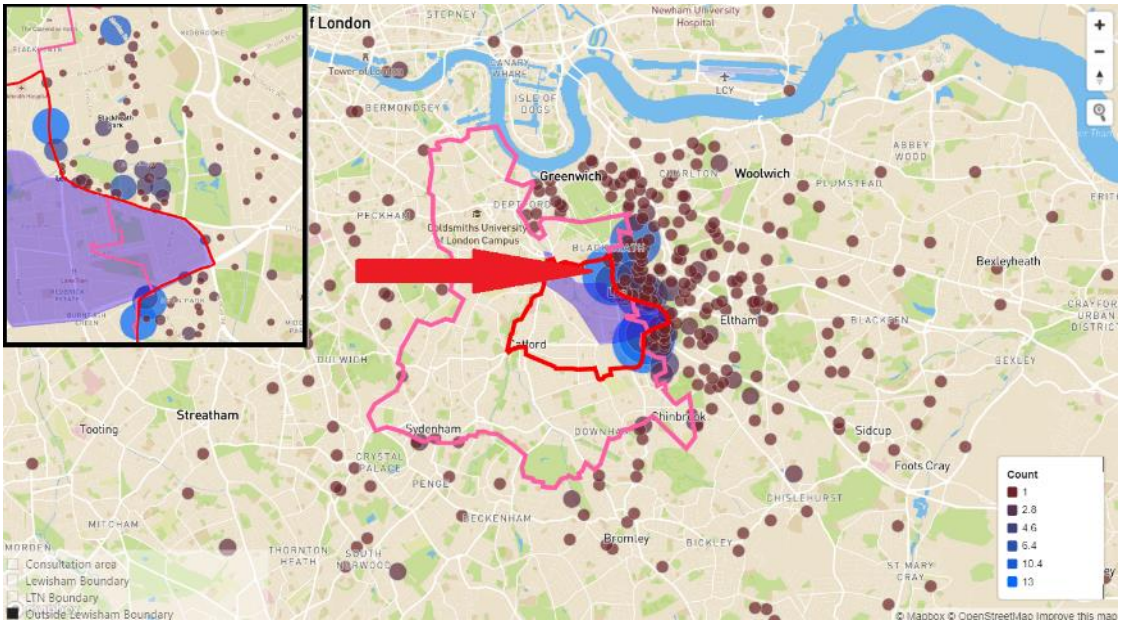


Figure 8: Postcodes in Area 4 (inset pic zoomed in)

- A total of **485** postcodes came from **Area 4** outside the Lewisham borough boundary (7% of all plotted postcodes).
- SE12 9JJ, SE12 9LE, SE12 8HE, SE3 9DZ, SE3 9EN were the five most recorded postcodes.
- SE3 9EN was most recorded at 14 times.
- SE12 9JJ was next highest, recorded a total of 12 times.
- SE12 9LE was recorded 11 times.
- SE3 9DZ was recorded 6 times.
- SE12 8HE was recorded 5 times.

3.3 Key Findings

- 60% of respondents felt negatively about the original LTN vs 56% who felt negative about the revised LTN.
- 24% of respondents felt positively about the original LTN vs 21% who felt positive about the revised LTN.
- 8% were neither positive or negative about the original LTN vs 13% who felt neither positive nor negative about the revised LTN.
- 49% of respondents agreed/strongly agreed there was less traffic within the original LTN vs 39% who felt the same about less traffic within the revised LTN.
- 93% of all respondents left postcodes that were within Lewisham Borough
- 123 postcodes were entered incorrectly or where invalid.
- 72% of all respondents left comments that fell within **Area 1** and **Area 2**.
- More respondents were encouraged to walk, run, cycle or scoot as a result of pandemic than before the pandemic. A significant increase in active travel modes reflects the shifting need to socially distance with public transport being used less than those modes of transport.
- More respondents selected they would walk, run, or cycle in the original LTN rather than the revised LTN.
- Congestion/Traffic displacement was the chief concern respondents pointed out in the free text comments for both LTNs.
- Most other comments on the original/revised centred around safety issues or the consultation process (biased, no consultation prior to implementation, survey questions, political motive, taking advantage of covid funding etc).
- Speeding was identified as an issue on Manor Lane, Leahurst Road, Manor Park, Hither Green Lane, Ennersdale Road more than other locations.
- Overall respondents wanted to see more trees and planting in the area the most out of all the other measures.

3.4 Overview of engagement results for all areas (1, 2, 3 and 4)

This section provides a full summary of the survey results starting **from Question 4** as the initial questions were not needed in analysis. These questions were:

- **Question 1:** Road name
- **Question 2:** Postcode
- **Questions 3:** Do you have any school aged children?

Q4. Which of the following best describes you?

This question asked respondents to describe their relationship to the area.

	I live within the Lewisham and Lee Green LTN area	I live in a neighbouring area	I own or manage a business in this area	I represent a local community group or stakeholder organisation	I travel through this area	I visit this area	I work in this area	Other	Didn't answer
Percentage	52%	36%	1%	0%	5%	2%	2%	1%	0%
Numbers	3674	2552	83	11	325	164	163	59	34

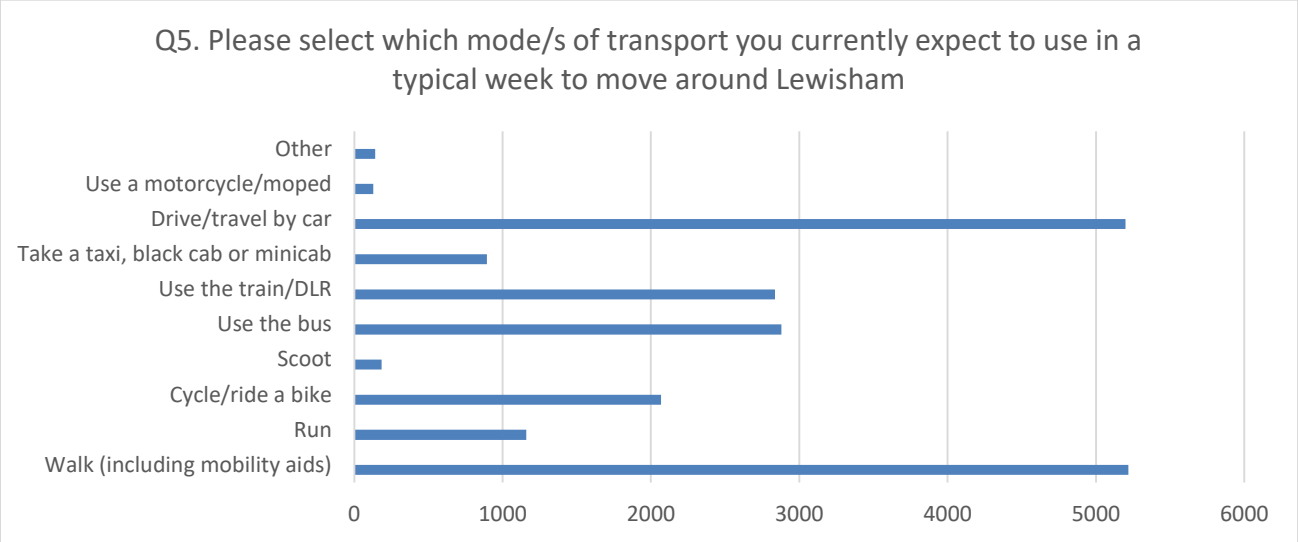
Figure 9: Which of the following best describes you, in the LTN area

- As the chart above shows, over half of all respondents were from within **Area 1** and over a third of respondents from **Area 2** (88% of respondents in total).
- The remaining 12% of respondents selected other options. People travelling through the area being the most significant minority of respondents.
- Those who selected the 'other' response – most said they lived in Lewisham, others identified as visiting family or friends, while some others said multiple choices applied to them.
- Of those few who said they represent a local community group or stakeholder organisation, one identified as part of the Planning Group

Committee for the Brockley society, another as a pre-school, while another as a resident's group. The remaining respondents did not specify details.

Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham

Respondents were able to tick all responses that applied to them for this question, so the number of responses to the question is greater than the number of responses to the consultation. The results have been tallied and presented below.



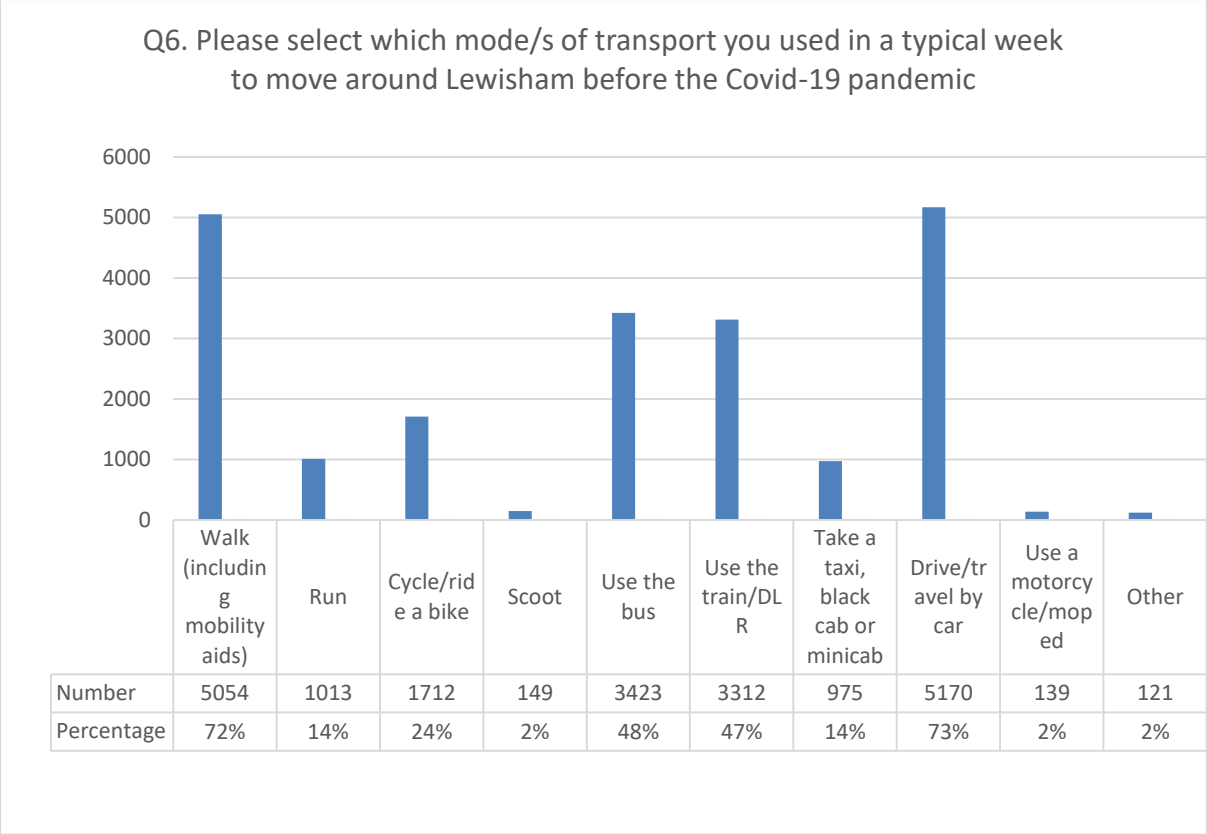
	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Percentage	74%	16%	29%	3%	41%	40%	13%	74%	2%	2%
Numbers	5220	1159	2068	185	2880	2836	895	5199	129	141

Figure 10: Mode of transport used currently

- 74% of respondents either walk and/or drive currently when travelling around Lewisham.
- Approximately 4 out of every 10 respondents use public transport in the form of a bus or train/DLR.
- Almost 3 out of 10 respondents cycle currently to move around Lewisham.
- Most respondents who selected the 'other' option mentioned a range of transport methods including: a van, emergency vehicle, Zipcar, skateboard, stroller etc.

Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic

As above, respondents were able to select more than one option in their response.



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	5054	1013	1712	149	3423	3312	975	5170	139	121
Percentage	72%	14%	24%	2%	48%	47%	14%	73%	2%	2%

Figure 11: Modes of transport used before Covid-19 pandemic

- Walking and driving were again the most popular modes of transport with almost ¾ of respondents selecting these two options.
- Public transport via a bus or train/DLR was the second most popular mode of transport – with nearly half selecting either/both options as something they did prior to the COVID-19 pandemic.
- Almost ¼ of respondents cycled before the pandemic.

Table 1 below compares the figures provided in Q5 and Q6 to see how travel habits have changed from before the pandemic compared to currently. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	5054	5220	166	3%
Run	1013	1159	146	14%
Cycle/ride a bike	1712	2068	356	21%
Scoot	146	185	39	27%
Use the bus	3423	2880	-543	-16%
Use the train/DLR	3312	2836	-476	-14%
Take a taxi, black cab or minicab	975	895	-80	-8%
Drive/travel by car	5170	5199	29	1%
Use a motorcycle/moped	139	129	-10	-7%

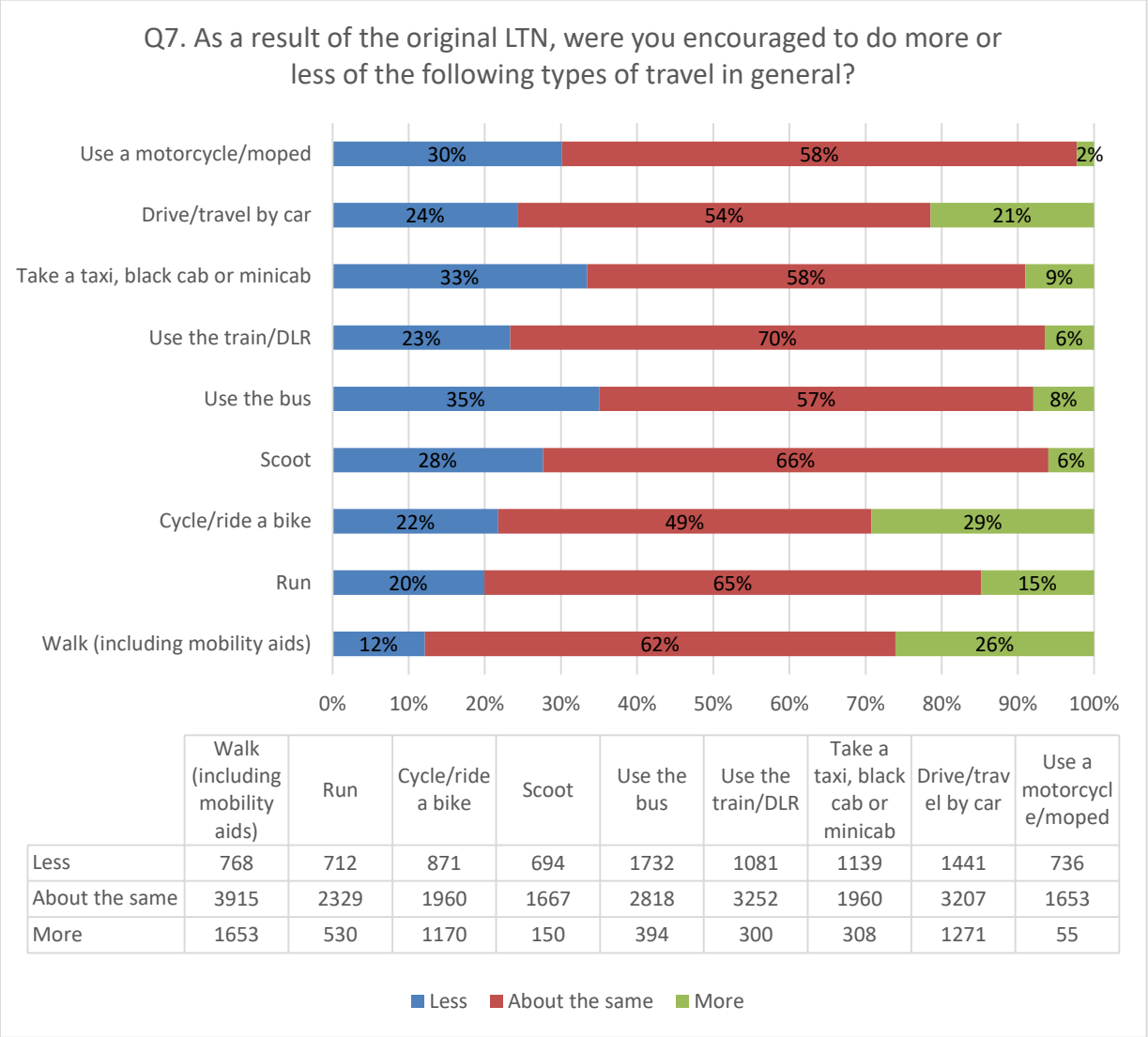
Table 1: Table displaying a comparison of travel habits of those that live in the LTN area post and pre Covid

- There has been a considerable uptake in running, cycling, and scooting compared to before the covid-19 pandemic.
- Respondents said they used bus, taxi, and train services less often than before the pandemic.

Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?

This question asked respondents what the effect of the original LTN had on their travel habits. Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.

Not all respondents replied to each transport method equally. A full breakdown is provided below.



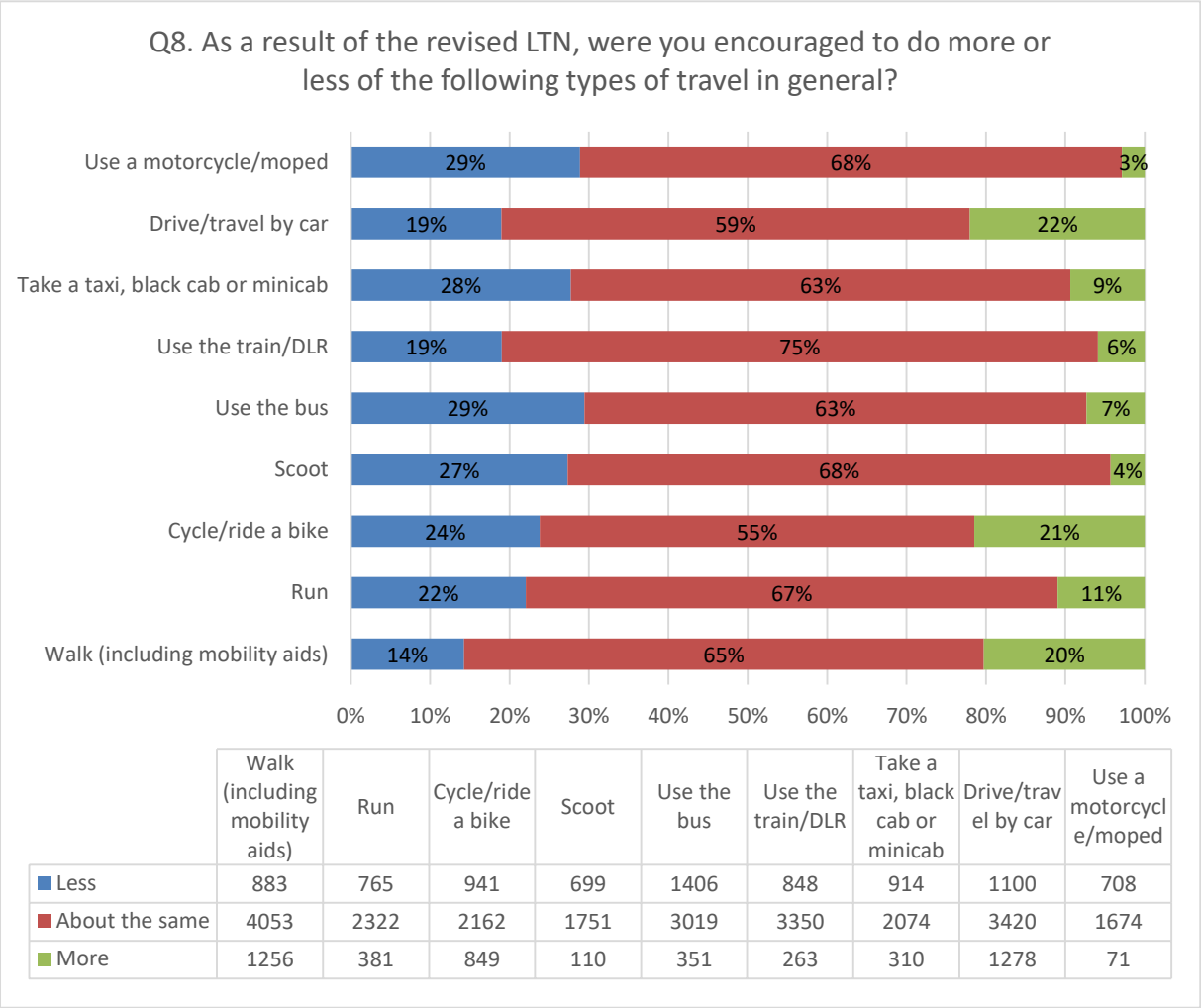
	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
Less	768	712	871	694	1732	1081	1139	1441	736
About the same	3915	2329	1960	1667	2818	3252	1960	3207	1653
More	1653	530	1170	150	394	300	308	1271	55

Figure 12: What the original LTN encouraged respondents to do more or less.

- The majority of respondents did say their use of certain transport modes would be unaffected, however certain types of transport saw a marked uptake or decrease.
- As the table above shows almost 30% of all respondents said they would cycle more as a result of the original LTN.
- Over ¼ of all respondents said they were more likely to walk as a result of the original LTN.
- About $^1/_3$ of all respondents said they would use a bus less under the original LTN.

Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?

This question asks respondents to consider their travel habits again, but this time with the revised LTN in mind. A breakdown has been provided below alongside a comparison table to see if answers differed across both questions.



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
Less	883	765	941	699	1406	848	914	1100	708
About the same	4053	2322	2162	1751	3019	3350	2074	3420	1674
More	1256	381	849	110	351	263	310	1278	71

Figure 13: What the revised LTN encouraged respondents to do more or less.

- The chart above again showed that most respondents' travel habits would remain about the same – although, more respondents opted to choose the 'about the same' option for the revised LTN.
- 2,596 respondents said they used modes of active travel more compared to 1,278 that said they drive more.
- Using the bus was again the main option respondents said they would use less.
- Over ¼ of respondents also said they would use a motorcycle, scooter, taxi less under the original LTN.

Q9. We would like to find out about whether you think the LTN achieved its key aims: Original LTN

This question asked respondents to rate a series of statements about the LTN. Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. The results have been tallied below.

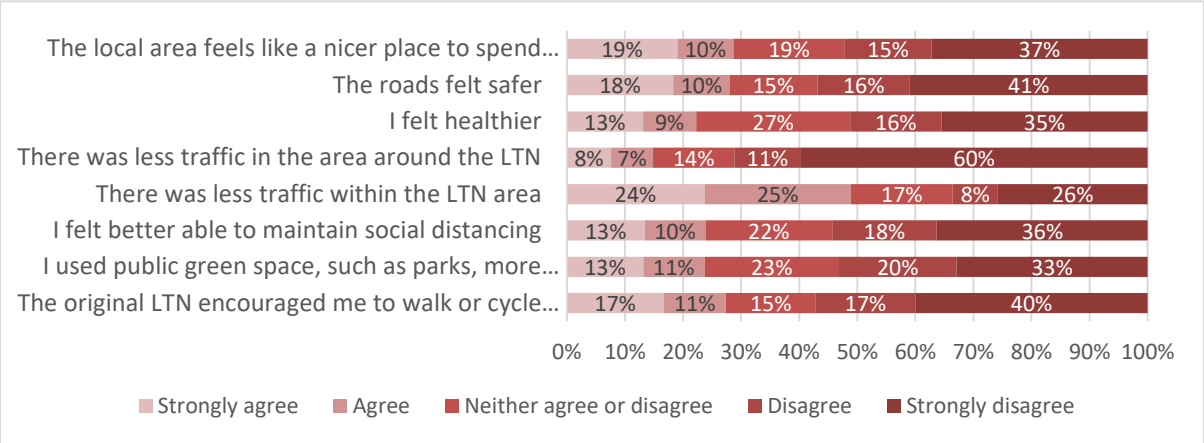


Figure 14: Agree or disagree - Original LTN

- The statement which garnered the strongest disagreement was 'There was less traffic in the area around the LTN'.
- On the other hand, almost 50% either agreed or strongly agreed that there was less traffic within the **Area 1**.
- The remaining comments were more divisive, although over 50% of respondents either disagreed or strongly disagreed with them.

Q10. We would like to find out about whether you think the LTN achieved its key aims: Revised LTN

The same question was asked again about the revised LTN.

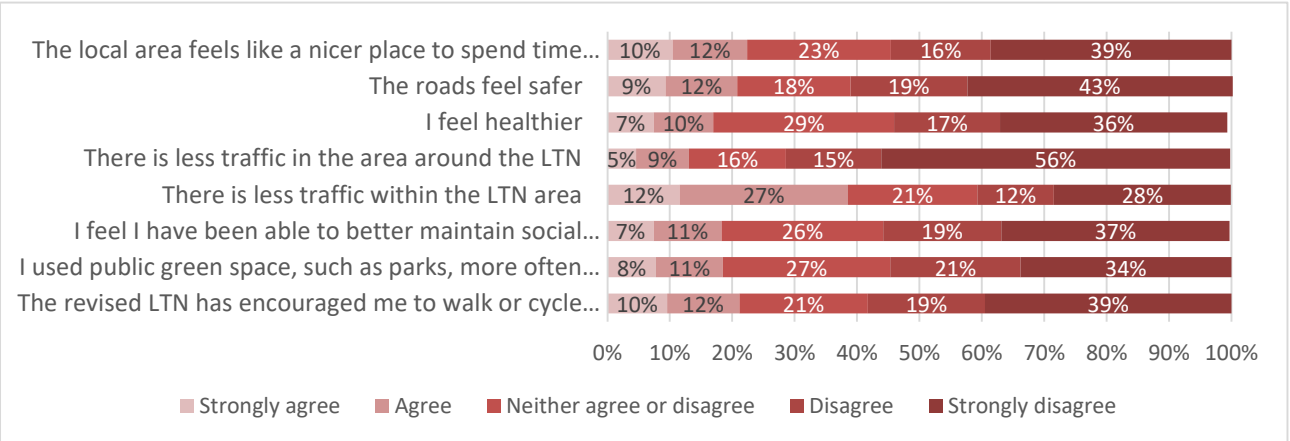


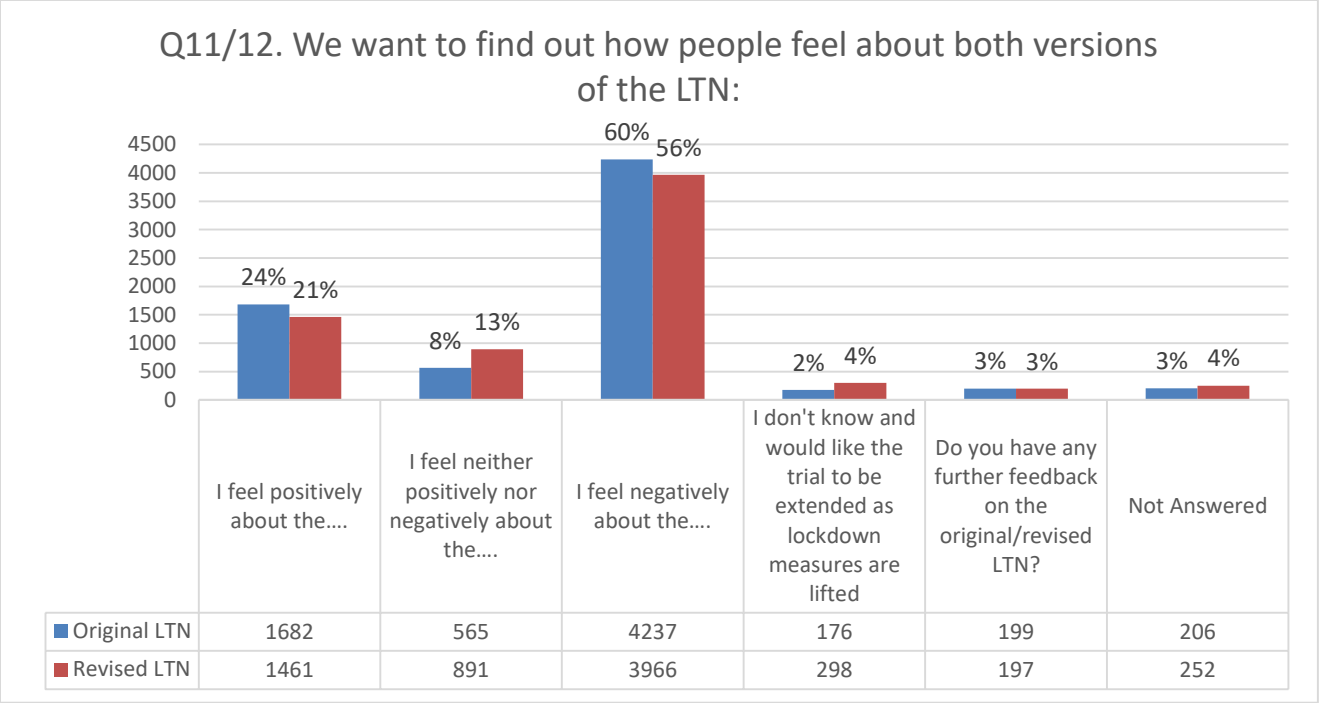
Figure 15: Agree or disagree - Revised LTN

- The responses to the revised LTN followed the same trend as the responses to the original LTN.
- The remaining statements received less agreement under the revised LTN than compared to the original LTN. More respondents were likely to select neither agree nor disagree, rather than agree or strongly agree.

Q11 & Q12. We want to find out how people feel about both versions of the LTN

This question asked respondents to summarise their views on both versions of the LTN via a statement asking respondents how they feel about the original and revised LTN. One option was present for those that were unsure - "I don't know and would like the trial to be extended as lockdown measures are lifted"

A free-text box was also provided where respondents could leave a comment about each version of the LTN. Please see **Section 4** for an analysis of these comments.



	I feel positively about the....	I feel neither positively nor negatively about the....	I feel negatively about the....	I don't know and would like the trial to be extended as lockdown measures are lifted	Do you have any further feedback on the original/revised LTN?	Not Answered
Original LTN	1682	565	4237	176	199	206
Revised LTN	1461	891	3966	298	197	252

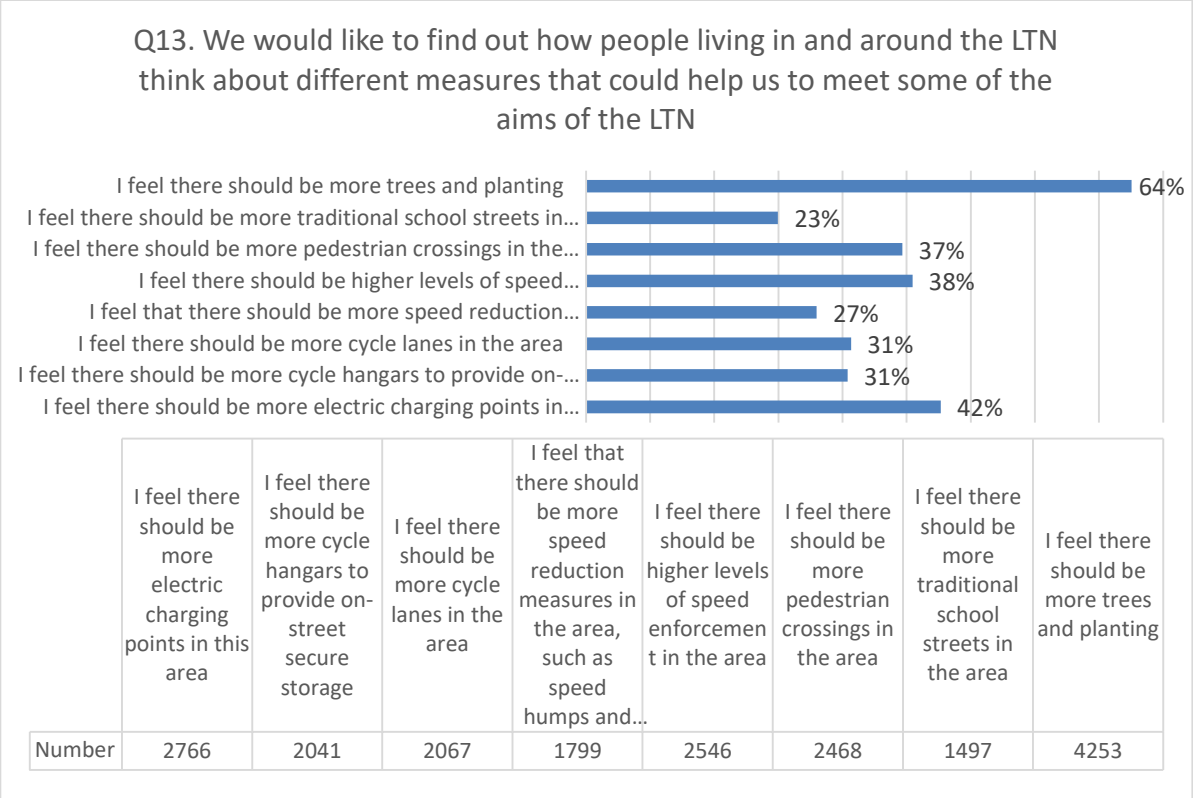
Figure 16: How respondents feel about original and revised LTN

- Percentages were calculated from the total number of respondents to the consultation.
- Both the original and revised LTN saw most respondents select the option that they felt negatively overall. The original LTN saw 4% more respondents feel negative towards it.

- Meanwhile, 3% more respondents felt positive about the original LTN, with more respondents feeling neutral towards the revised over the original LTN.
- A minority of respondents said they would like it extended or would prefer to leave further feedback instead.

Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN

This question asked respondents which features of an LTN they would like to see in helping Lewisham council meet the aims of an LTN. A percentage figure has been worked out based on the number of respondents to the question – a total of 6,639 respondents.



	I feel there should be more electric charging points in this area	I feel there should be more cycle hangars to provide on-street secure storage	I feel there should be more cycle lanes in the area	I feel that there should be more speed reduction measures in the area, such as speed humps and...	I feel there should be higher levels of speed enforcement in the area	I feel there should be more pedestrian crossings in the area	I feel there should be more traditional school streets in the area	I feel there should be more trees and planting
Number	2766	2041	2067	1799	2546	2468	1497	4253

Figure 17 Features of an LTN respondents would like to see

- Trees and planting received the most support with almost two-thirds of all respondents suggesting that they would like to see this across Lewisham.
- This was followed by those who would like to see further electric charging points in the area. Pedestrian crossings and speed enforcement in the area were also popular suggestions.

3.5 Key findings of responses from within Area 1

Percentages have been worked out based on the number of respondents from **Area 1** – a total of **2,633**.

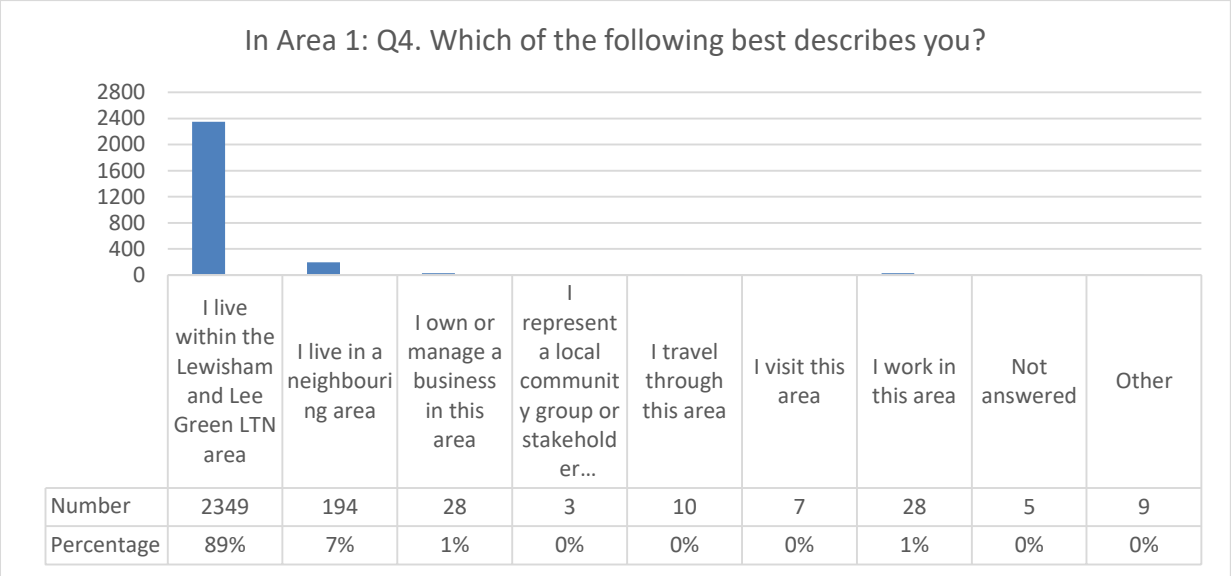
- 52% felt negative about the original LTN vs 33% who felt positive about the original LTN.
- 48% felt negative about the revised LTN vs 29% who felt positive about the revised LTN.
- 7% of respondents within **Area 1** felt neither positive or negative about the original LTN vs 12% who felt neither positive or negative about the revised LTN.
- There is a considerable increase in those that responded within the **Area 1** taking up cycling, running or scooting. There was a 20% increase in running, 31% increase in cycling and 26% increase in scooting within **Area 1**.
- There was a very minor decrease of 2% in driving within **Area 1**.
- There was a 5% increase in walking within **Area 1**.
- There was a decrease in the use of buses (-16%) and trains (-13%) within **Area 1**.
- Most respondents thought that both the original and revised LTN did decrease traffic within **Area 1**. However, they felt that there wasn't less traffic around the LTN area as a result of both the original and revised LTN.
- When asked what other measures could help, the most selected response was that those within **Area 1** wished to see more trees and planting within the area, followed by more electric charging points and higher levels of speed enforcement.

3.6 Breakdown of responses from within Area 1

This section provides analysis of the responses received from **Area 1** (see Figure 2: Map showing split of areas for analysis):

- 2,633 responses came from respondents living in **Area 1**.

Q4. Which of the following best describes you?

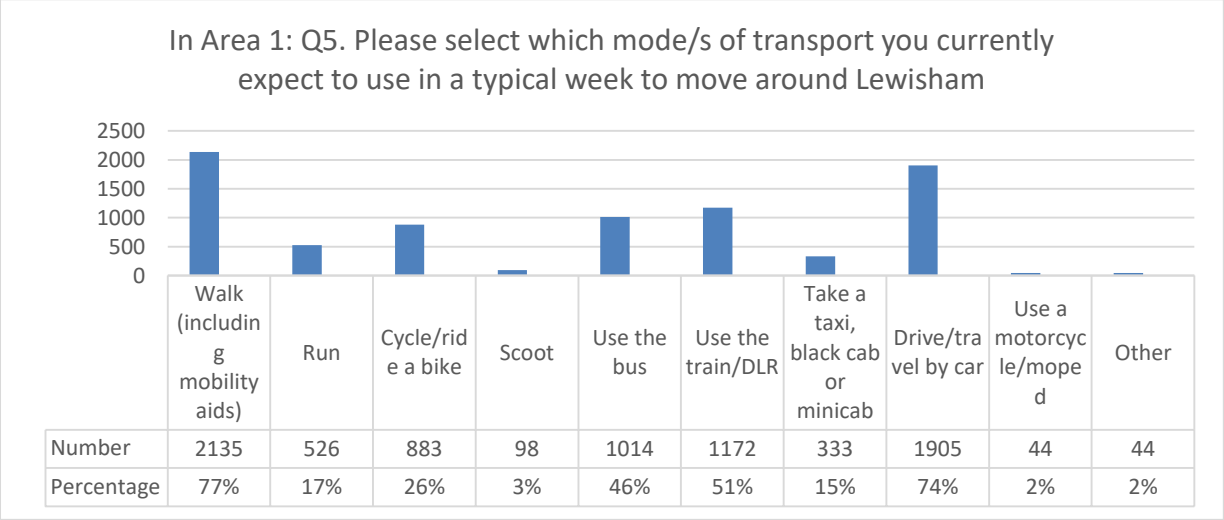


	I live within the Lewisham and Lee Green LTN area	I live in a neighbouring area	I own or manage a business in this area	I represent a local community group or stakeholder...	I travel through this area	I visit this area	I work in this area	Not answered	Other
Number	2349	194	28	3	10	7	28	5	9
Percentage	89%	7%	1%	0%	0%	0%	1%	0%	0%

Figure 18: graph displaying respondent types in the LTN area.

- 1% (28) of respondents said they run a business within **Area 1**.
- Although all postcodes were identified as being within **Area 1**, respondents were still able to incorrectly select other response options.

Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham



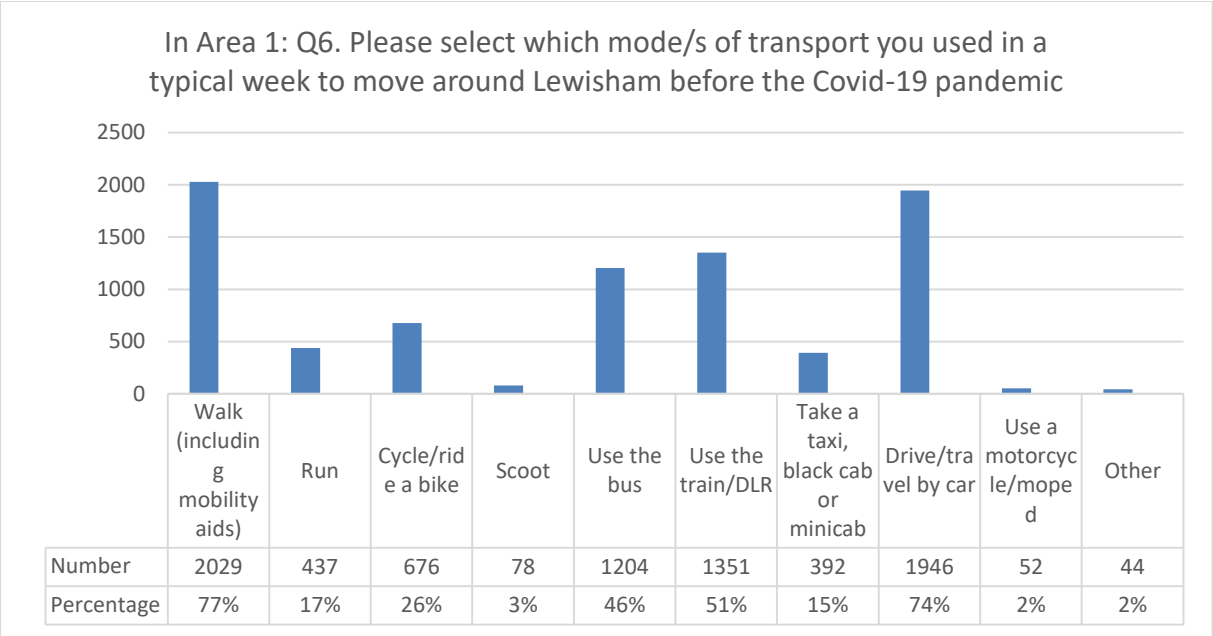
	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	2135	526	883	98	1014	1172	333	1905	44	44
Percentage	77%	17%	26%	3%	46%	51%	15%	74%	2%	2%

Figure 19: Graph displaying current modes of transport those that live within the LTN area use.

- Percentages were calculated out of the total number of respondents in the **Area 1**. More than one option could be selected for this question.
- The most popular modes of transport used in a typical week by those that live within **Area 1** were walking and driving.

- 2% of respondents in **Area 1** selected “Other”, these responses referred to:
    - Zipcar and Uber.
    - Some respondents mentioned multiple transport options applied to them.
    - Visiting family, relatives, friends etc living in the area
    - Many comments were unrelated to the question.

Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	2029	437	676	78	1204	1351	392	1946	52	44
Percentage	77%	17%	26%	3%	46%	51%	15%	74%	2%	2%

Figure 20: Graph displaying pre Covid modes of transport that were used by those that live within the LTN area.

- Pre Covid saw walking and driving as the highest mode of transport.
- Similarly, there was a significant number of respondents that said they used public transport pre Covid.
- A small percentage of respondents said they cycled pre Covid.
- Respondents who selected “Other” left comments about:
    - using Zipcar and Uber
    - more details of their travelling habits.

Table 2 compares the figures provided to see how travel habits have changed from pre-pandemic to current. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

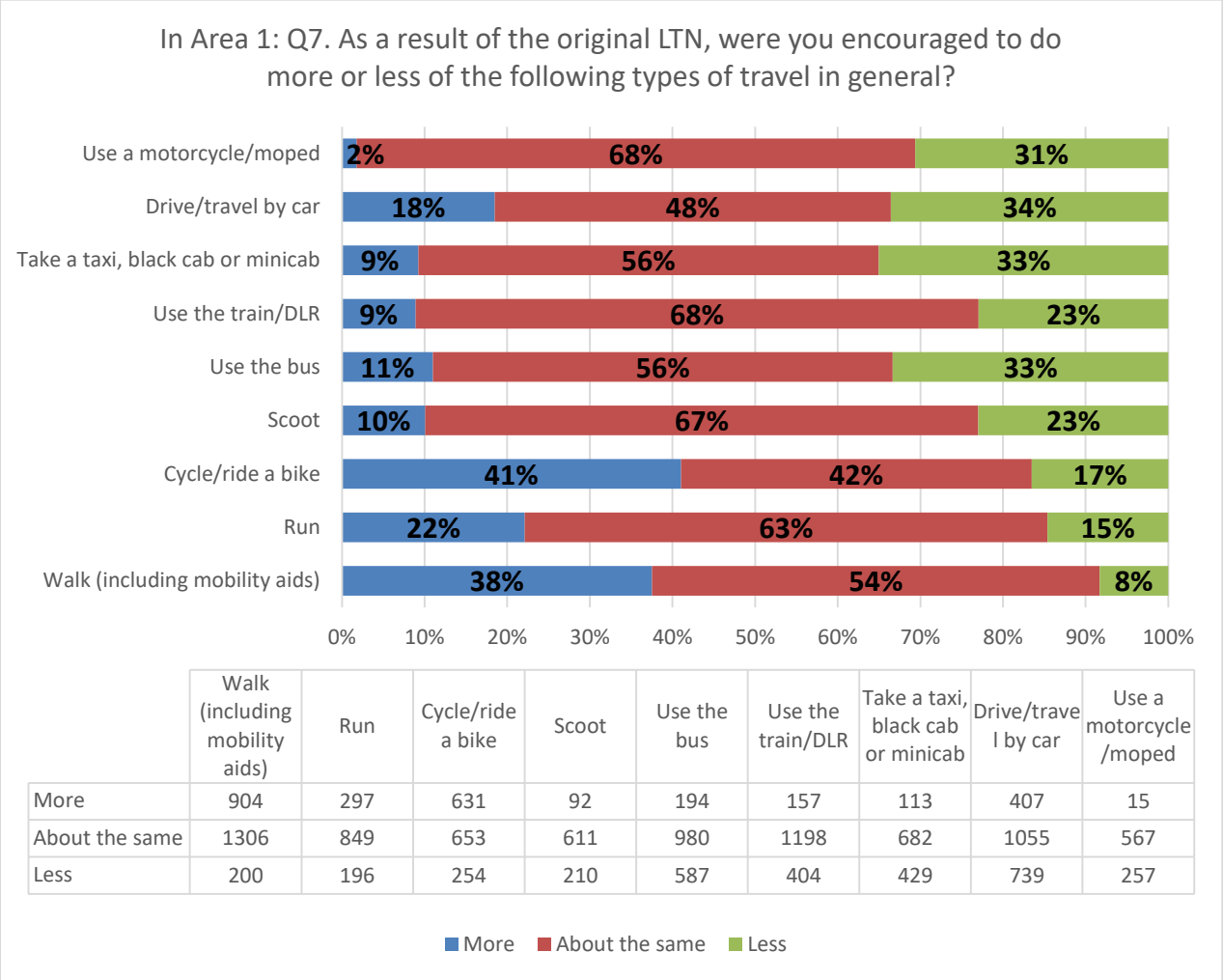
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	2029	2135	106	5%
Run	437	526	89	20%
Cycle/ride a bike	676	883	207	31%
Scoot	78	98	20	26%
Use the bus	1204	1014	-190	-16%
Use the train/DLR	1351	1172	-179	-13%
Take a taxi, black cab or minicab	392	333	-59	-15%
Drive/travel by car	1946	1905	-41	-2%
Use a motorcycle/moped	52	44	-8	-15%

Table 2: Table displaying a comparison of travel habits of those that live within the LTN area post and pre Covid.

- In summary, the responses for those that live within the LTN showed there is a considerable increase in those that had responded and live within **Area 1** taking up cycling, running or scooting.
- Walking saw a small increase.
- Respondents from **Area 1** showed a decrease in the use of taxi, train or moped.
- There was only a minor decrease in car usage of 2%.

Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?

This question asked respondents in **Area 1** what the effect of the original LTN had on their travel habits. Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.

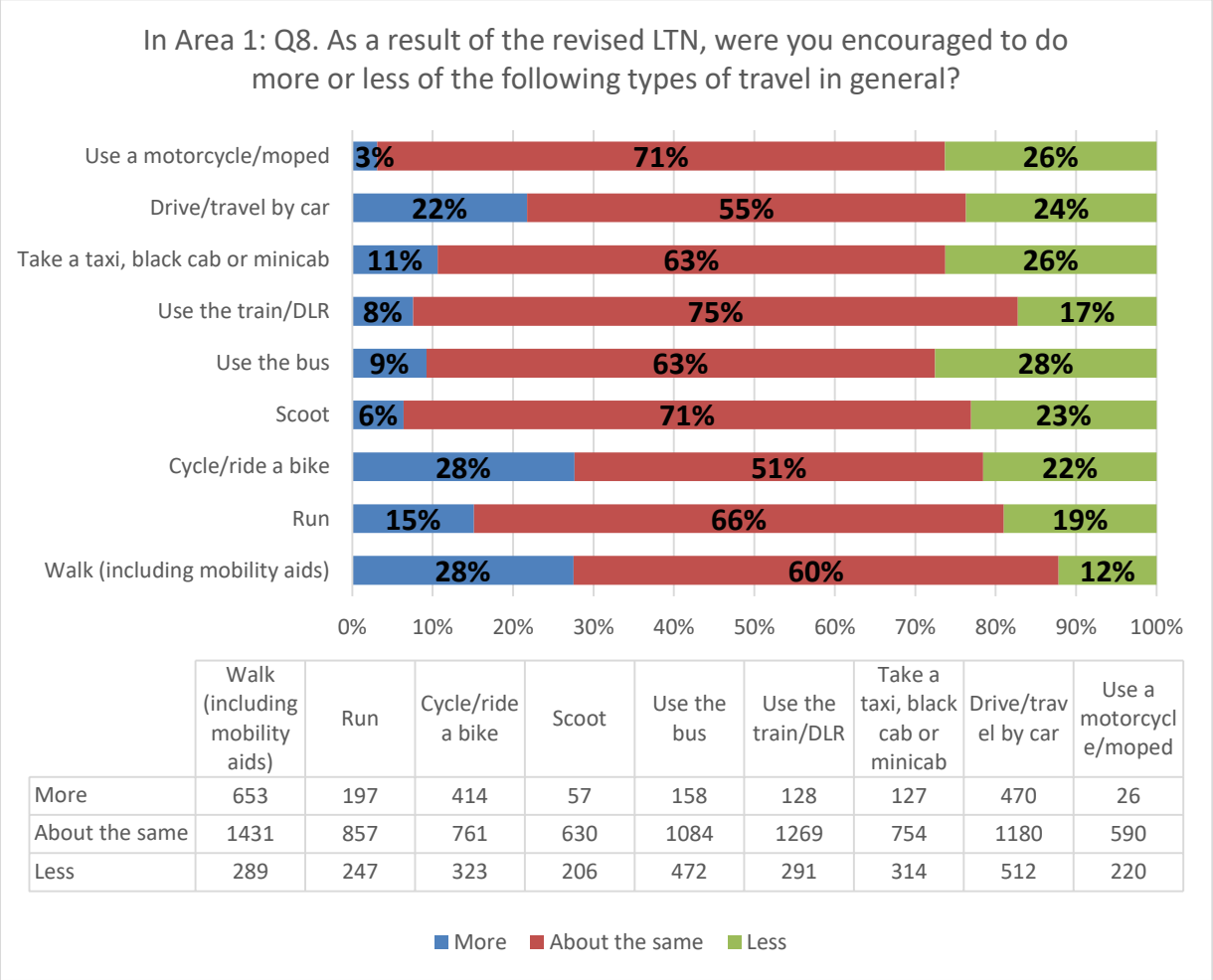


	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle /moped
More	904	297	631	92	194	157	113	407	15
About the same	1306	849	653	611	980	1198	682	1055	567
Less	200	196	254	210	587	404	429	739	257

Figure 21: Graph representing whether those in the LTN area thought they travelled more, the same or less for each mode of transport during the original LTN.

- Across all modes of transport, of those that responded to question 7, most responded that as a result of the original LTN their travel habits had not changed and were about the same.
- However, there was an uptake in cycling and walking as a result of the original LTN. These were the two modes of transport that had significantly higher “more” responses than all the rest of the modes of transport.
- Driving, motorcycles, taxi usage, train and bus all saw an uptake in the number of respondents saying they use that mode of transport less as a result of the original LTN.

Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
More	653	197	414	57	158	128	127	470	26
About the same	1431	857	761	630	1084	1269	754	1180	590
Less	289	247	323	206	472	291	314	512	220

Figure 22: Graph representing whether those in the LTN area thought they travelled more, the same or less for each mode of transport during the revised LTN.

- As a result of the revised LTN the majority of respondents to question 8 said that their travel habits had not really changed as a result of the revised LTN.
- There were however some uptakes in walking, cycling and car use as a result of the revised LTN.

Q9. We would like to find out whether you think the LTNs achieved its aims:

Original LTN

This question asked respondents to rate a series of statements about the LTN. Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. The results have been tallied below.

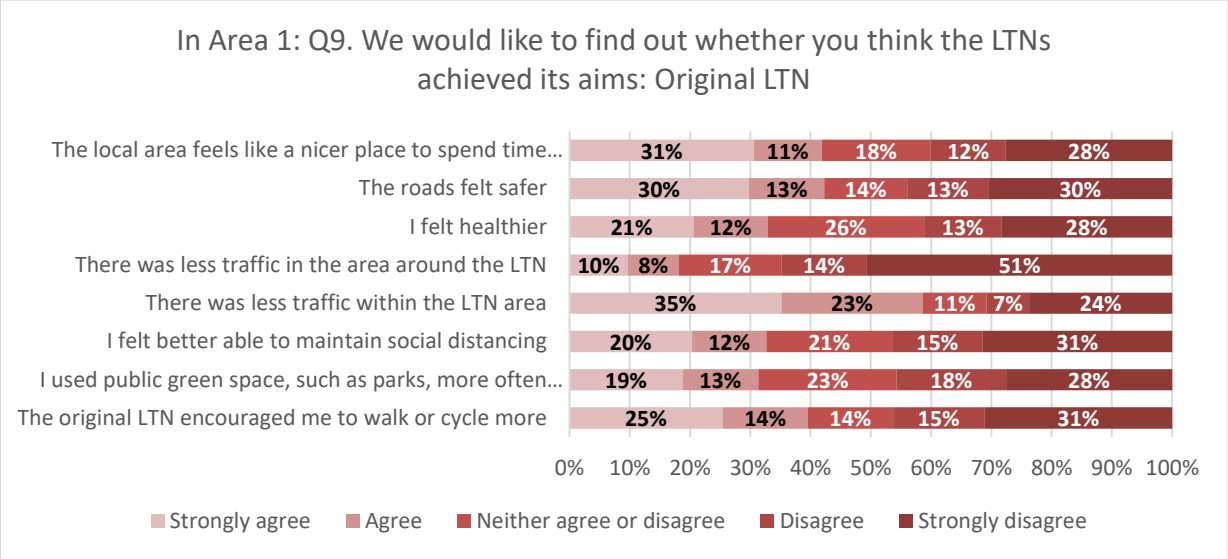


Figure 23: Summary of agree or disagree responses to statements regarding the original LTN.

- The statement which had the strongest disagreement was 'There was less traffic in the area around the LTN' at 65%.
- However, 58% agreed with the statement 'There was less traffic within **Area 1**.
- The remaining statements were split between agree and disagree with neither choice having an overall significant majority.

Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN

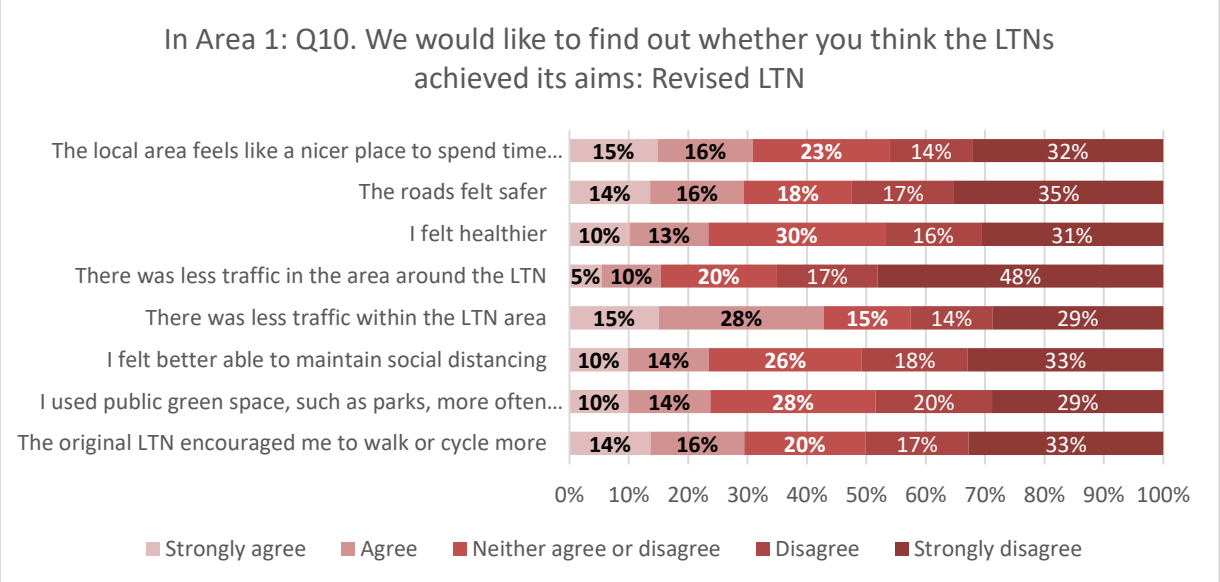


Figure 24: Summary of agree or disagree responses to statements regarding the revised LTN.

- As a result of the revised LTN the statement which had the least amount of agreement towards it was 'There is less traffic in and around the LTN' at 65%

- The statement ‘There was less traffic within the LTN area’ has the same level of agree and disagree at 43%.
- The remaining statements appeared to have more disagreement from respondents as a result of the revised LTN when compared to the original LTN that had a more even spread between agree and disagree responses.

Q11/12. We want to find out how people feel about both versions of the LTN

This question asked respondents to summarise their views on both the original and revised LTN. Respondents were asked whether they felt positive, negative or neither positive nor negative, or if they don’t know and would like the trial to be extended. They were also able to provide further feedback.

A text box was also provided where respondents could leave a comment about each version of the LTN. See Section 4 for analysis of these comments.

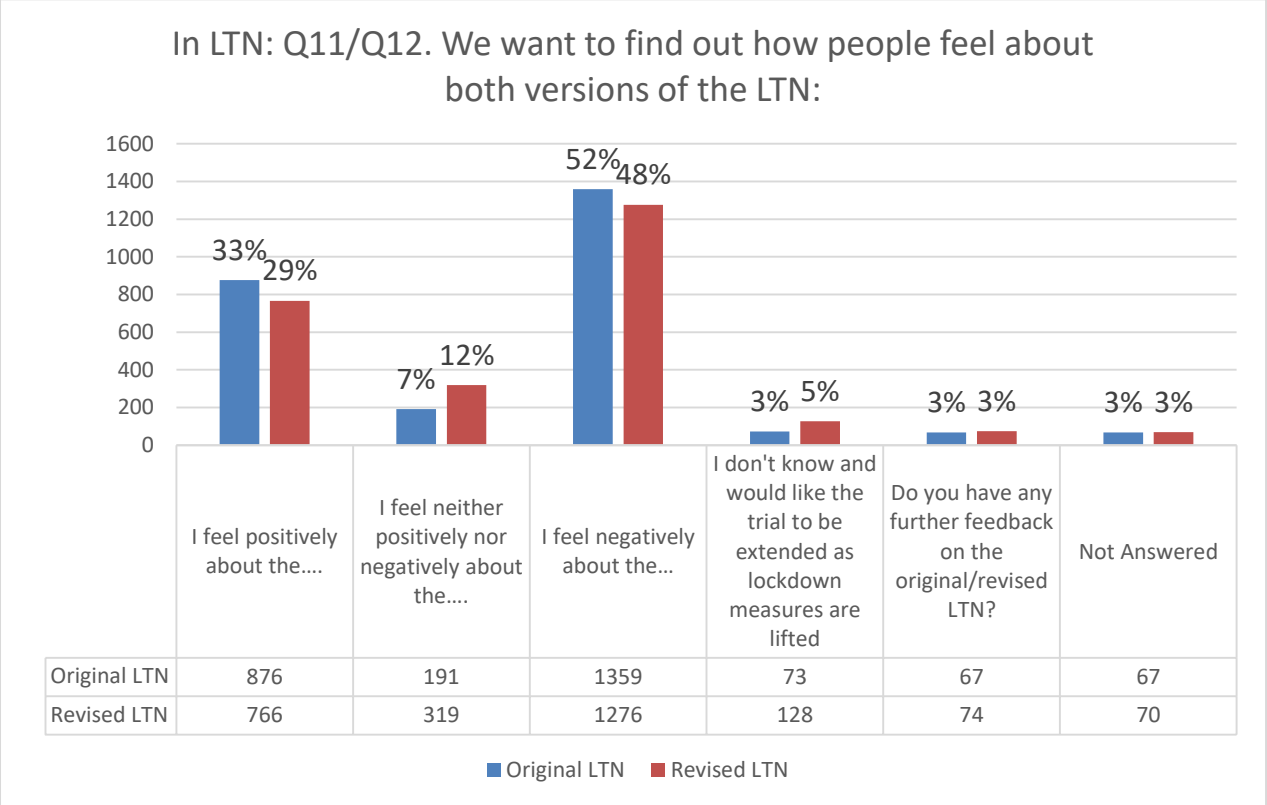


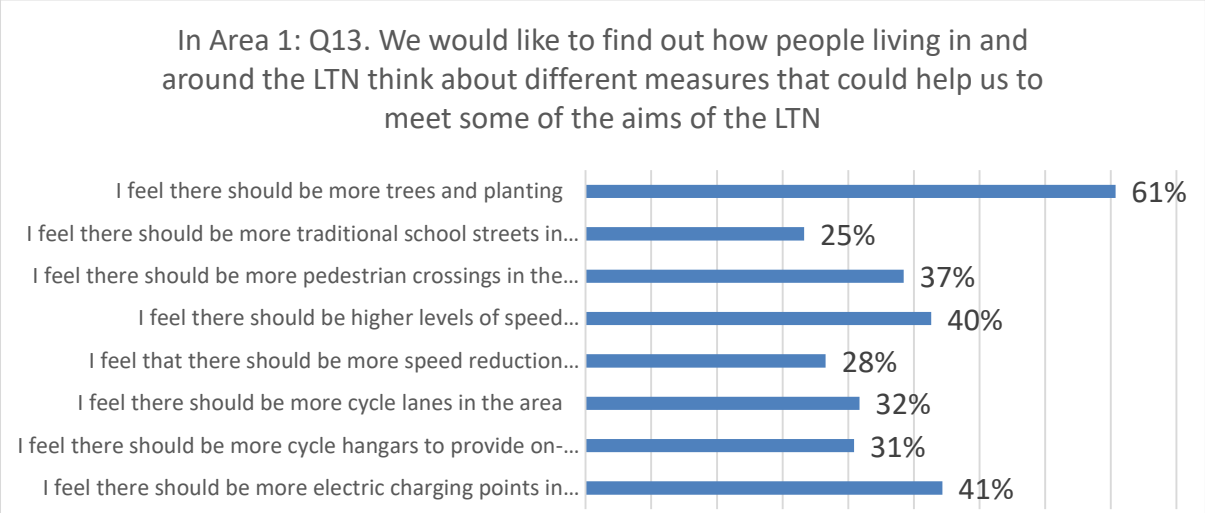
Figure 25: Graph displaying responses to statements in relation to original and revised LTNs.

- Percentages were calculated out of the total number of respondents from **Area 1** (2,633)
- Respondents said that they felt negatively overall about both the original and revised LTN.

- This was followed by the next most selected option which was ‘I feel positively about the…’ with 33% positive of the original and 29% the revised LTN.
- A low percentage of respondents were neutral towards both versions.
- A very low percentage of respondents wanted the trial extended.

Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN

This question asked respondents what measures they would like to see in helping Lewisham council meet the aims of an LTN.



	I feel there should be more electric charging points in this area	I feel there should be more cycle hangars to provide on-street secure storage	I feel there should be more cycle lanes in the area	I feel that there should be more speed reduction measures in the area, such as speed humps and cushions	I feel there should be higher levels of speed enforcement in the area	I feel there should be more pedestrian crossings in the area	I feel there should be more traditional school streets in the area	I feel there should be more trees and planting
Number	1087	818	834	731	1053	969	666	1614

Figure 26: Graph displaying responses to additional measures respondents would like to see.

- Trees and planting were the option selected the most by 61% of respondents within **Area 1**.

3.7 Key findings of responses from within Area 2

Percentages have been worked out based on the number of responses received from within **Area 2** – a total of **2,426**

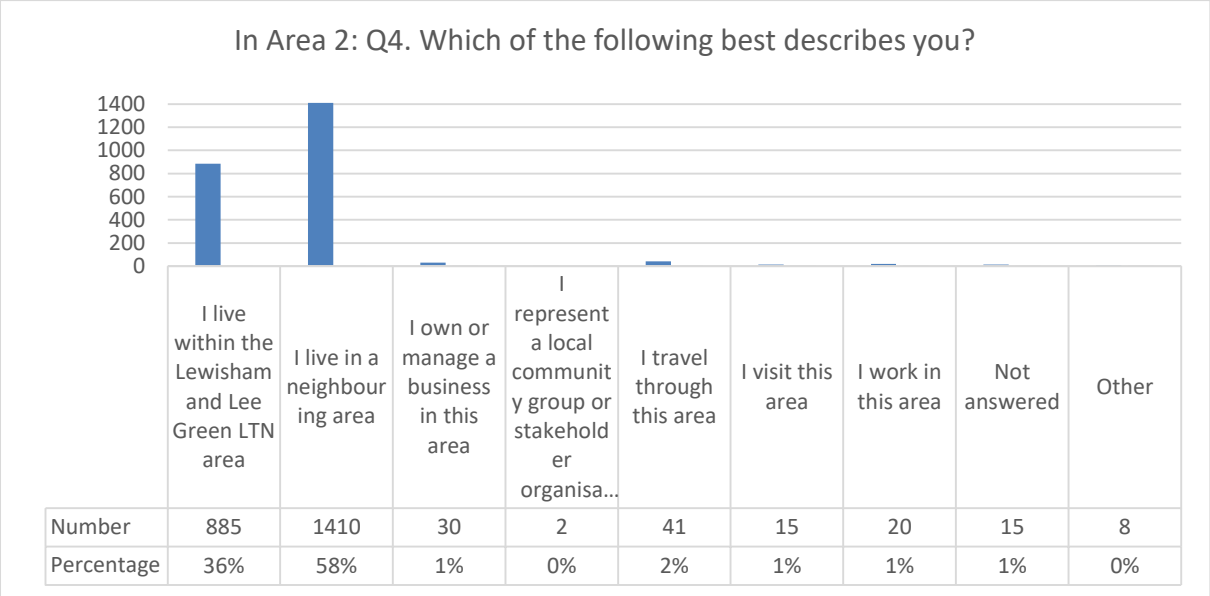
- 65% of respondents in the consultation area said they feel negatively about the original LTN. 15% said they feel positive about it.
- 57% of respondents said they feel negatively about the revised LTN. 15% said they feel positive.
- 44% agree there was less traffic in the area around the original LTN. 34% disagreed with the statement.
- 38% either agree or strongly agree there was less traffic in the area around the revised LTN. 37% disagreed with the statement.
- When asked whether respondents thought there was less traffic in the LTN area there was a similar level of agree and disagree towards both LTNs.
- There was a notable increase (12%) in those within the consultation area running more than before the pandemic. Walking, cycling and driving saw only marginal increases in usage and otherwise respondents thought they had remained the same.
- Less people are using the bus and train. Both saw the most marked decrease within the consultation area with almost a 14% decrease in usage currently, compared to pre-pandemic levels.
- Trees and planting were selected by respondents the most over any other improvement. Followed by more electric vehicle charging, speed enforcement and more pedestrian crossings.

3.8 Breakdown of responses from within Area 2

Responses have been broken down into responses received solely within **Area 2**, shown in Figure 2.

- **2,426** respondents were in the consultation area.

Q4. Which of the following best describes you?

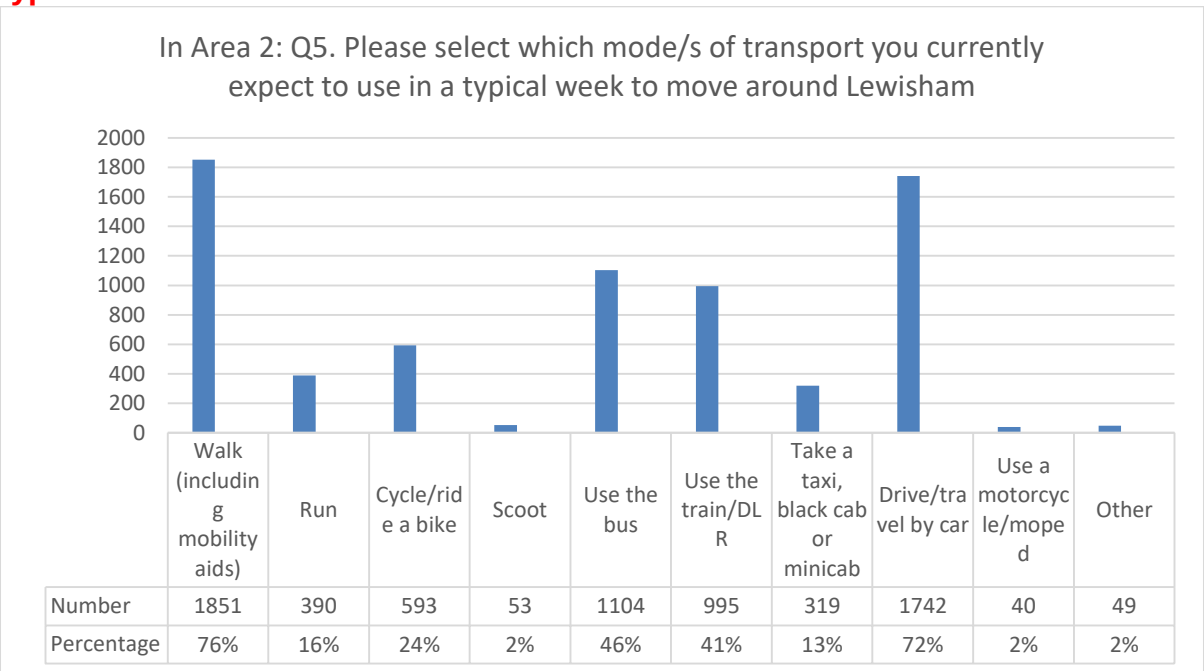


	I live within the Lewisham and Lee Green LTN area	I live in a neighbouring area	I own or manage a business in this area	I represent a local community group or stakeholder organisa...	I travel through this area	I visit this area	I work in this area	Not answered	Other
Number	885	1410	30	2	41	15	20	15	8
Percentage	36%	58%	1%	0%	2%	1%	1%	1%	0%

Figure 27: Which of the following best describes you, in the consultation area.

- All respondent postcodes were identified as being within **Area 2**.
- 1% of respondents within the consultation area said they owned a business.
- As with **Area 1**, respondents were able to select other question options.

Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham

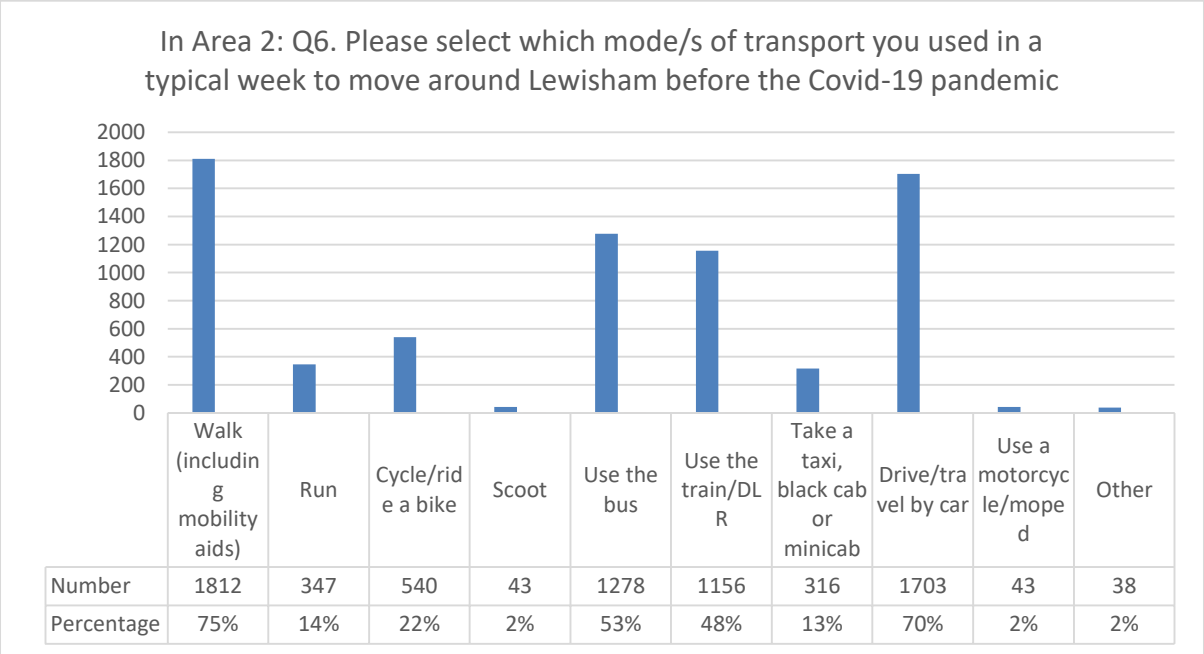


	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	1851	390	593	53	1104	995	319	1742	40	49
Percentage	76%	16%	24%	2%	46%	41%	13%	72%	2%	2%

Figure 28: Graph displaying current modes of transport those that live within the consultation area use.

- More than one response option could be selected for this question.
- The most popular modes of transport used in a typical week by those that live within **Area 2** were walking and driving.
- The next most used modes of transport in a typical week were bus and train/DLR.
- A small proportion of respondents said that they use a taxi, run or cycle within **Area 1**.
- 2% of respondents said they use alternative modes of transport to those listed.

Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	1812	347	540	43	1278	1156	316	1703	43	38
Percentage	75%	14%	22%	2%	53%	48%	13%	70%	2%	2%

Figure 29: Graph displaying pre Covid modes of transport that were used by those that live within the consultation area.

- More than one option could be selected for this question.
- Pre-Covid saw walking and driving as the most popular modes of transport, followed by public transport (bus and train/DLR).
- A small number of respondents said they use alternative modes of transport to those listed.

Table 3 compares the figures provided to see how current travel habits in **Area 2** have changed since before the pandemic. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

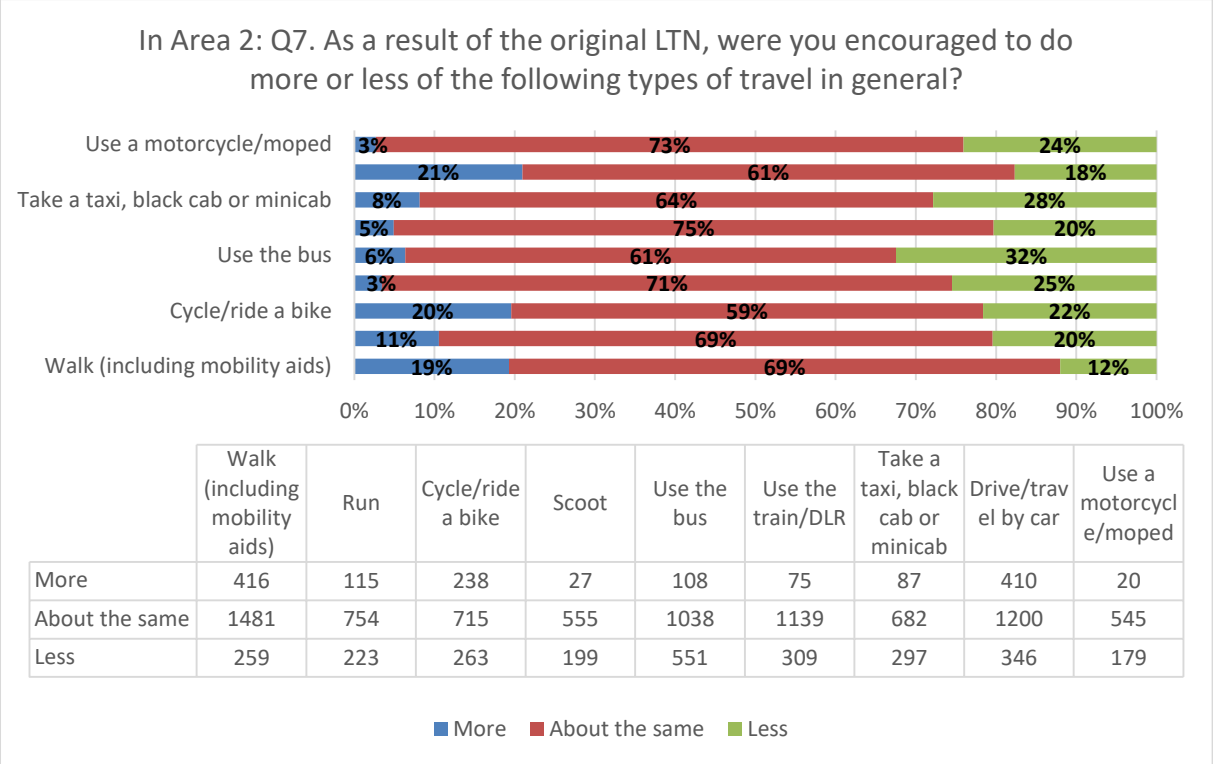
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	1812	1851	39	2%
Run	347	390	43	12%
Cycle/ride a bike	540	593	53	10%
Scoot	43	53	10	23%
Use the bus	1278	1104	-174	-14%
Use the train/DLR	1156	995	-161	-14%
Take a taxi, black cab or minicab	316	319	3	1%
Drive/travel by car	1703	1742	39	2%
Use a motorcycle/moped	43	40	-3	-7%

Table 3: Table displaying a comparison of travel habits of those that live within the consultation area post and pre Covid.

- There is an increase in running and scooting, and a decrease in the use of bus, train/DLR and motorcycle.

Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?

Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.



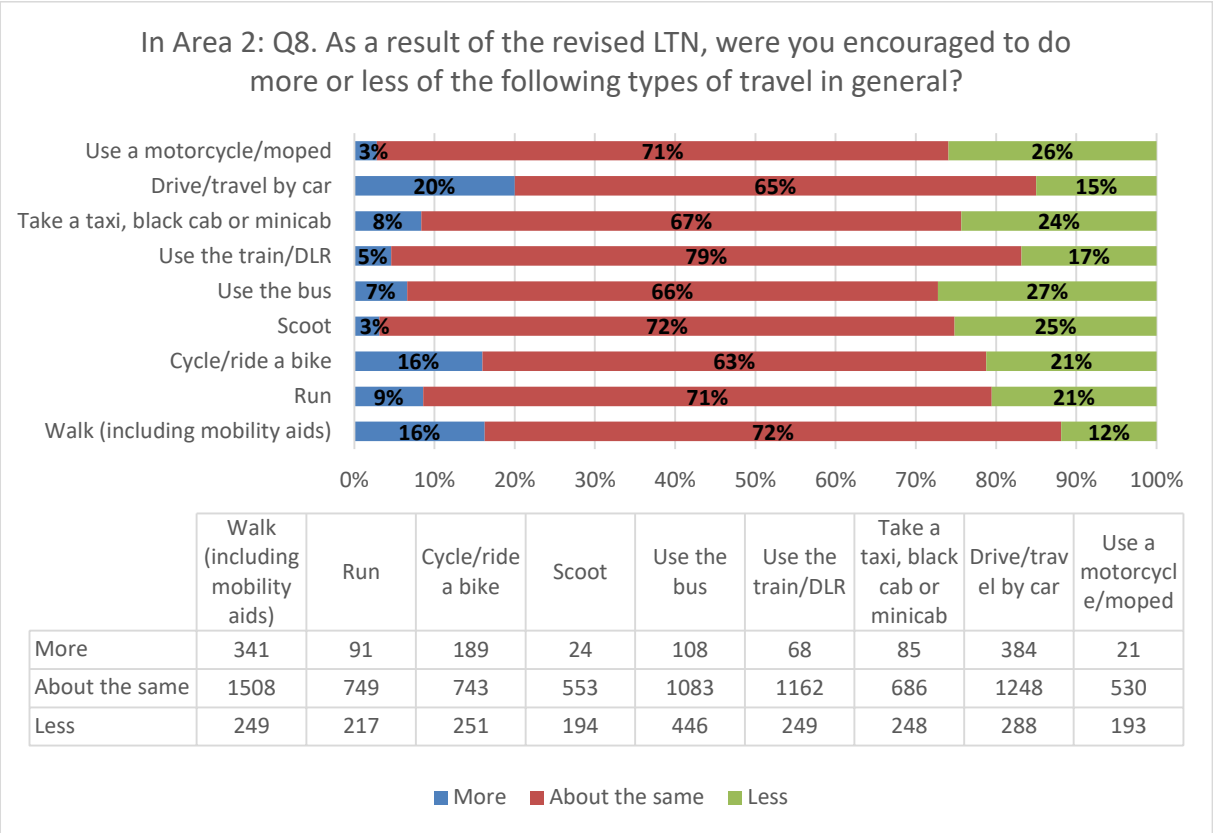
	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
More	416	115	238	27	108	75	87	410	20
About the same	1481	754	715	555	1038	1139	682	1200	545
Less	259	223	263	199	551	309	297	346	179

Figure 30: Graph representing whether those in the consultation area thought they travelled more, the same or less for each mode of transport during the original LTN.

Considering respondents within **Area 2**, there were the following findings:

- Across all modes of transport, most responded that as a result of the original LTN their travel habits had not changed and were about the same.
- Although most respondents thought their travel habits had remained the same, a portion (18-32%) across all modes of transport have mentioned that they were encouraged to use that mode of travel less as a result of the original LTN.

Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
More	341	91	189	24	108	68	85	384	21
About the same	1508	749	743	553	1083	1162	686	1248	530
Less	249	217	251	194	446	249	248	288	193

Figure 31: Graph representing whether those in the consultation area thought they travelled more, the same or less for each mode of transport during the revised LTN.

- In comparison with the original LTN, those that live within **Area 2** and responded to question 8 still thought that their travel habits remained mostly about the same when the revised LTN was introduced.
- Much like the original LTN there still appeared to be a number of respondents that said they were encouraged to use each mode of transport less now as a result of the revised LTN.

Q9. We would like to find out whether you think the LTNs achieved its aims: Original LTN

Respondents were asked to rate statements about the LTN on a scale from strongly agree to strongly disagree. The results have been tallied below. Percentages here have been calculated out of the total number of respondents who answered to each question.

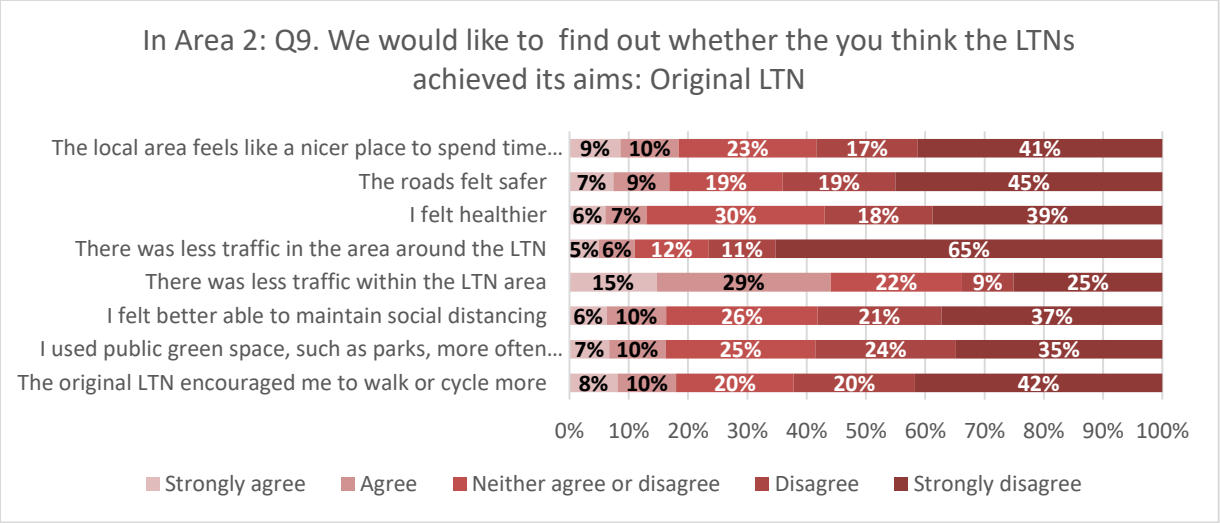


Figure 32: Summary of agree or disagree responses to statements regarding the original LTN.

- Of those within **Area 2**, the statement with the highest amount of disagreement was 'There was less traffic in the area around the LTN'
- The statement 'There was less traffic within the LTN area' had a similar number of responses agreeing and disagreeing Slightly more respondents agreed with this statement.
- All the other statements had a significant sway towards disagree.

Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN

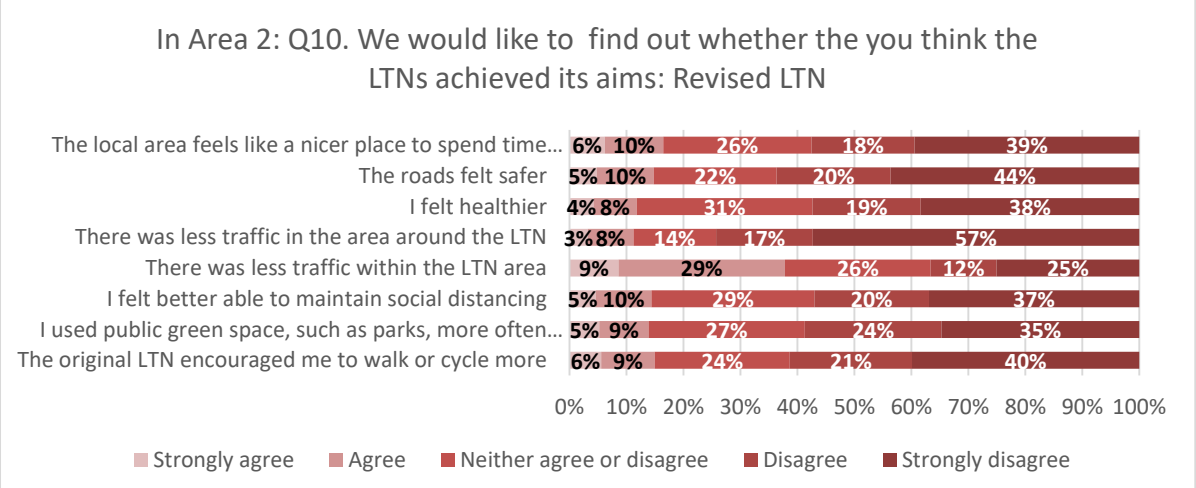


Figure 33: Summary of agree or disagree responses to statements regarding the revised LTN.

- As a result of the revised LTN most respondents disagreed with ‘There was less traffic in the area around the LTN’.
- The statement ‘There was less traffic within the LTN area had an even split response of agree and disagree towards it.
- All other statements had more disagreement towards them than agree.

Q11/12. We want to find out how people feel about both versions of the LTN

Respondents were asked whether they felt positive, negative or neither positive or negative towards the original and revised versions of the LTN. They were also asked if they don’t know and would like the trial to be extended, or whether they would like to provide further feedback instead.

A free text box was provided where respondents could leave comments. Please see **Section 4** for an analysis of these comments.

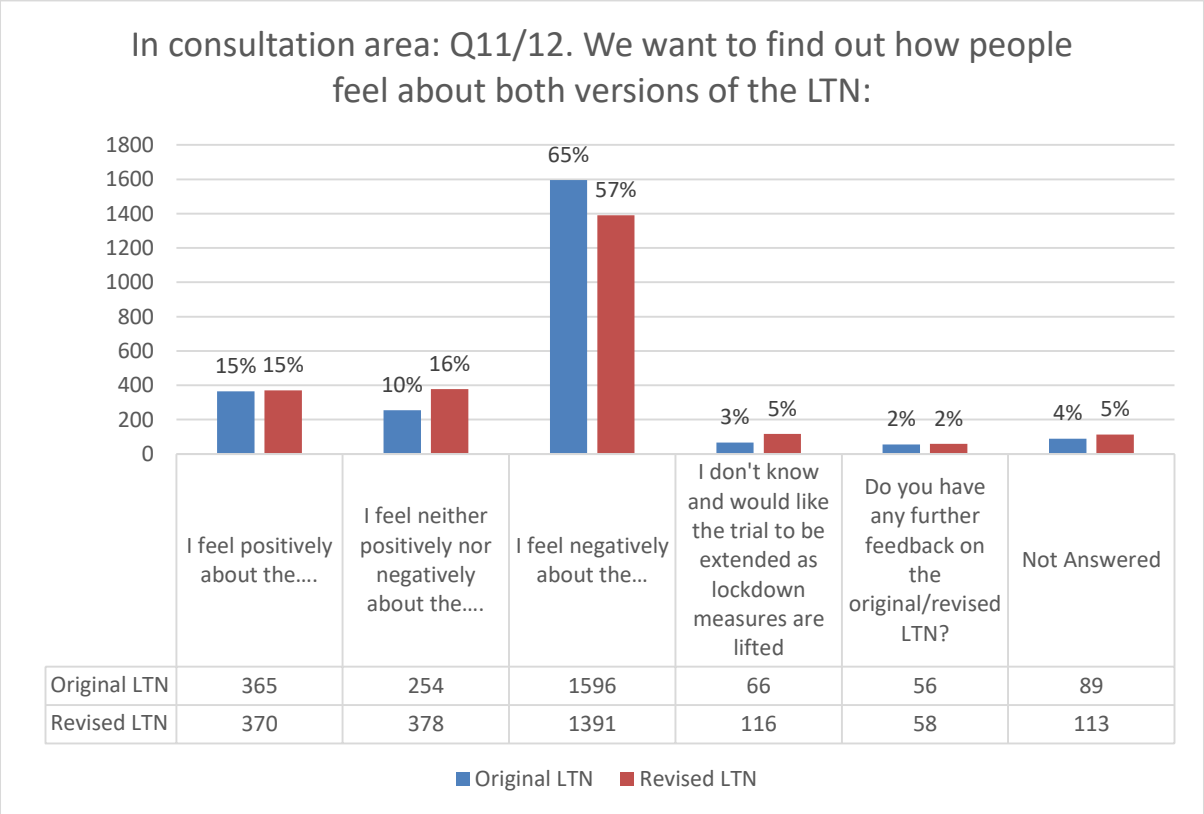


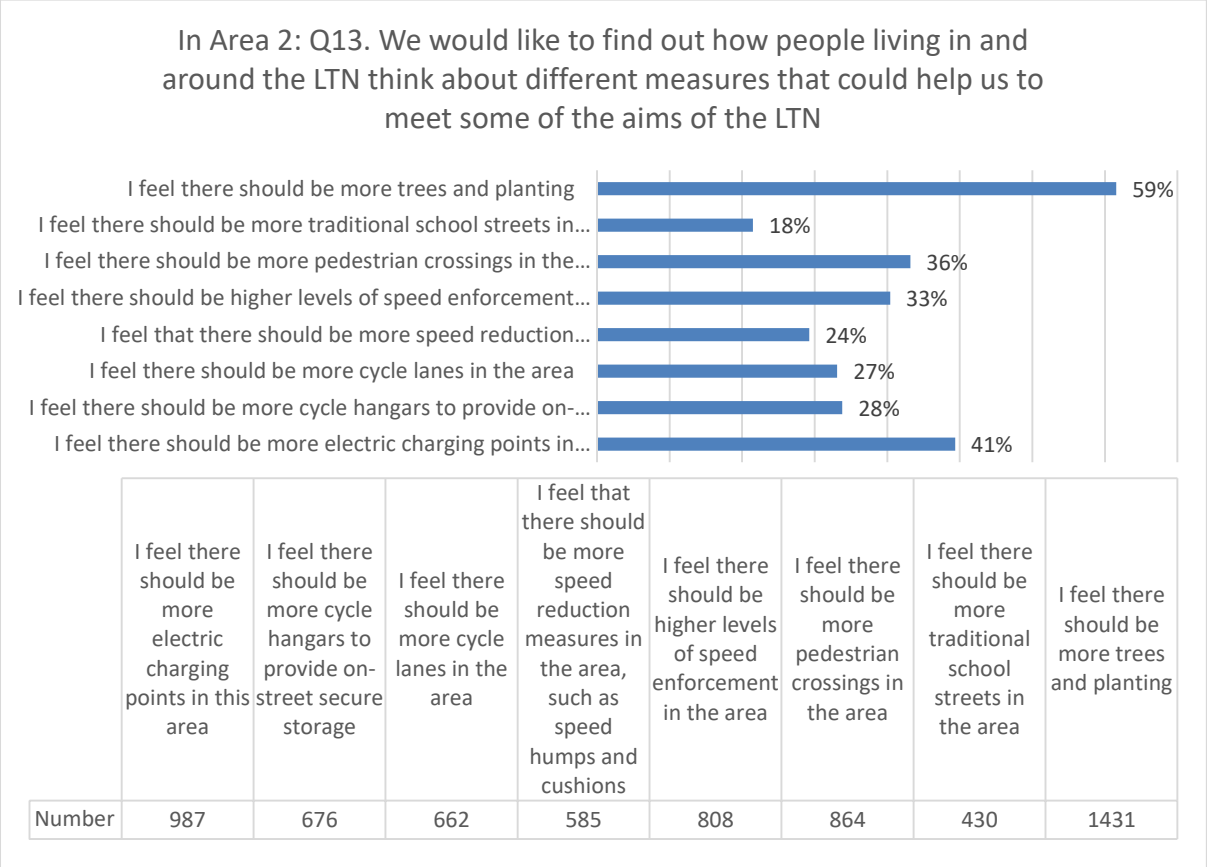
Figure 34: Graph displaying responses to statements in relation to original and revised LTNs.

- Percentages were calculated out of the total number of respondents within the consultation area.
- Both original and revised LTNs saw most respondents select that they felt negatively towards the schemes. The original LTN had the highest number of respondents feel negatively towards it

- A small portion of respondents said they feel positively about both original and revised LTNs.

Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN

As with previous question responses in this section, a percentage figure has been worked out based on the number of respondents in **Area 2** – a total of 2,426 respondents.



	I feel there should be more electric charging points in this area	I feel there should be more cycle hangars to provide on-street secure storage	I feel there should be more cycle lanes in the area	I feel that there should be more speed reduction measures in the area, such as speed humps and cushions	I feel there should be higher levels of speed enforcement in the area	I feel there should be more pedestrian crossings in the area	I feel there should be more traditional school streets in the area	I feel there should be more trees and planting
Number	987	676	662	585	808	864	430	1431

Figure 35: Graph displaying responses to additional measures respondents would like to see.

- Most respondents want to see more trees and planting as part of the LTN.
- More electric vehicle charging points was the second highest scoring measure.

3.9 Key findings of responses from within Area 3

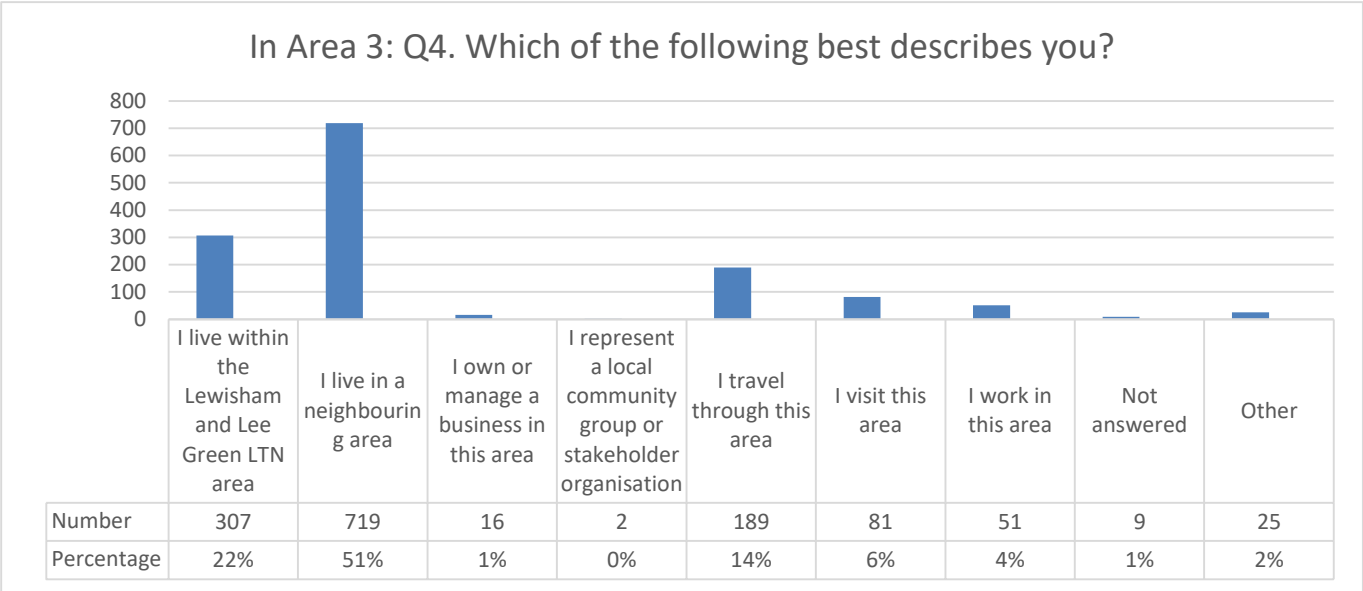
- 63% felt negative about the original LTN vs 22% who felt positive about the original LTN.
- 65% felt negative about the revised LTN vs 16% who felt positive about the revised LTN.
- 6% of responses within the LTN neither felt positive nor negative about the original LTN vs 10% who neither felt positive nor negative about the revised LTN.
- There is a considerate increase in those that had responded within the borough area taking up cycling or scooting. There was a 20% increase in cycling, and 11% increase in scooting within the borough area.
- There was a very minor change of 3% in driving and 1% walking within the borough area.
- There was a decrease in the use of buses (-19%), trains (-18%) and taxis (-10%) within the borough area.
- When asked whether respondents thought there was less traffic in the LTN area there was a similar level of agree and disagree towards both LTNs.
- Respondents felt that there wasn't less traffic around the LTN area as a result of both the original and revised LTN.
- When asked what other measures could help, the most selected response was that those within the LTN area wished to see more trees and planting within the area, followed by more electric charging points and higher levels of speed enforcement.

3.10 Breakdown of responses from within Area 3

Responses have been broken down into responses received solely within **Area 3** which is shown in Figure 2.

- **1,399** respondents were in the **Area 3**.

Q4. Which of the following best describes you?

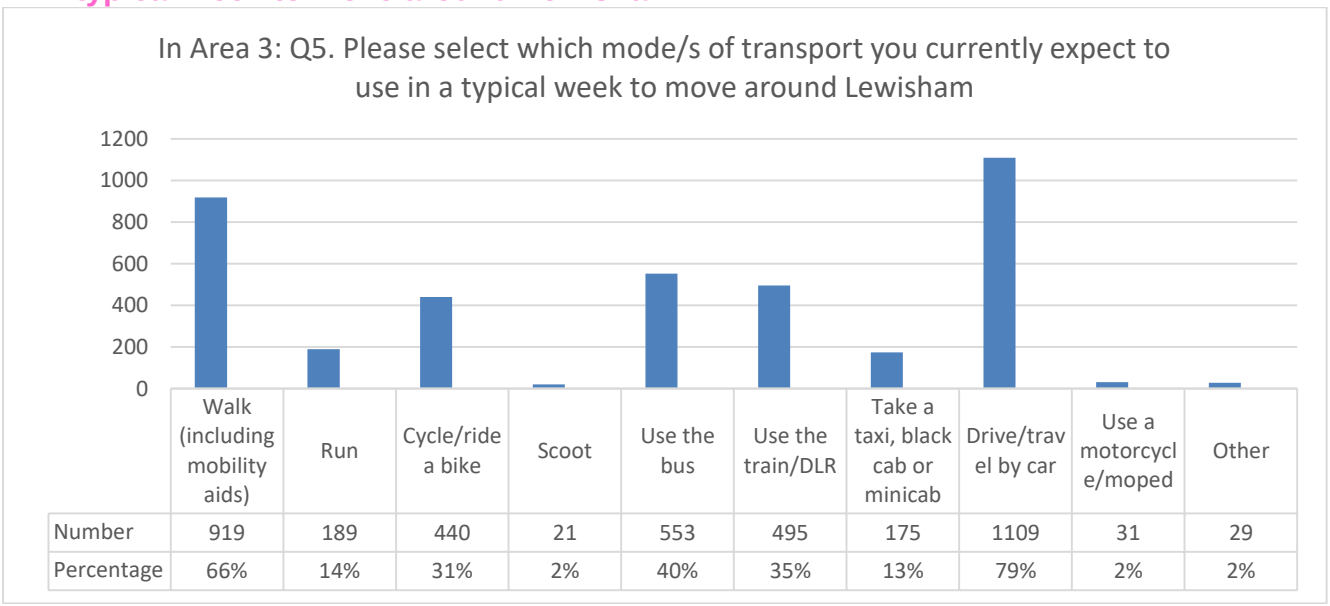


	I live within the Lewisham and Lee Green LTN area	I live in a neighbouring area	I own or manage a business in this area	I represent a local community group or stakeholder organisation	I travel through this area	I visit this area	I work in this area	Not answered	Other
Number	307	719	16	2	189	81	51	9	25
Percentage	22%	51%	1%	0%	14%	6%	4%	1%	2%

Figure 36: Which of the following best describes you, in the borough area.

- All respondent postcodes were identified as being within Area 3.
- Half of the respondents said they live in a neighbouring area.
- 16 (1%) of respondents said they were a business and 2 identified as representing a community group, stakeholder or organisation.
- Although all postcodes were identified as being within the borough area respondents were still able to select other question options.

Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham

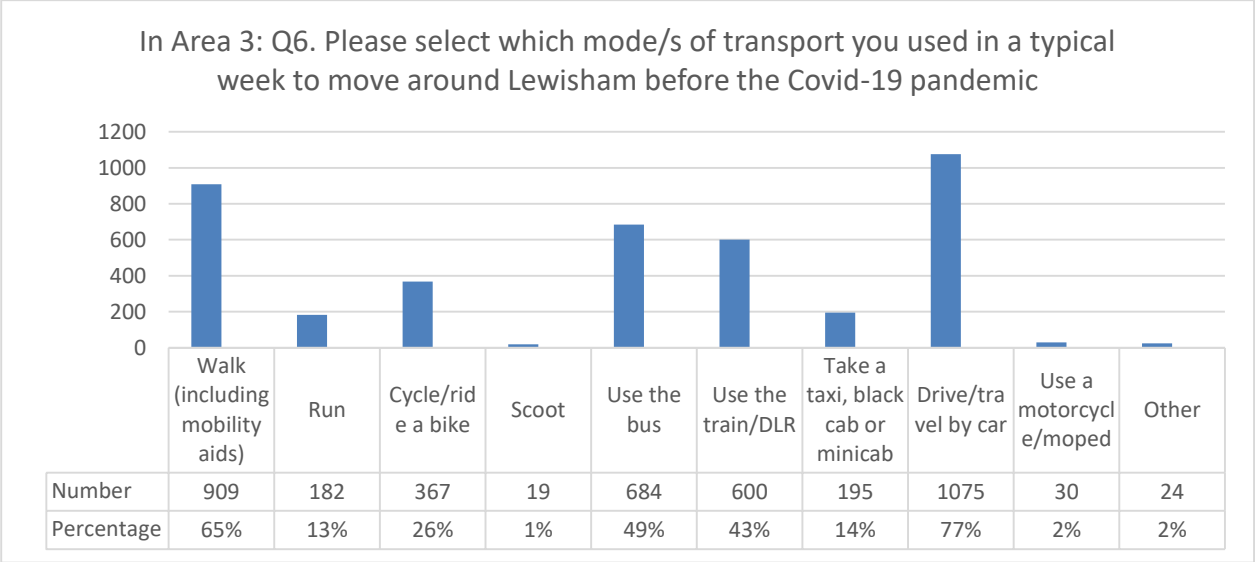


	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	919	189	440	21	553	495	175	1109	31	29
Percentage	66%	14%	31%	2%	40%	35%	13%	79%	2%	2%

Figure 37: Graph displaying current modes of transport those that live within the borough area use.

- More than one response option could be selected for this question.
- The most popular mode of transport used by those within the borough area where driving and walking.
- This was followed by public transport and cycling being the next most selected modes of transport of respondents in **Area 3**.
- 2% of respondents said they use alternative modes of transport to those listed.

Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	909	182	367	19	684	600	195	1075	30	24
Percentage	65%	13%	26%	1%	49%	43%	14%	77%	2%	2%

Figure 38: Graph displaying pre Covid modes of transport that were used by those that live within the borough area.

- When asked in a typical week what modes of transport of those within the borough area used pre Covid the most commonly selected modes of transport where driving and walking.
- Public transport was the next most selected mode of transport used pre Covid (bus and train/DLR).
- 2% of respondents said they use alternative modes of transport to those listed.

MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	910	919	9	1%
Run	182	189	7	4%
Cycle/ride a bike	367	440	73	20%
Scoot	19	21	2	11%
Use the bus	684	553	-131	-19%
Use the train/DLR	600	495	-105	-18%
Take a taxi, black cab or minicab	195	175	-20	-10%
Drive/travel by car	1075	1109	34	3%
Use a motorcycle/moped	30	31	1	3%

Table 4 compares the figures provided to see how travel habits have changed from pre pandemic compared to current levels. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

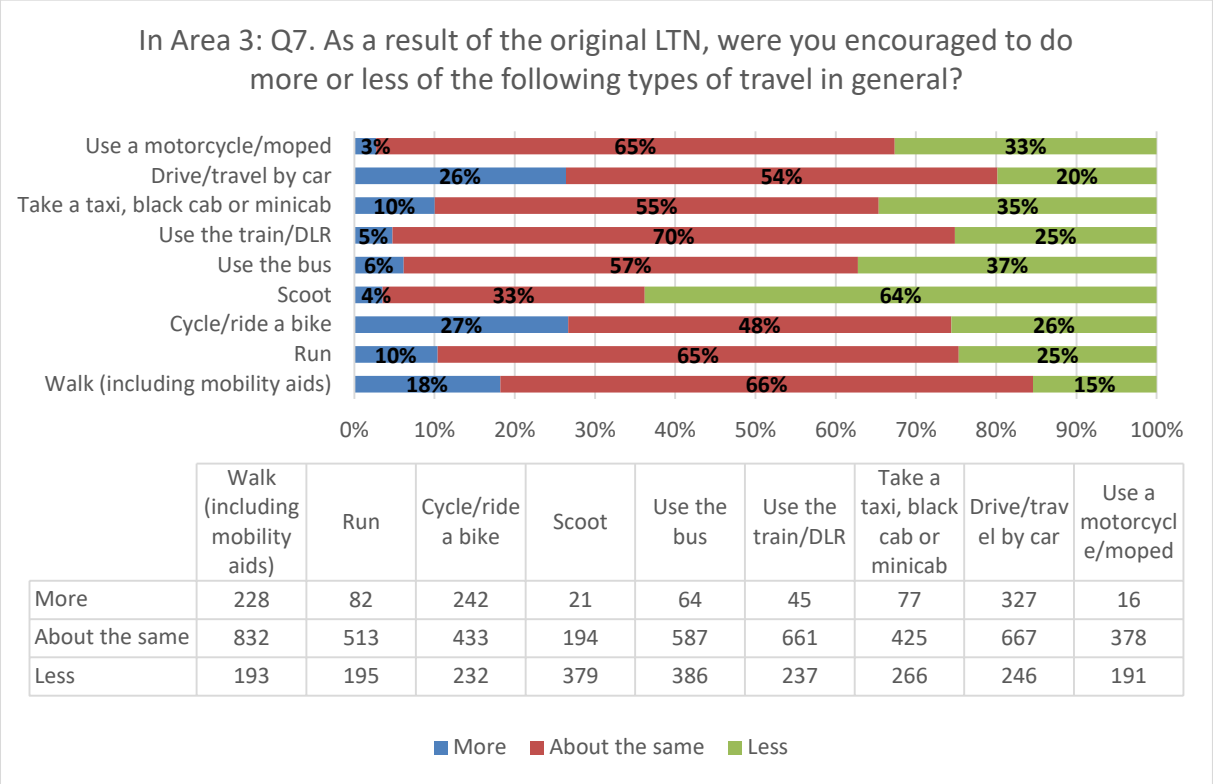
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	910	919	9	1%
Run	182	189	7	4%
Cycle/ride a bike	367	440	73	20%
Scoot	19	21	2	11%
Use the bus	684	553	-131	-19%
Use the train/DLR	600	495	-105	-18%
Take a taxi, black cab or minicab	195	175	-20	-10%
Drive/travel by car	1075	1109	34	3%
Use a motorcycle/moped	30	31	1	3%

Table 4: Table displaying a comparison of travel habits of those that live within the borough area post and pre Covid.

- There is a considerable increase in cycling and scooting.
- Responses showed a decrease in the use of taxi, bus and train

Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?

Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN being implemented.

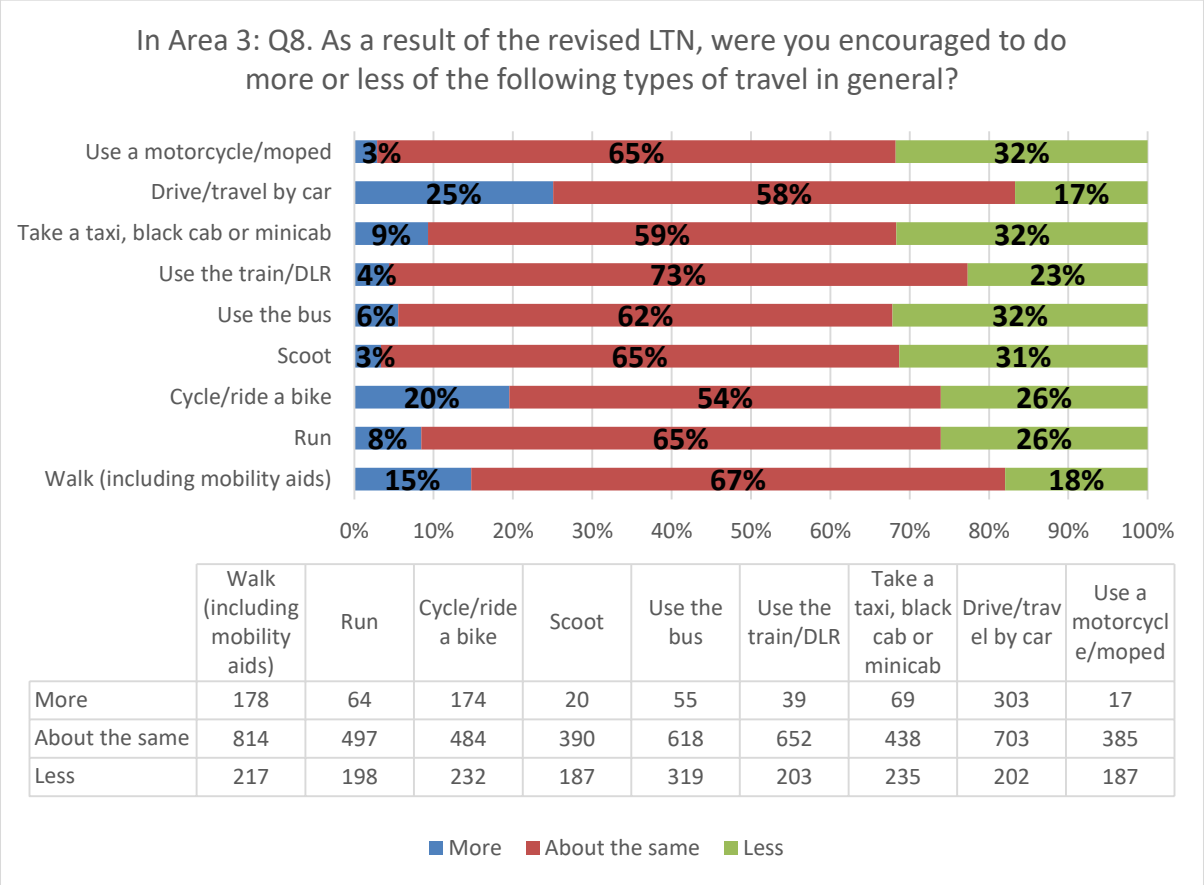


	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
More	228	82	242	21	64	45	77	327	16
About the same	832	513	433	194	587	661	425	667	378
Less	193	195	232	379	386	237	266	246	191

Figure 39: Graph representing whether those in the borough area thought they travelled more, the same or less for each mode of transport during the original LTN.

- Those within Area 3 that responded to question 7 said they scooted less as a result of the original LTN.
- All other modes of transport showed that those within the borough area felt that their transport habits remained about the same as a result of the original LTN.
  26%-27% said they were driving and cycling more as a result of the original LTN.

Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
More	178	64	174	20	55	39	69	303	17
About the same	814	497	484	390	618	652	438	703	385
Less	217	198	232	187	319	203	235	202	187

Figure 40: Graph representing whether those in the LTN area thought they travelled more, the same or less for each mode of transport during the revised LTN.

- Of those that responded to question 8 and reside within Area 3, most respondents thought that their travel habits hadn't changed as a result of the revised LTN.
- 25% of borough respondents said that they are driving more as a result of the revised LTN and 20% said they're cycling more.
- A quarter of respondents within Area 3 said they are now using motorcycles, taxis, trains, buses, scooters, cycling and running less as a result of the revised LTN.

Q9. We would like to find out whether you think the LTNs achieved its aims: Original LTN

Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. The results have been tallied below. Percentages here have been calculated out of the total number of respondents in Area 3 who answered to each question.

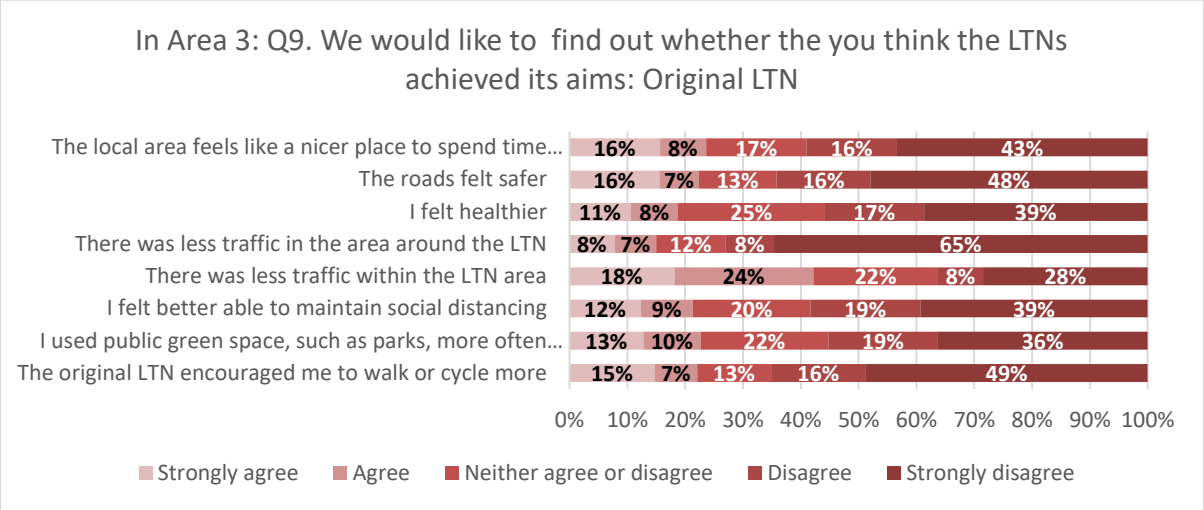


Figure 41: Summary of agree or disagree responses to statements regarding the original LTN.

- Most respondents disagreed with statement was 'There was less traffic in the area around the LTN.
- The statement 'There was less traffic within the LTN area' received a higher level of responses for agree then disagree.
- All the other statements had a significant sway towards disagree by those that responded to this question and resided within Area 3.

Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN

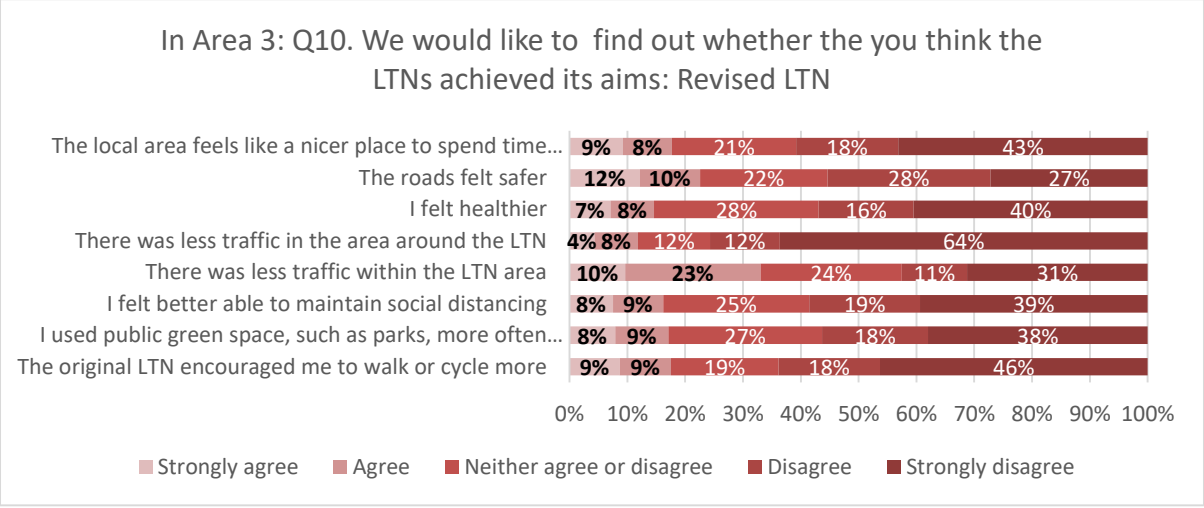


Figure 42: Summary of agree or disagree responses to statements regarding the revised LTN.

- The most disagreed with statement was 'there was less traffic in the area around the LTN' as a result of the revised LTN.
- The statement 'There was less traffic within the LTN area' also received more respondents saying they disagreed.

- All the other statements had a significant sway towards disagree by those that responded to this question and resided within the borough area.

Q11/12. We want to find out how people feel about both versions of the LTN

Respondents were asked about their positivity towards the scheme, or whether they don't know and would like the trial to be extended. They were also given the opportunity to provide further feedback instead.

A free text box was also provided where respondents could leave a comment about each LTN. Please see **Section 4** for analysis of these comments.

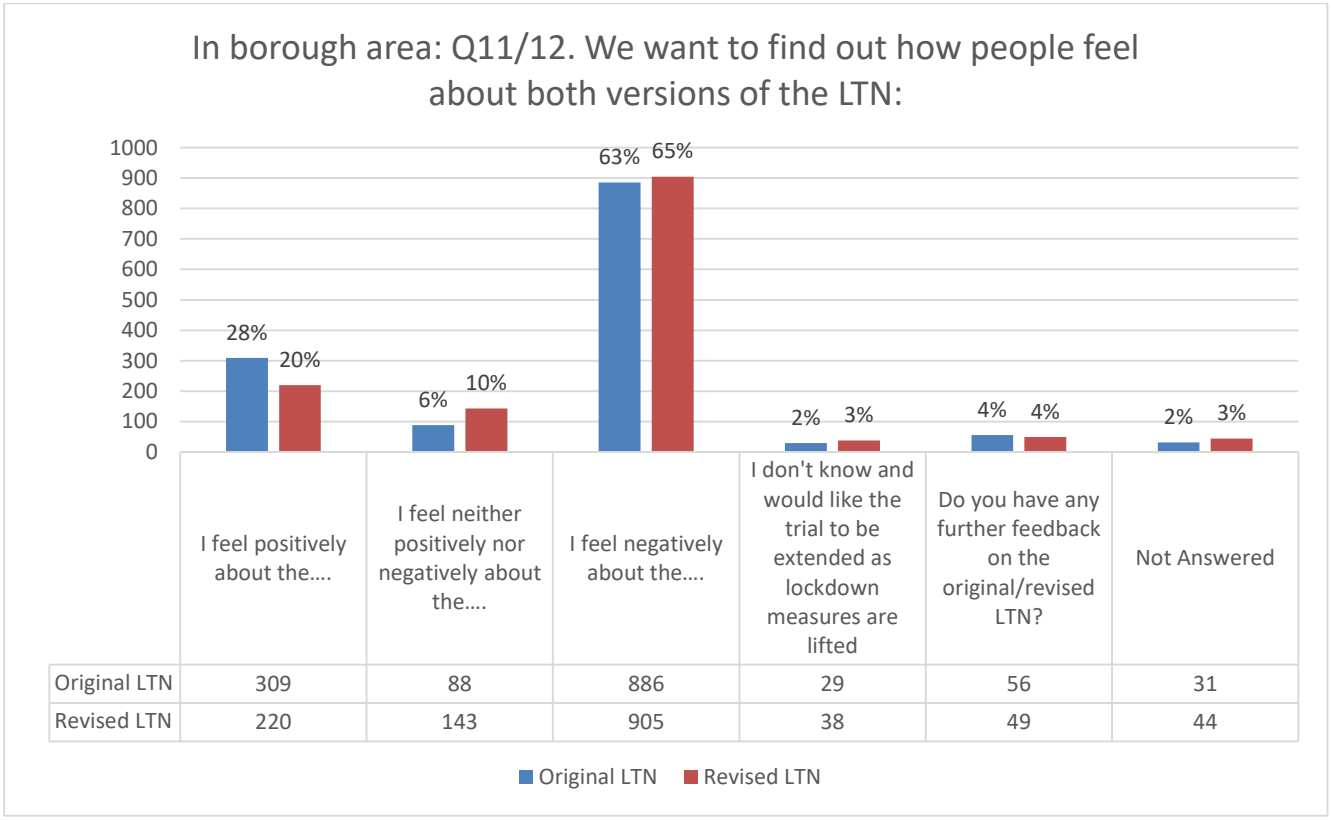
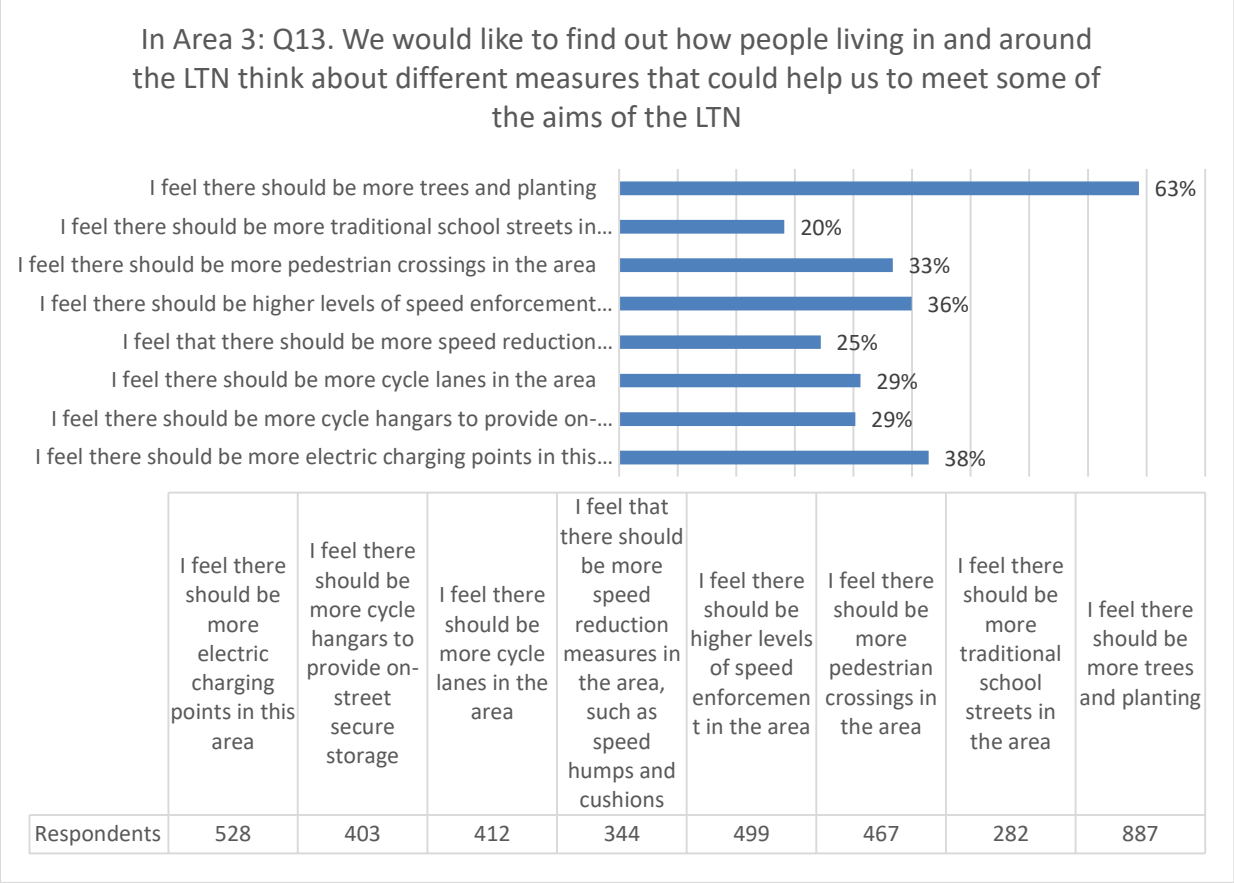


Figure 43: Graph displaying responses to statements in relation to original and revised LTNs.

- Percentages were calculated out of the total number of respondents (1,399) within Area 3.
- The majority of respondents selected that they felt negatively overall about both the original and revised LTN.
- A low number of responses supported both versions of the LTN.
- A low number of respondents said they didn't know and wished for the trial to be extended.

Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN

A percentage figure has been worked out based on the number of respondents from Area 3 – a total of **1,399** respondents.



	I feel there should be more electric charging points in this area	I feel there should be more cycle hangars to provide on-street secure storage	I feel there should be more cycle lanes in the area	I feel that there should be more speed reduction measures in the area, such as speed humps and cushions	I feel there should be higher levels of speed enforcement in the area	I feel there should be more pedestrian crossings in the area	I feel there should be more traditional school streets in the area	I feel there should be more trees and planting
Respondents	528	403	412	344	499	467	282	887

Figure 44: Graph displaying responses to additional measures respondents would like to see.

- 63% of all respondents in the consultation are felt that there should be more trees and planting in the area.
- Traditional school streets had the lowest level of support with one-fifth of all respondents in the borough area supporting a school street.

3.11 Key findings of responses from within Area 4

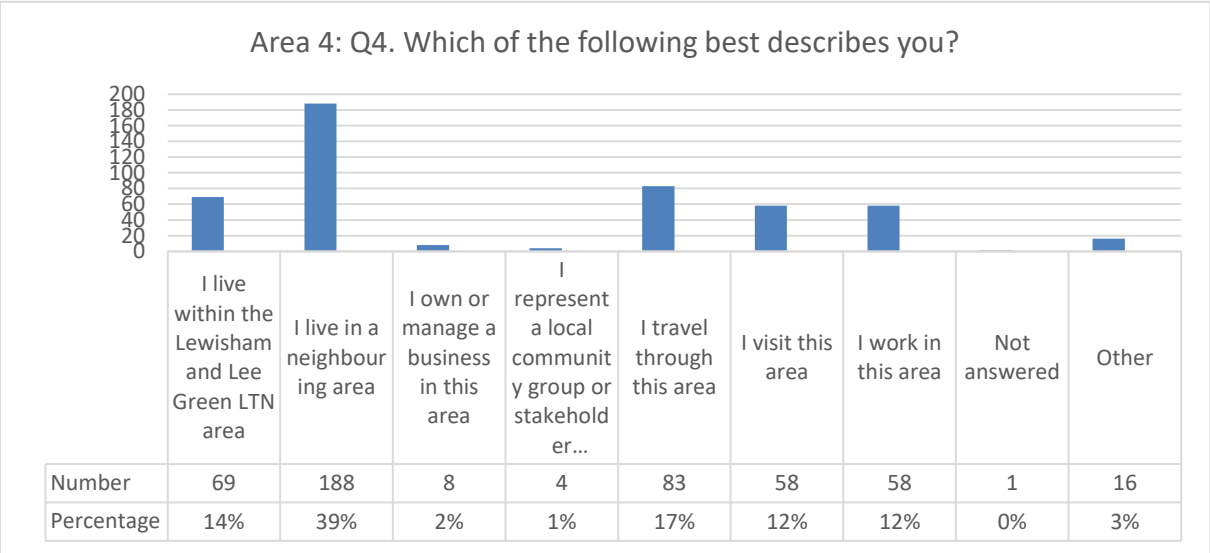
- **67%** of respondents outside of the borough said they feel negative about the **original LTN**. **22% said they feel positive.**
- **68%** of respondents outside of the borough said they feel negative about the **revised LTN**. 17% said they feel positive.
- 74% of respondents disagreed that there was less traffic in the area around the original LTN. 15% agreed that there was less traffic.
- 78% of respondents disagreed that there was less traffic in the area around the revised LTN. 14% agreed with this statement.
- When asked whether respondents thought there was less traffic in the LTN area there was a similar level of agree and disagree towards both LTNs.
- There was an increase in the amount of running (up 27%), cycling (up 28%) and scooting (up 40%).
- Less people were using public transport, taxis and driving.
- When asked what other measures could help, the most selected response was that those within the LTN area wished to see more trees and planting within the area, followed by more electric charging points and cycle lanes.

3.12 Breakdown of responses from within Area 4

Responses in this section have been broken down into responses received outside of the Lewisham borough boundary, referred to as **Area 4** in this report and shown in Figure 8**.**

- **485** respondents were outside of the borough area (**Area 4**).

Q4. Which of the following best describes you?

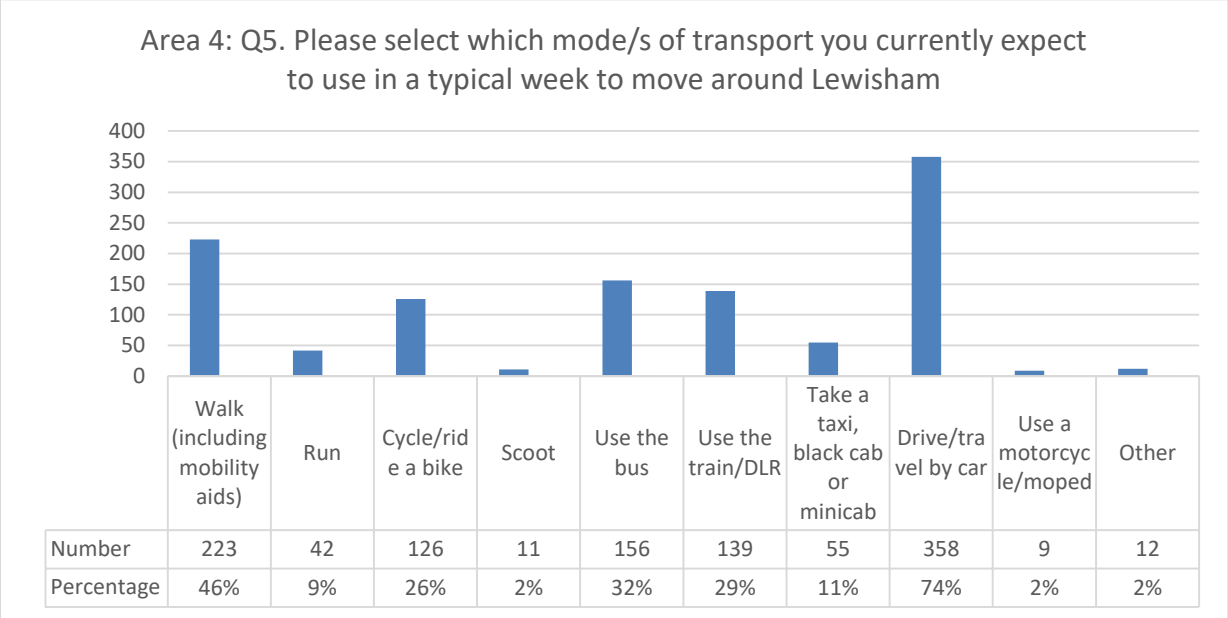


	I live within the Lewisham and Lee Green LTN area	I live in a neighbouring area	I own or manage a business in this area	I represent a local community group or stakeholder...	I travel through this area	I visit this area	I work in this area	Not answered	Other
Number	69	188	8	4	83	58	58	1	16
Percentage	14%	39%	2%	1%	17%	12%	12%	0%	3%

Figure 45: Which of the following best describes you, outside of Lewisham borough.

- More than one option could be selected for this question.
- Almost 40% of respondents said they live in a neighbouring area.
- However, 14% did say they live within the Lewisham and Lee Green LTN area.
- Approximately 1/8 of all respondents said they were either visitors or workers in the area.

Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham

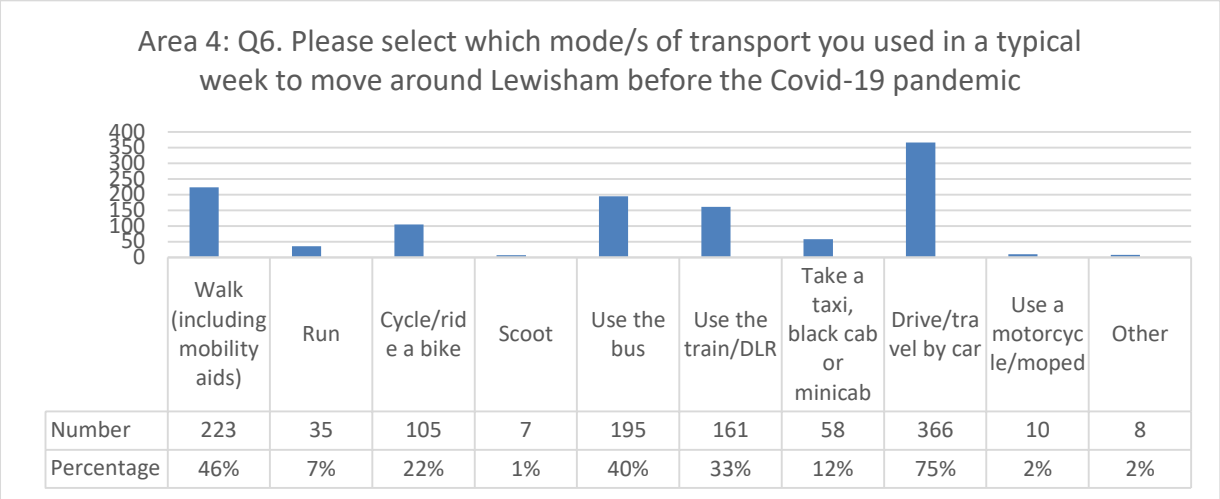


	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	223	42	126	11	156	139	55	358	9	12
Percentage	46%	9%	26%	2%	32%	29%	11%	74%	2%	2%

Figure 46: Graph displaying current modes of transport those that live within Area 1 use.

- More than one response option could be selected for this question.
- Almost ¾ of all respondents said they drive/travel by car.
- Just under half said they walk.
- Using public transport in the form of a bus and train/DLR were the next most popular forms of transport, followed by cycling.

Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped	Other
Number	223	35	105	7	195	161	58	366	10	8
Percentage	46%	7%	22%	1%	40%	33%	12%	75%	2%	2%

Figure 47: Graph displaying pre Covid modes of transport that were used by those that live within Area 1.

- More than one response option could be selected for this question.
- Again, driving and walking were the most popular form of transport before the pandemic.
- Bus and train/DLR usage saw slight decrease from pre pandemic numbers.
- Cycling saw an increase in usage post pandemic.

MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	362	391	29	8%
Run	62	79	17	27%
Cycle/ride a bike	150	192	42	28%
Scoot	15	21	6	40%
Use the bus	295	256	-39	-13%
Use the train/DLR	261	232	-29	-11%
Take a taxi, black cab or minicab	93	82	-11	-12%
Drive/travel by car	563	537	-26	-5%
Use a motorcycle/moped	13	13	0	0%

Table 5 compares the figures provided to see how travel habits have changed from before the pandemic compared to currently. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

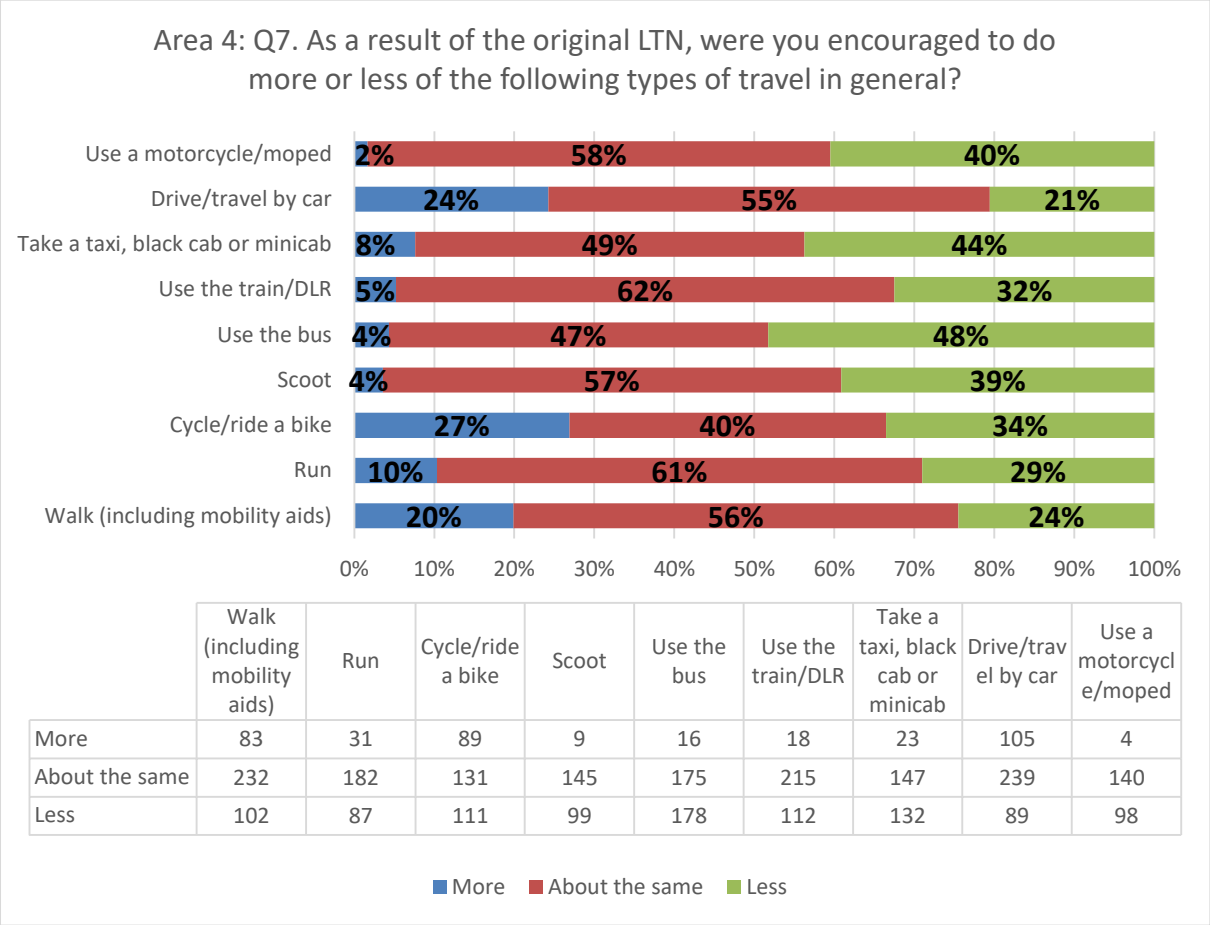
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	362	391	29	8%
Run	62	79	17	27%
Cycle/ride a bike	150	192	42	28%
Scoot	15	21	6	40%
Use the bus	295	256	-39	-13%
Use the train/DLR	261	232	-29	-11%
Take a taxi, black cab or minicab	93	82	-11	-12%
Drive/travel by car	563	537	-26	-5%
Use a motorcycle/moped	13	13	0	0%

Table 5: Table displaying a comparison of travel habits of those that live in Area 4 post and pre Covid.

- Driving, taxi, train and bus all saw a slight decrease.
- There is an increase in respondents taking up cycling, running or scooting.

Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?

Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.

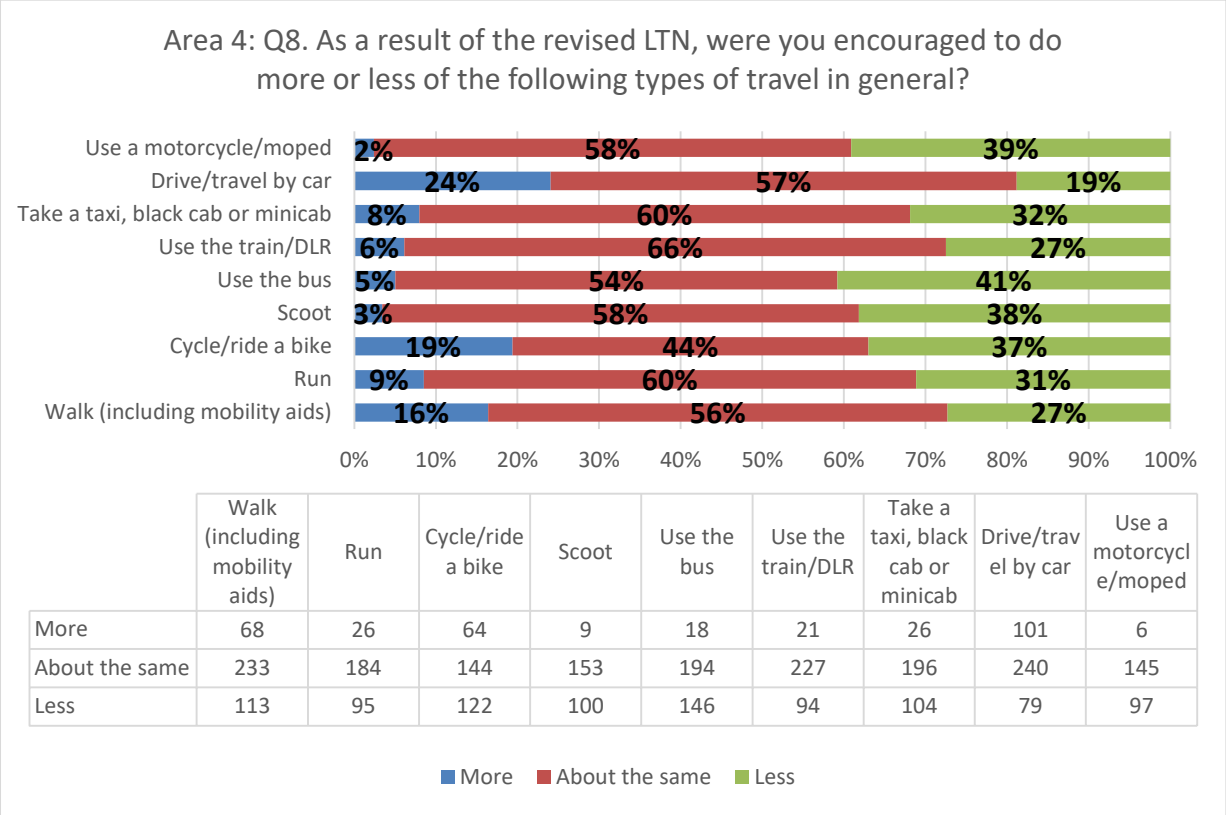


	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
More	83	31	89	9	16	18	23	105	4
About the same	232	182	131	145	175	215	147	239	140
Less	102	87	111	99	178	112	132	89	98

Figure 48: Graph representing whether outside the borough area thought they travelled more, the same or less for each mode of transport during the original LTN.

- Bus usage saw the most dramatic shift with almost half of all respondents saying they would use a bus less as a result of the original LTN. This was followed by taxis, scooting, motorcycling.
- Over a quarter of respondents said they would cycle more, while 20% said they would walk more. However, these changes would likely be cancelled out by respondents of the same category saying they would walk or cycle less.
- Almost a quarter of drivers said they would driver more, while over 21% said they would drive less.

Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?



	Walk (including mobility aids)	Run	Cycle/ride a bike	Scoot	Use the bus	Use the train/DLR	Take a taxi, black cab or minicab	Drive/travel by car	Use a motorcycle/moped
More	68	26	64	9	18	21	26	101	6
About the same	233	184	144	153	194	227	196	240	145
Less	113	95	122	100	146	94	104	79	97

Figure 49: Graph representing whether those in Area 1 thought they travelled more, the same or less for each mode of transport during the revised LTN.

- Similar to Q7, the answers remained relatively the same with bus usage seeing the most dramatic shift with 41% saying they would use busses less.
- Driving however was the most popular with 24% saying they would drive more.
- Cycling and walking saw less respondents saying they would do it more than under the original LTN – at 19% and 16%.

Q9. We would like to find out whether you think the LTNs achieved its aims:
Original LTN

Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. Percentages here have been calculated out of the total number of respondents from **Area 4** who answered each question.

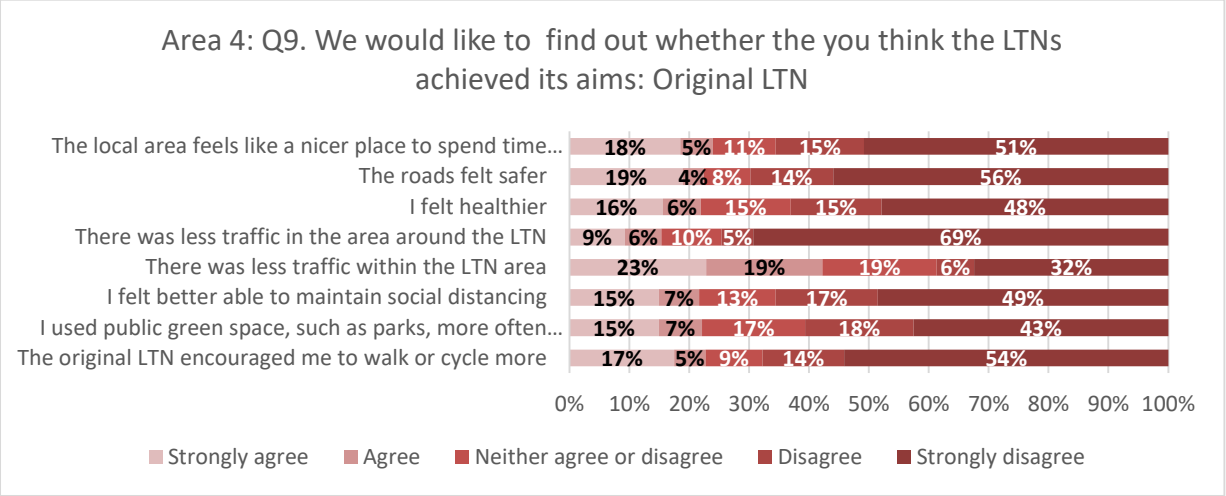


Figure 50: Summary of agree or disagree responses to statements regarding the original LTN.

- Most respondents disagreed with the statement 'there was less traffic in the area around the LTN'.
- The statement which received the most support, was 'there was less traffic within the LTN area' – receiving 23% who strongly agree.
- Most other statements had a clear majority in disagreement (combining disagree and strongly disagree responses).

Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN

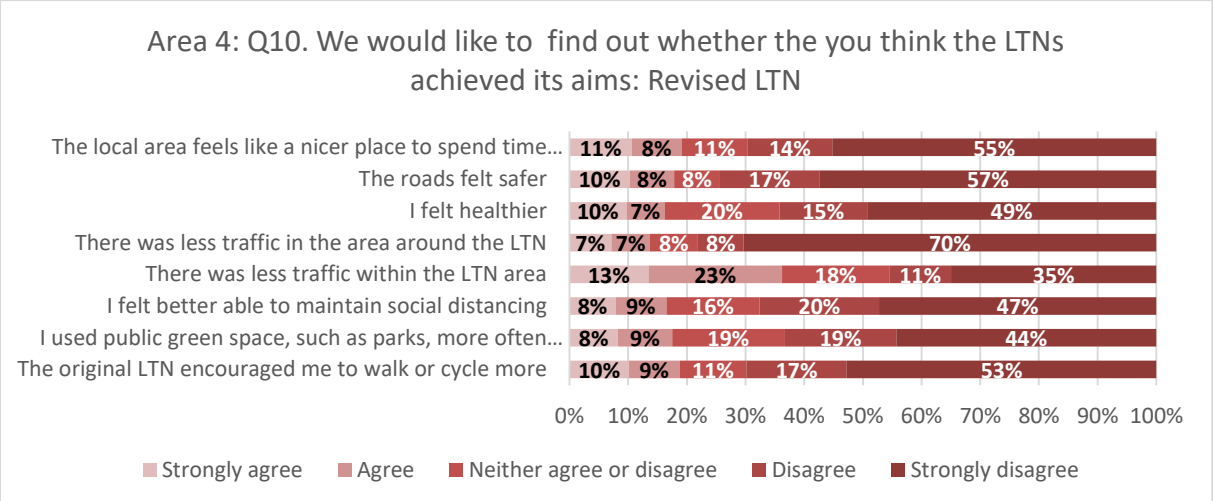


Figure 51: Summary of agree or disagree responses to statements regarding the revised LTN.

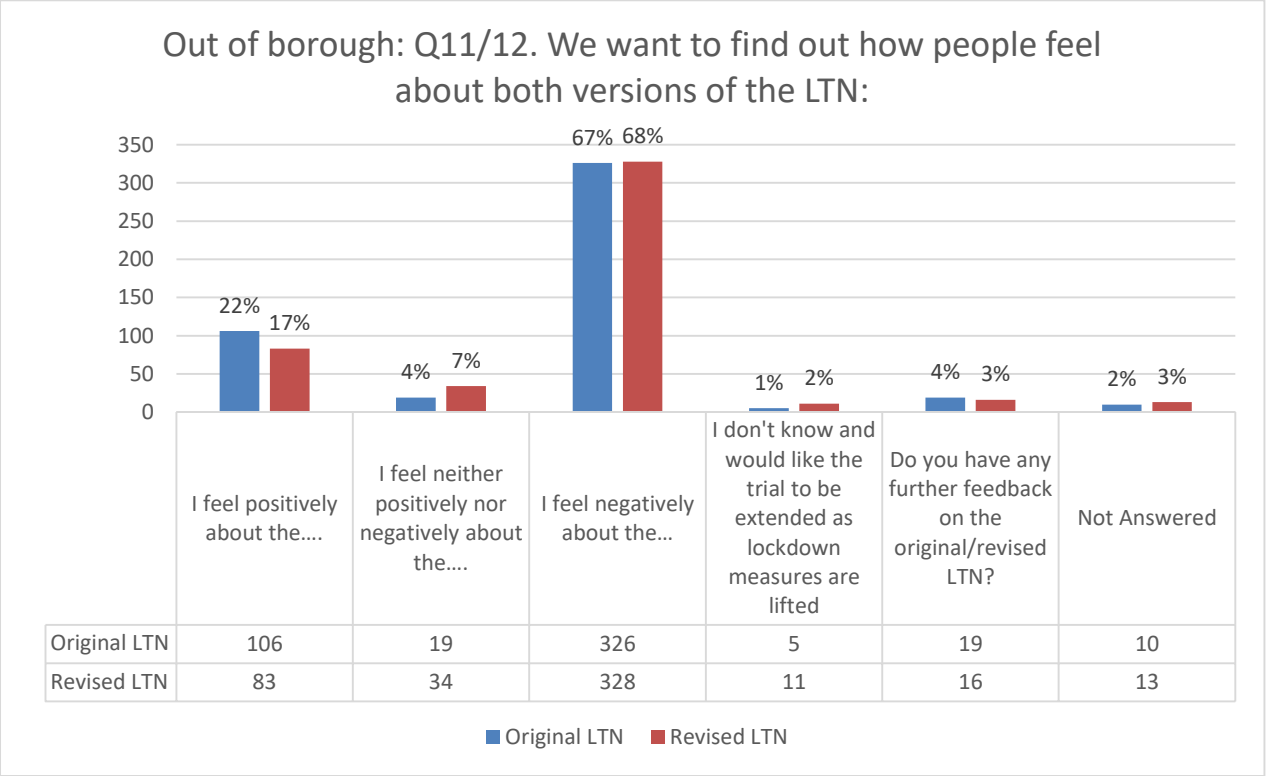
- 70% of respondents disagreed that there was less traffic around the LTN under the revised LTN.
- 13% strongly agreed that there was less traffic within the, however this was a sharp decline from the original LTN, with many respondents modifying their response to just agree.

- Most other statements saw over 60% disagreement when taking into account disagree and strongly disagree.

Q11/12. We want to find out how people feel about both versions of the LTN

Respondents were asked whether they felt positive, negative or neither positive nor negative. They were also asked whether they don't know and would like the trial to be extended or whether they would like to provide further feedback instead.

A free text box was also provided where respondents could leave a comment about each LTN. Please see **Section 4** for an analysis of these comments.



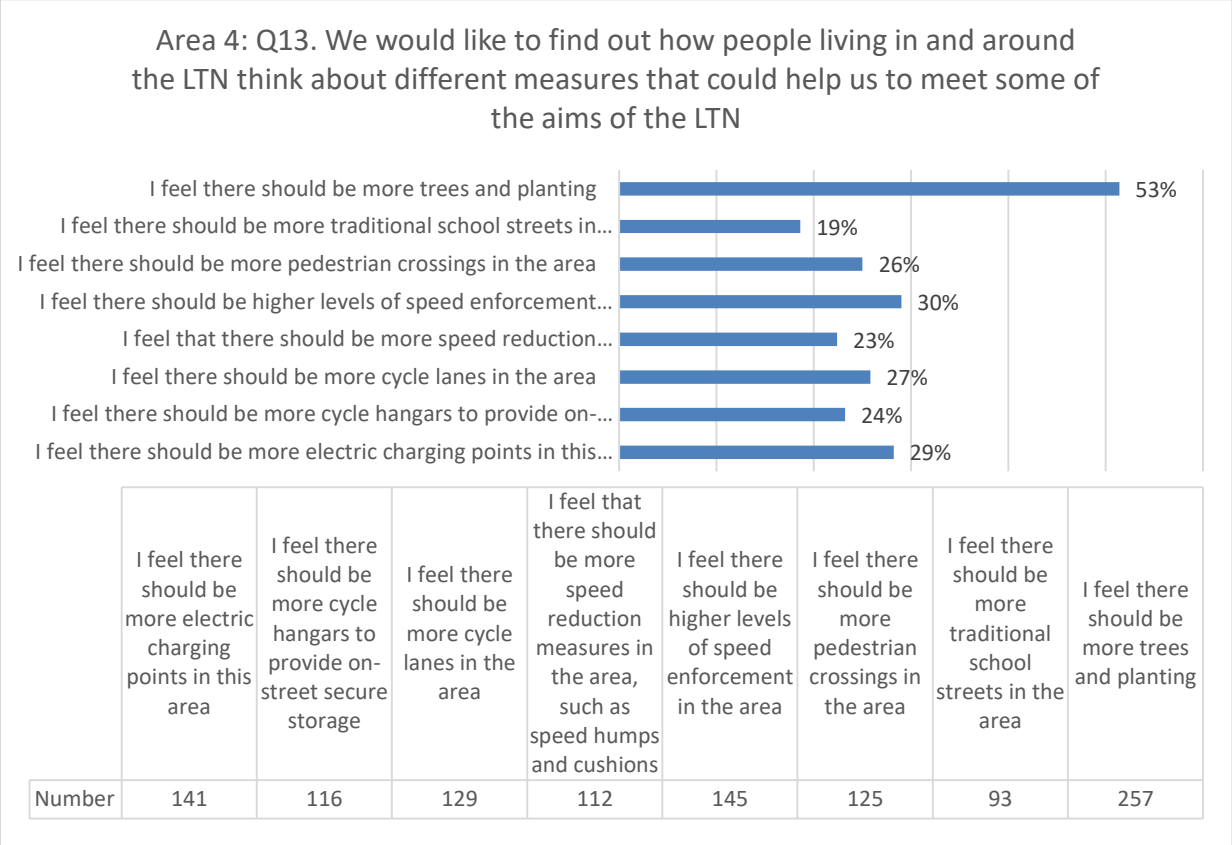
	I feel positively about the....	I feel neither positively nor negatively about the....	I feel negatively about the...	I don't know and would like the trial to be extended as lockdown measures are lifted	Do you have any further feedback on the original/revised LTN?	Not Answered
Original LTN	106	19	326	5	19	10
Revised LTN	83	34	328	11	16	13

Figure 52: Graph displaying responses to statements in relation to original and revised LTNs.

- Most respondents outside of the borough area felt negative about the original and revised LTN.
- 22% felt positive about the original – approximately 5% more than those who felt positively about the revised LTN.
- A minority of respondents felt neither positive nor negative, or would have liked the measures extended, provided alternative feedback, or did not answer.

Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN

A percentage figure has been worked out based on the number of responses from **Area 4** – a total of **485** responses.



	I feel there should be more electric charging points in this area	I feel there should be more cycle hangars to provide on-street secure storage	I feel there should be more cycle lanes in the area	I feel that there should be more speed reduction measures in the area, such as speed humps and cushions	I feel there should be higher levels of speed enforcement in the area	I feel there should be more pedestrian crossings in the area	I feel there should be more traditional school streets in the area	I feel there should be more trees and planting
Number	141	116	129	112	145	125	93	257

Figure 53: Graph displaying responses to additional measures respondents would like to see

- Just over half of all respondents said they would like to see more greenery and trees; this is in line with responses from other areas.
- Traditional school streets was again the least popular statement with 19% support.

3.13 Drivers' perceptions of the LTN

This section will look at those who said they typically drive (Q5) and their perceptions of the LTN (Q11 and Q12). This section will further divide all drivers by those in **Area 1** and **Area 2**. Percentages will therefore be calculated as a subset of **overall drivers**, drivers within **Area 1** and drivers within **Area 2** for each respective chart.

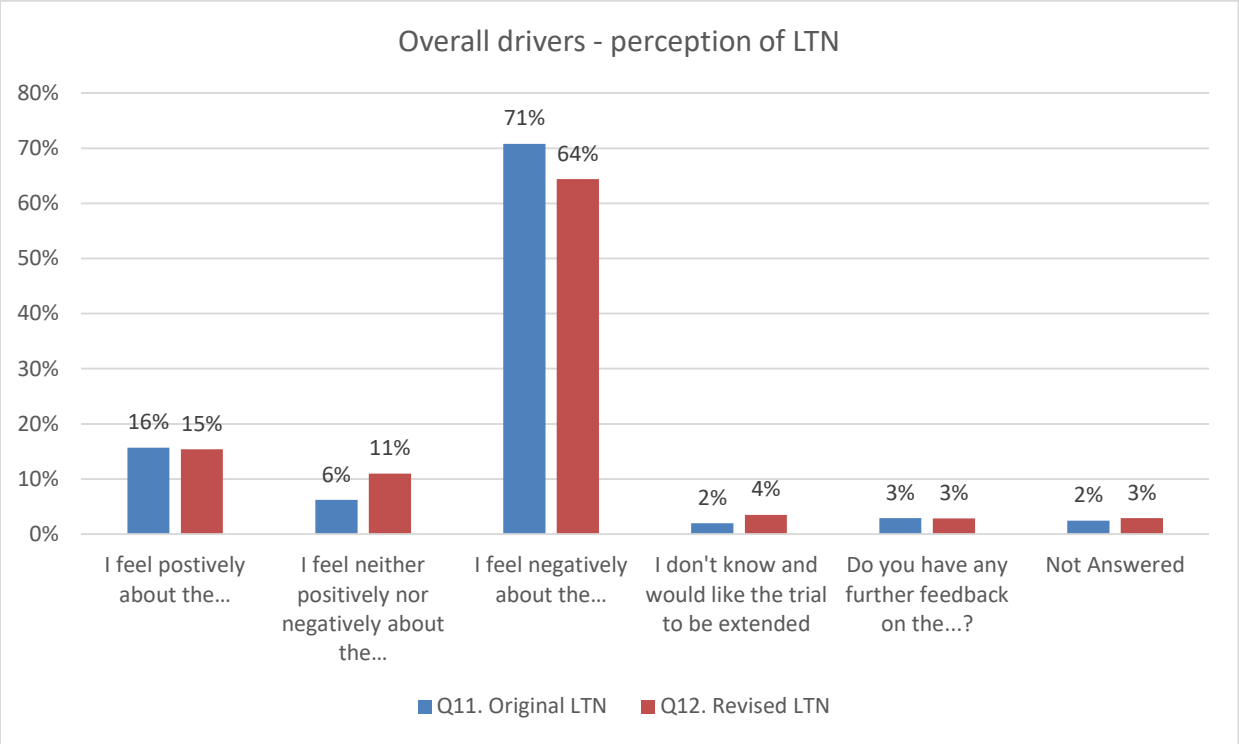


Figure 54 Graph displaying those who typically drive and their support for the LTN proposals

- The percentages above have been calculated based on 5,199 drivers who said they would drive typically in a week around Lewisham.
- The original LTN was viewed negatively by approximately 7% more drivers. Overall drivers felt strongly negative towards both LTNs.
- There was a relatively consistent level of positivity for both the original and revised LTN's at 16% and 15%.

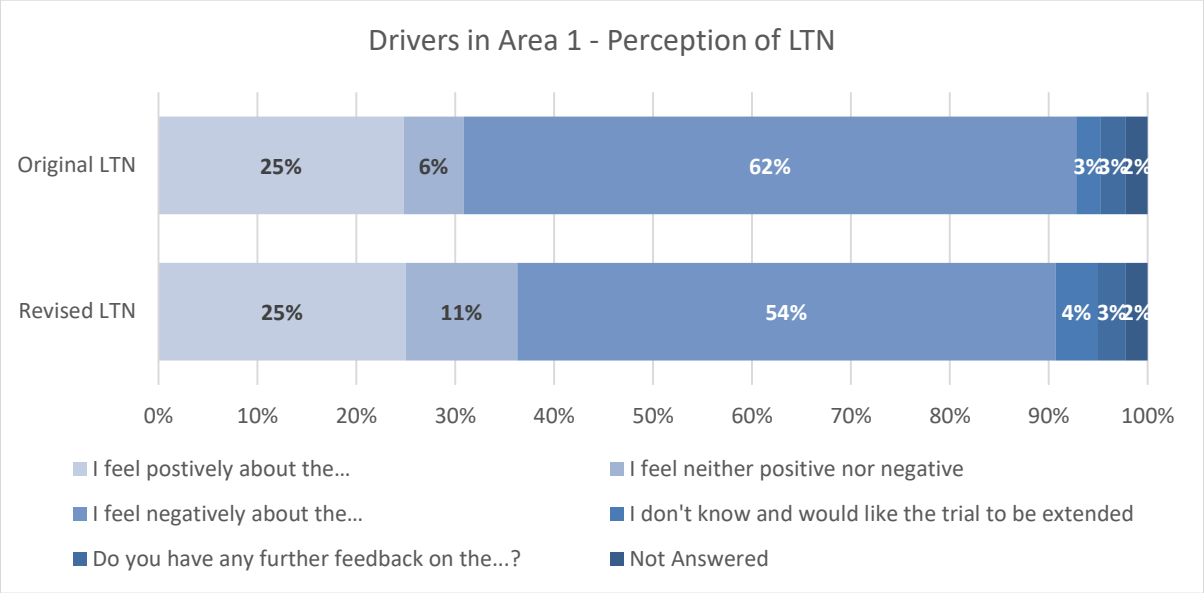


Figure 55: Graph displaying supports amongst drivers in Area 1.

- The percentages above are based on the 1,905 drivers within **Area 1**.
- Both original and revised LTN received the same level o support from those who drive at 25%
- Approximately 8% more drivers in the LTN had negative feelings about the original LTN compared to the revised LTN.

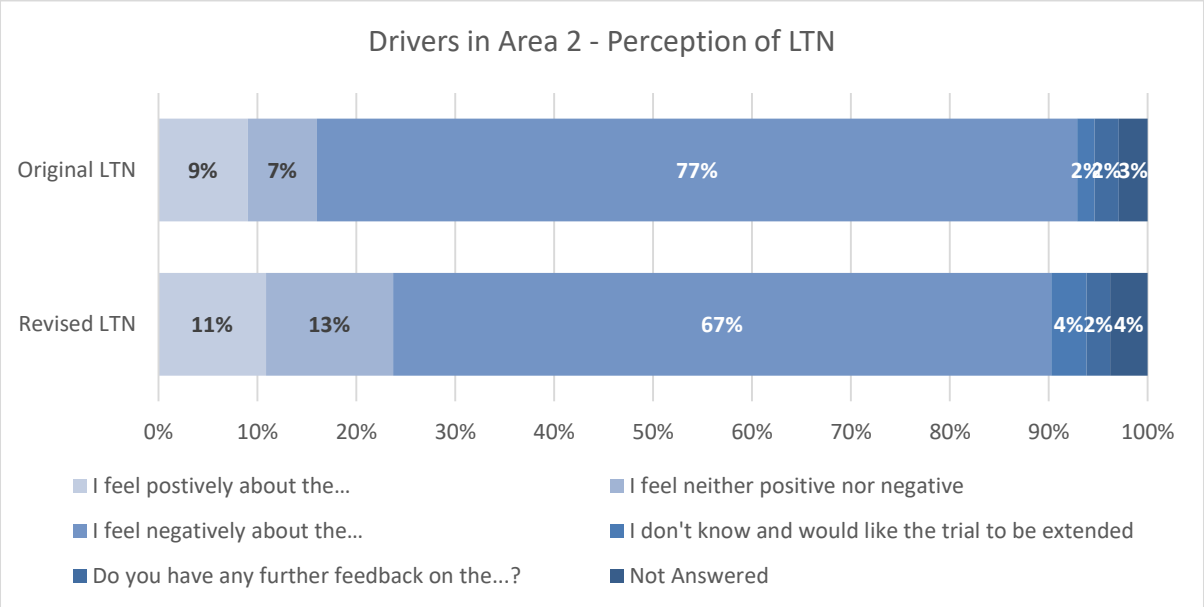


Figure 56: Graph displaying support amongst drivers in Area 2.

- The percentages above are based on the 1,742 drivers within **Area 2**.
- Far more drivers outside the LTN but inside the consultation area were against the proposals with 77% against the original LTN and 67% against the revised LTN.

3.14 Pedestrians' perception of the LTN

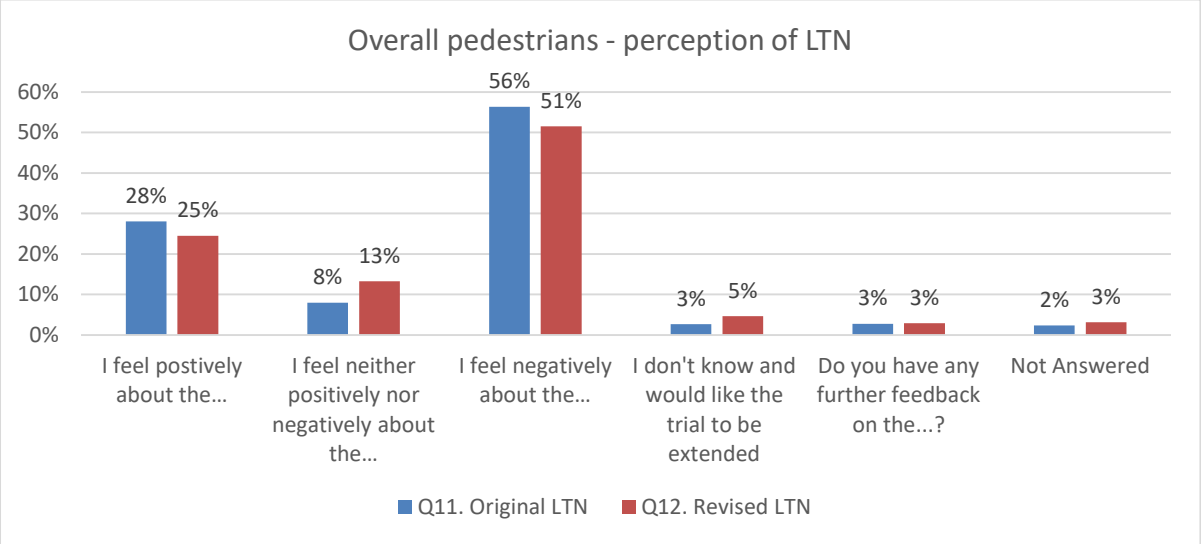


Figure 57 Graph displaying an overview of walkers and their perceptions of LTN

- The percentages above are based on the 5,220 respondents who said they typically walk (pedestrians) around Lewisham.
- Over half of all pedestrians were against both LTNs with the original LTN receiving the most negativity at 56%.
- Over a quarter of all respondents were in support of the LTN, with the original LTN receiving the most support at 28%.

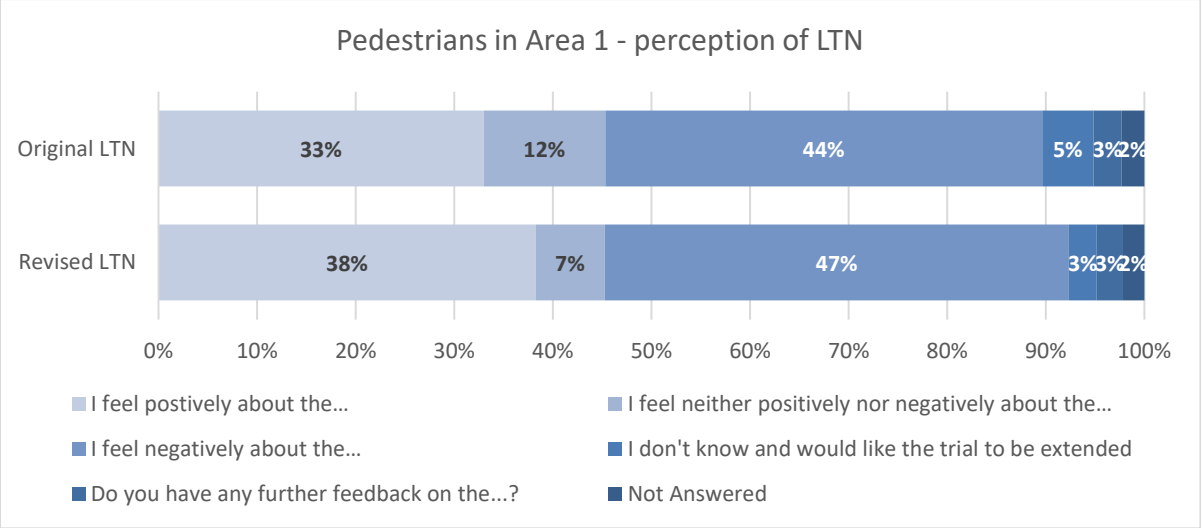


Figure 58 Graph displaying how walkers based in Area 1 felt about each LTN

- The percentages above are based on the 2,135 pedestrians within **Area 1**.
- Overall, more pedestrians still felt negative towards both LTNs with 44% revised and 47% original feeling negative. However, not by much as 33% revised and 38% original supported both LTNs.

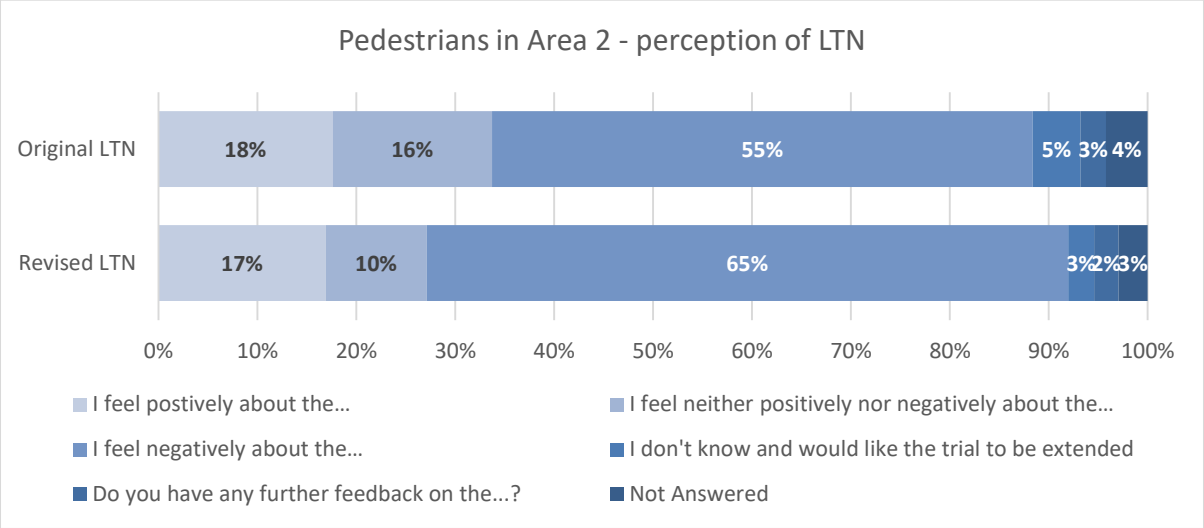


Figure 59 Graph displaying how walkers based in Area 2 felt about each LTN

- The percentages above are based on the 1,851 pedestrians within **Area 2**.
- Support levels for pedestrians within the consultation area declined when compared to the LTN area with only 17% in support of the original LTN and 18% in support of the revised LTN.
- More pedestrians were against both LTNs, with 65% expressing a negative opinion on the original LTN while the revised LTN received a 55% negative response.

3.15 Non-drivers' perception of the LTN

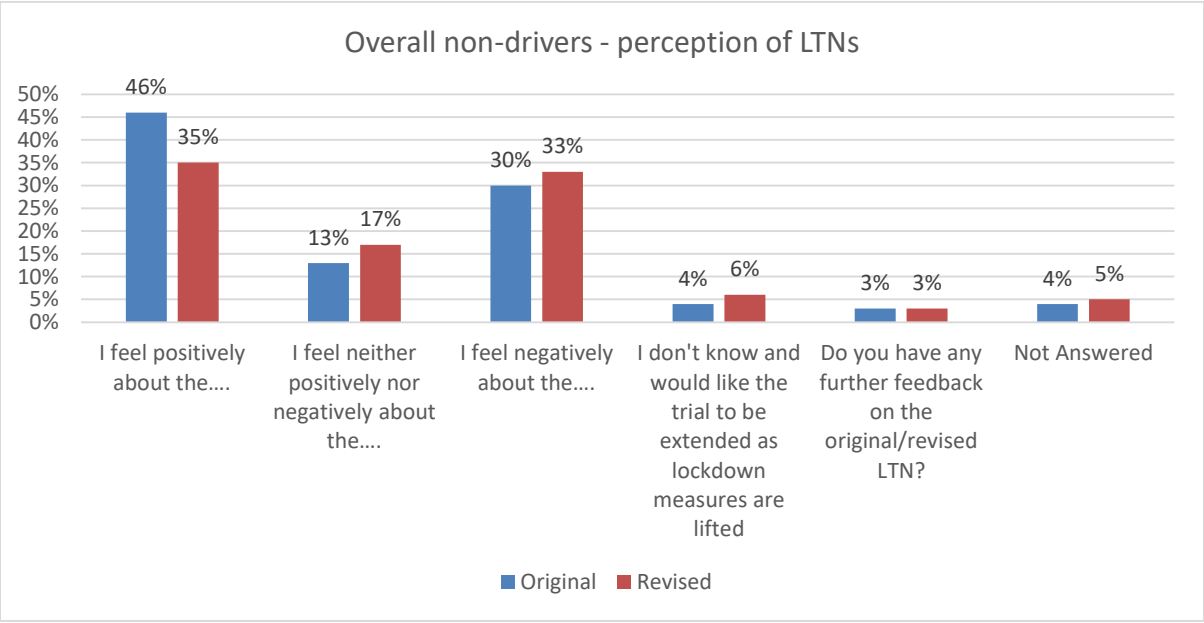


Figure 60: Graph displaying how non-drivers felt about each LTN

- The percentages above are based on 1,866 respondents who said they did not drive a car regularly or at all.
- Pedestrians and cyclists were more supportive of the original and revised changes than drivers. 46% of non-drivers feel positive about the original LTN, while 35% feel positive about the revised LTN.
- Negative ratings fell for both LTNs but were still significant, with 30% having negative feelings about the original and 33% for the revised LTN.
- Respondents who felt neither positive nor negative were a sizeable minority with 13% choosing neither for the original, and 17% choosing neither for the revised LTN.

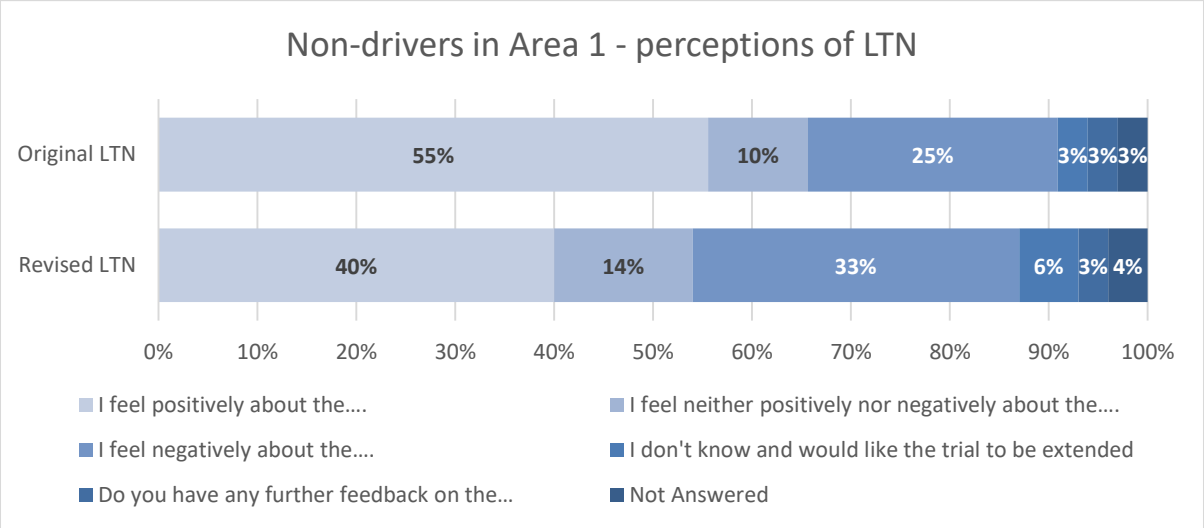


Figure 61 Graph displaying how non-drivers in Area 1 felt about each LTN.

- The percentages above are based on 728 respondents who said they did not drive and were in **Area 1**.
- Over half of all non-drivers based in **Area 1** had positive feelings about the original LTN at 55%. The revised LTN received fewer positive ratings at 40%.
- 33% said they felt negative about the revised LTN, compared to 25% who felt the same about the original LTN.
- Both original and revised LTNs saw sizeable minorities expressing neither a positive nor negative opinion, with 14% for the revised and 10% for the original.

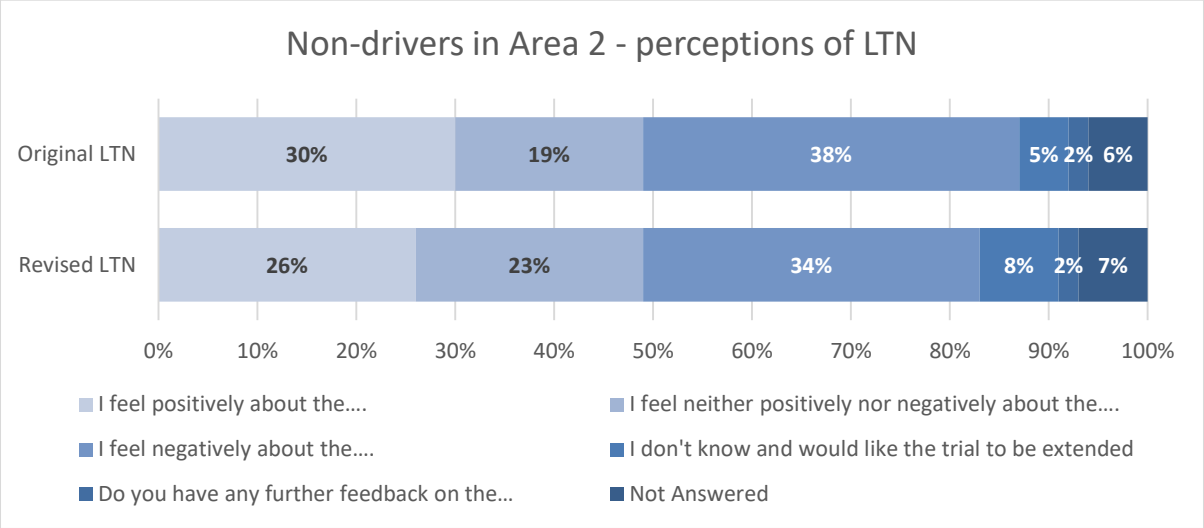


Figure 62 Graph displaying how non-drivers in Area 2 felt about each LTN.

- The percentages above are based on 684 respondents who said they did not drive and were in **Area 2**.
- Perceptions of the LTN were more mixed here than in any other category of respondents.
- 30% had positive view of the original, compared to 26% of respondents of the original.
- Negative opinions of both consultations were marginally the highest, with 38% against the original, and 24% against the revised.
- Respondents who selected neither positive nor negative formed a sizable segment of the response rate, with 19% neither for the original, and 23% neither for the revised.

3.16 Cyclists' perceptions of the LTN

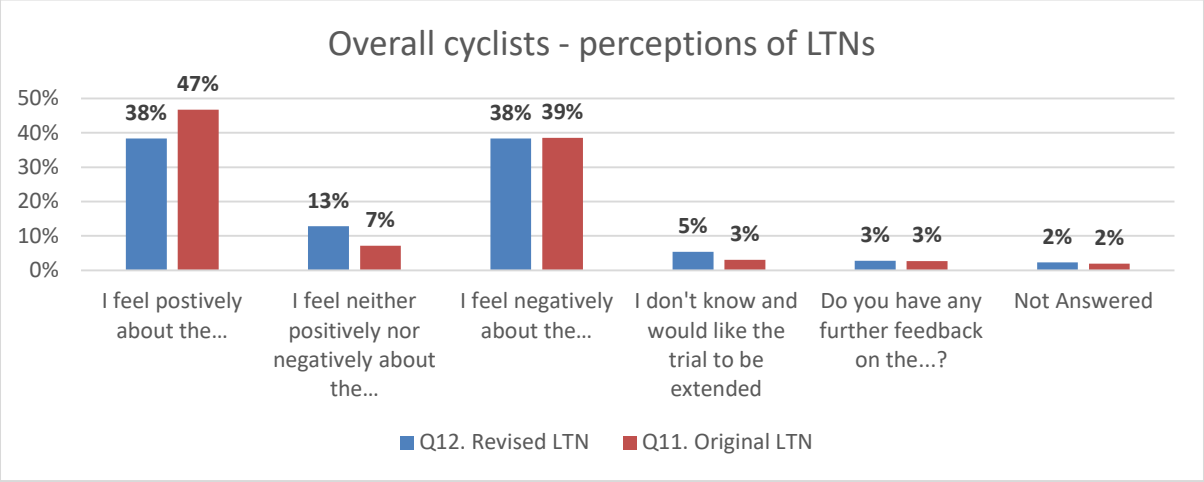


Figure 63: Graph displaying how cyclists felt about each LTN

- The percentages above are based on 2068 respondents who responded to the consultation saying they cycled.
- Of those that said they cycled, there was a similar number that had said they feel positively about the original and revised LTN, with 9% more selecting that they felt more positively about the original LTN than the revised.
- There was a similar percentage of respondents that said they cycled selecting that they felt negatively towards both the original and revised LTNs with 39% answering negatively towards the original LTN and 38% revised LTN.

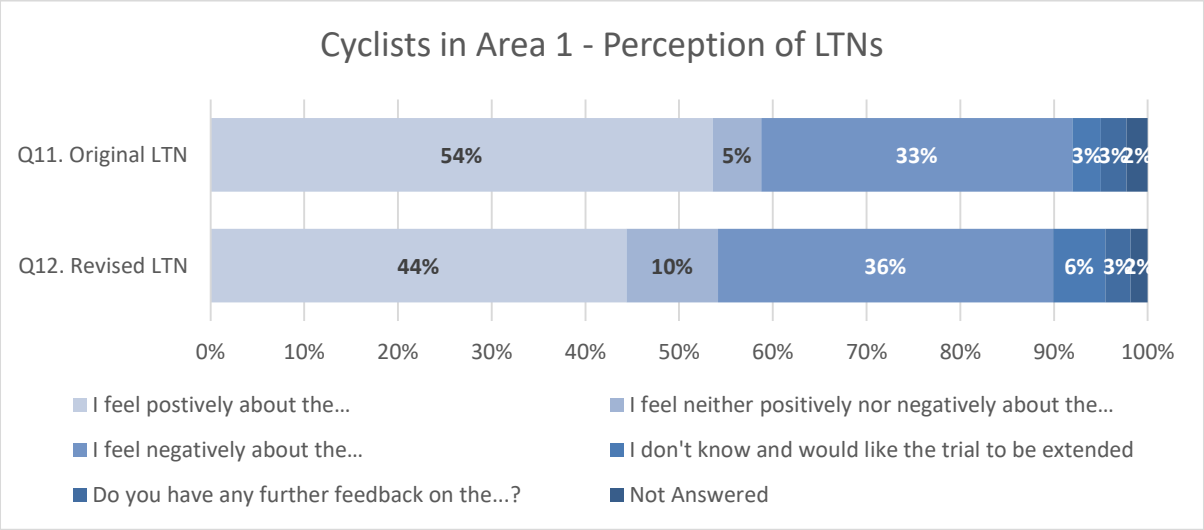


Figure 64: Graph displaying how cyclists in Area 1 felt about each LTN.

- The percentage above is based on 883 respondents who said they cycled and were in **Area 1**.

- Those that said they cycled and were in **Area 1** were felt more positive towards the original and revised LTNs. 54% supported the original LTN and 44% supported the revised.
- There was a lower percentage of respondents that said they felt negatively towards the original and revised LTN with 33% feeling negatively towards the original and 36% towards the revised.

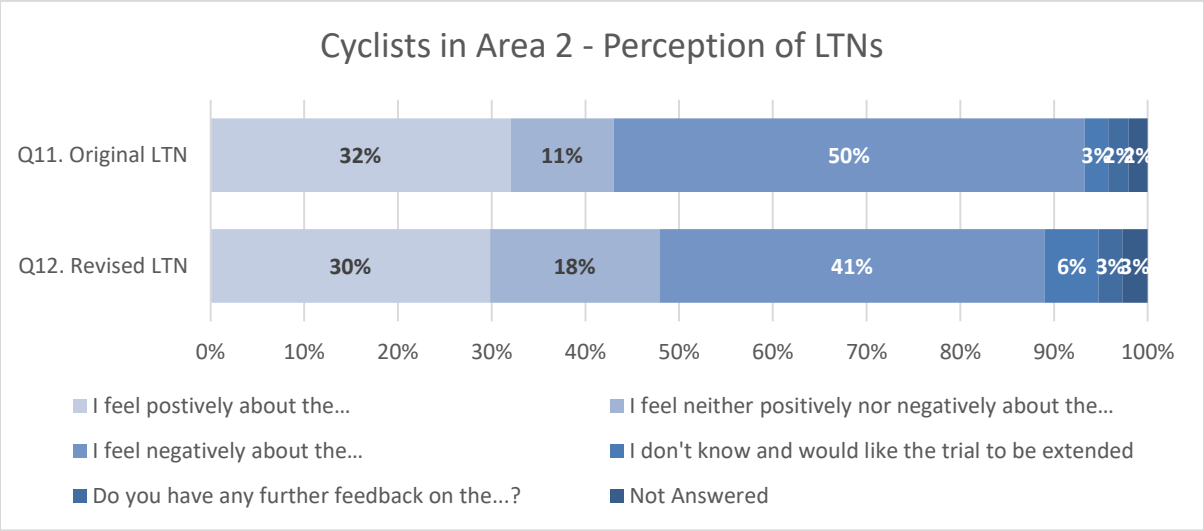


Figure 65: Graph displaying how cyclists in Area 2 felt about each LTN.

- The percentage above is based on 593 respondents who said they cycled and were in **Area 2**.
- Of those that cycled and lived in **Area 2** the feelings towards both LTNs were more negative than positive with 50% feeling negatively towards the original LTN and 41% towards the revised.
- Around 30% of respondents felt positively towards the original and revised LTNs.

3.17 Demographic Questions

A summary of demographic questions can be found in section 6.

4 FREE TEXT ANALYSIS

As part of the survey respondents were given a number of opportunities to fully share their views, opinions and ideas for both the original and revised versions of the LTN via free-text responses where they could type in what they wanted. All comments have been individually analysed, and a thematic framework used to categorise comments which raise certain issues, queries, or discussion points. The results of this analysis are detailed in this section.

4.1 Free text analysis for Q11 & Q12: We want to find out how people feel about the original and revised LTN:

Original LTN - total comments left by respondents: **4,355** (260,000 words). 2,710 respondents left the question blank.

Revised LTN - total comments left by respondents: **4,442** (220,000 words). 2,623 respondents left question blank.

4.2 Q11: We want to find out how people feel about both versions of the LTN: Original LTN

This question asked respondents how they felt about the original and revised LTN. A list of predetermined options was provided alongside a free-text box where respondents could leave a written comment to explain their answers to the previous question.

The options respondents selected are tallied in the previous section (Q10 & Q11). The comments left by respondents have been analysed by developing a thematic framework to account for what they said for about each version of the LTN. Each theme has been tallied below and a representative quote sourced from the raw dataset has been provided. A percentage figure has also been calculated as a proportion of the total number of respondents who left a comment for that particular version of the LTN.

4.3 Original LTN: Negative themes

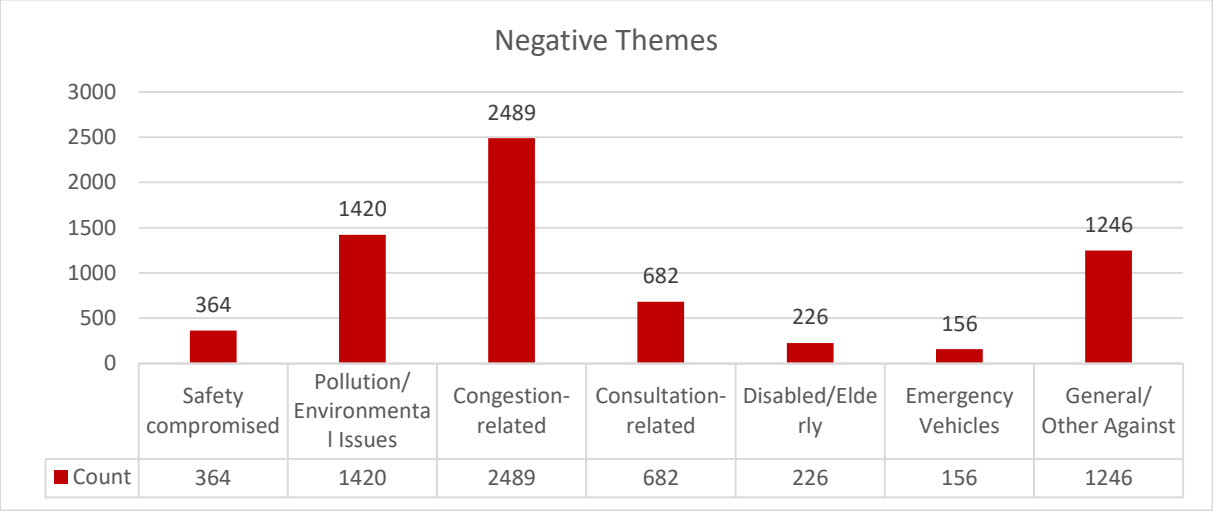


Figure 66: Graph displaying negative themes in relation to the original LTN

- Percentages have been calculated out of the 4,355 respondents who left a comment for this question.
- 2,489 respondents (57.2%) left comments about traffic displacement, longer journey times, rat running and issues relating to traffic flow.

"The original LTN caused huge problems. Cars & vans had to take longer journeys. Journey times were longer - in length & in time, more congestion in my road."

- 1,331 respondents (32.6%) left comments about how air pollution and environmental issues would result due to the LTNs. Many respondents mentioned this was a consequent of additional congestion and traffic flow being disrupted. A minority of respondents also mentioned noise and how their health would be affected.

"Traffic including HGV vehicles used our road. This caused pollution, noise, and damage to my house because of the heavy traffic. "

- 1,134 respondents (28.6%) left comments which were generally against the LTN. Most did not go into detail explaining why it would be a bad idea, however some mentioned a number of other reasons ranging from impact on business, school runs, won't stop respondents driving etc.

"I felt it created more issues, wasn't thought about or explained properly, was just a money-making scheme and it didn't feel honest or modest."

- 682 respondents (15.7%) left comments about the consultation process. These comments related to the survey question, misuse of funds, lack of evidence, political agenda, representativeness, no consultation prior to implementation etc.

  "The council completely disregarded how the community will be impacted with these changes. This is abuse of power to me."

- 364 respondents (8.4%) left comments about safety issues arising as a result of the LTN being implemented. Most comments simply mentioned increased danger; however, some did go specify the dangers involve speeding, road rage, children, and cyclist/vehicular interaction.

  "I am alarmed by the speed in which cars lorries and larger vehicles speed down our road (Longhurst)."

- 226 respondents (5.2%) made comments about how disabled and elderly respondents will be negatively impacted by the LTN proposals or not been considered. Some comments mentioned how cycling/walking was no alternative to reliance on cars.

  "Absolutely no consideration for the vulnerable and families with disability or elderly that may rely on their private car to lead some sort of normal life."

- 156 respondents (3.6%) made comments regarding emergency vehicles. This comment mentioned how ambulances, fire engines and police will be negatively affected by traffic congestion.

  "My concern is around the emergency vehicles, ambulance in particular being impeded by the road closure, this potentially puts people's lives at risk."

4.4 Original LTN: Positive themes

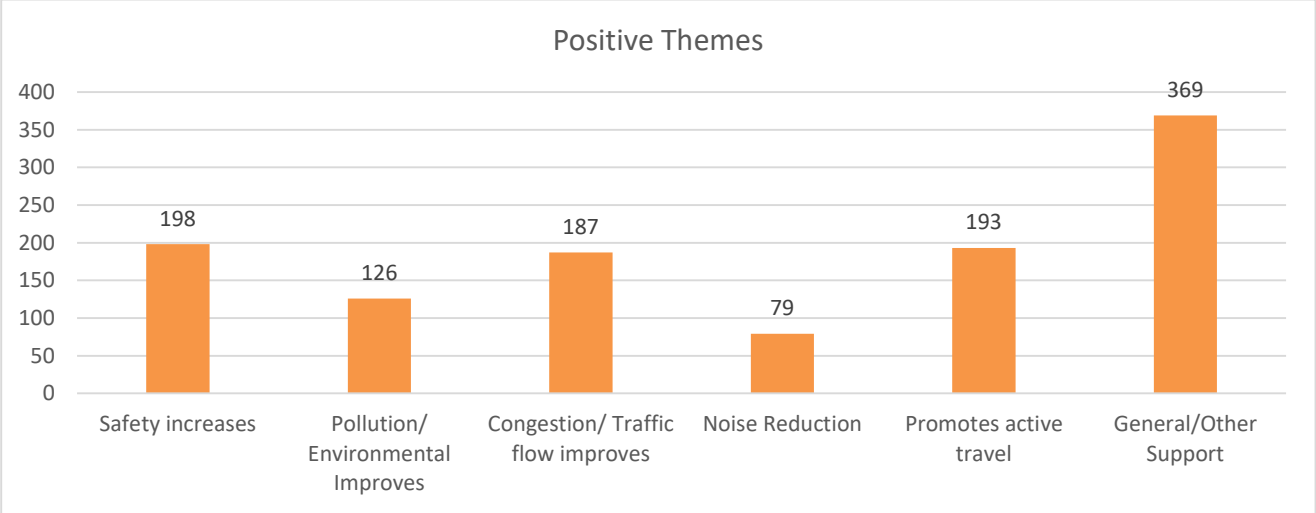


Figure 67: Graph displaying positive themes in relation to the original LTN.

- 369 respondents (8.5%) left a comment which was supportive of the LTN. Most comments were generic giving no other feedback explaining why they supported the LTN. Some respondents also mentioned other reasons such as positive for businesses, accessibility etc. Some respondents mentioned extending the LTN scheme area.

"It was the right thing to do. We should revert to this and expand to neighbouring areas. "

- 198 respondents (4.5%) left a comment saying safety had increased as a result of the LTN.

"Significantly safer to be a pedestrian or cyclist in the area during the original LTN, especially with nursery age children. Crossing roads such as Manor Lane was much easier and safer than previously. "

- 193 respondents (4.4%) said the original LTN has encouraged or given them the confidence to cycle or walk.

"Reduced speeding cars cutting through residential streets, as a result was much more pleasant walking and cycling."

- 187 respondents (4.3%) said congestion, rat-running and traffic flow had improved due to the original LTN.

"The original scheme was successful in reducing traffic on my road which was a rat run, dangerous."

- 126 respondents (2.9%) left a comment saying air pollution had decreased. Some also mentioned other environmental benefits such as cleaner space.

"The air felt cleaner with much less cars around us.

- 79 respondents (1.8%) left a comment saying noise reduction was noticeable.

"Manor Lane was significantly quieter when the original barrier was in place which made the road very safe."

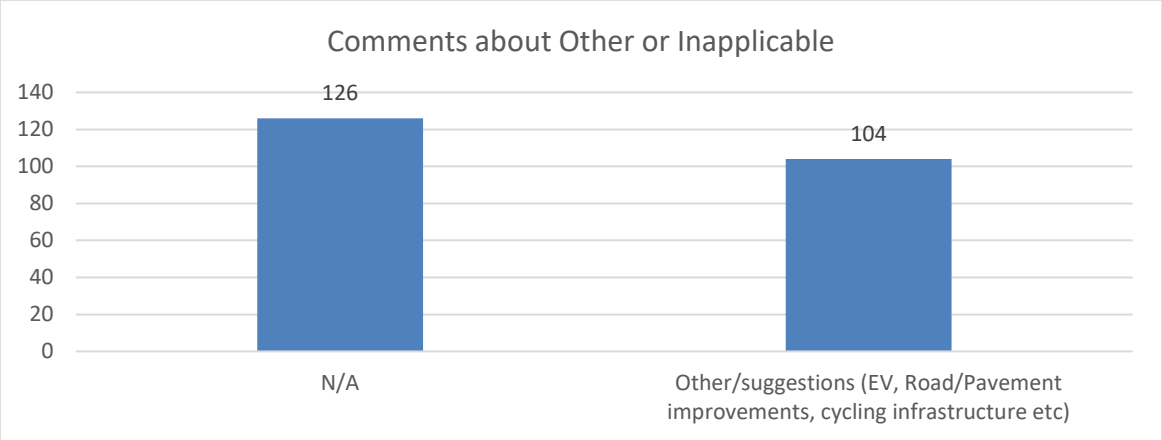


Figure 68: Graph displaying number of 'other' responses recorded in relation to the original LTN.

- 124 respondents (2.8%) left comments which were inapplicable, irrelevant and didn't fall under contained no positive, negative, or suggestive elements to their comment.
- 105 respondents (2.4%) left other comments – most were suggestions about adding features to the LTN. Many respondents said they would like to see traffic changes/suggestions, electric vehicle charging points, pedestrian crossings, cycle lanes and hangers, enforcement etc.

"Spending the money supporting people to buy electric vehicles would be better."

4.5 Revised LTN: Negative themes

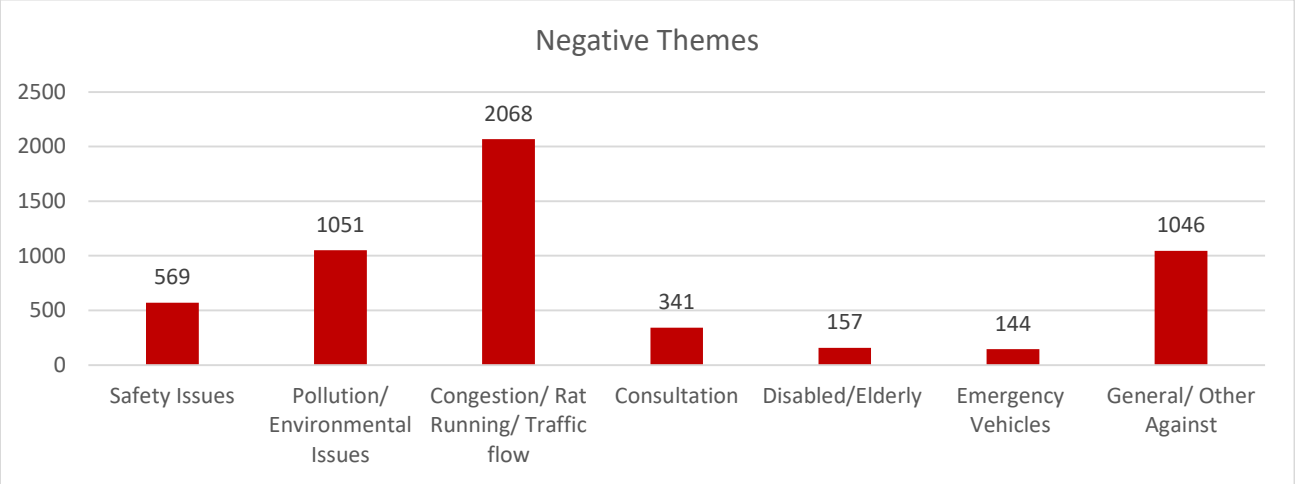


Figure 69: Graph displaying negative themes in relation to the revised LTN

- Percentages have been calculated out of the 4,442 respondents who left a comment for this question.
- 2068 respondents (46.6%) left comments about how congestion would be negatively impacted.

"It did not improve the situation, in fact pushed more traffic towards schools."

- 1051 respondents (23.6%) left a comment about pollution saying the air quality had decreased.

"Increased traffic and air pollution on the road where we live. My and son's asthma has got much worse. Stand still grid lock for hours every day. We cannot leave windows open."

- 1045 respondents (23.5%) left general/other negative points about the LTN. Most respondents simply said they were not in favour of the original LTN. respondents who mentioned other reasons such as businesses would be impacted, or parking would be difficult were also categorised under this theme.

"Not an improvement on the original scheme. All the road closures should be removed."

- 570 respondents (12.8%) had safety issues with the revised LTN.

"This makes the area less pleasant and active travel less safe."

- 341 respondents (7.7%) %) left comments about the consultation process. These comments related to the survey question, misuse of funds, lack of evidence, political agenda, representativeness, no consultation prior to implementation etc.

"The communication regarding the introduction of the original LTN was appalling. There should have been huge media coverage on both the reasons behind the introduction and the specifics (i.e. where you could/couldn't drive."

- 157 respondents (3.5%) made comments about how disabled and elderly respondents will be negatively impacted by the revised LTN.

"Still feel negative due to the impact it has on my ability to get about due to my disability."

- 144 respondents (3.2%) left a comment about how emergency vehicles would be adversely affected in their response time by the revised LTN.

"Emergency service cannot navigate through the traffic and as a result of this my health has been impacted greatly."

4.6 Revised LTN: Positive themes

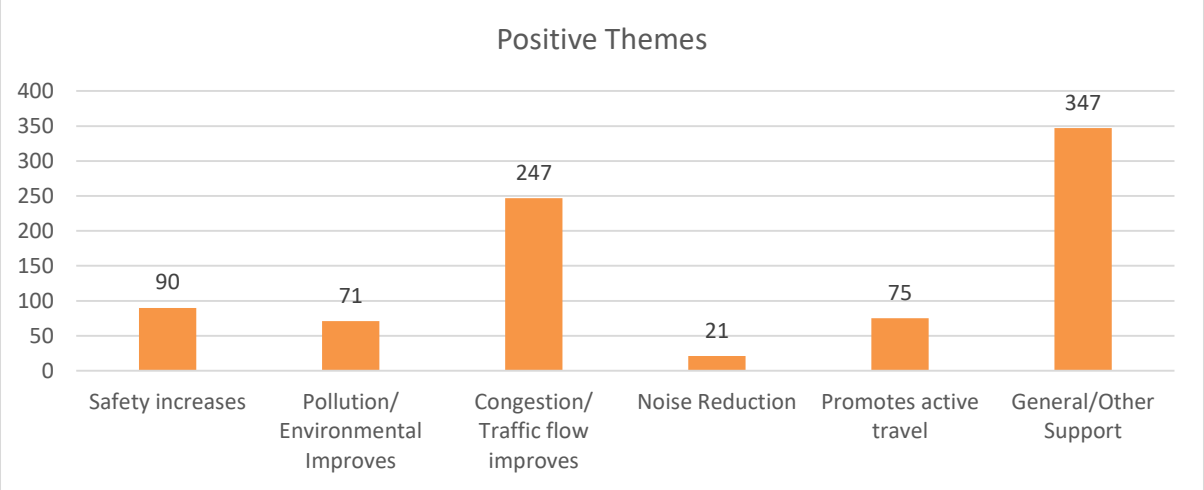


Figure 70: Graph displaying positive themes in relation to the revised LTN

- 347 respondents (3.2%) left a general or other positive comment about the revised LTN. While most left a generic comment, many expanded upon other reasons and positive suggestions including helping businesses and extending the LTN.

"I liked the original LTN, but I think the revised LTN is even better."

- 247 respondents (5.6%) stated that congestion had improved. Some respondents simply stated the effect on traffic as better than the original LTN but were still negative towards the LTN generally.

"The revised LTN allows traffic to flow better than the original plan"

- 90 respondents (2.0%) said safety would increase as a result of the revised LTN.

"My road is safer and better for my child. The inconvenience is outweighed by the safety benefits."

- 75 respondents (1.7%) said they felt more encouraged to walk or cycle more as a result of the revised LTN.

"I love how it has improved the area. I have bought an electric bike to allow me to transport my child and shopping around instead of the car."

- 71 respondents (1.6%) said they noticed how air pollution had reduced.

"Any efforts to minimise the traffic levels, and thus reduce pollution in the air, is a good thing!"

- 21 respondents (0.5%) commented how there was noise reduction.

"Revised LTN feels like a good compromise- traffic is less and roads much quieter."

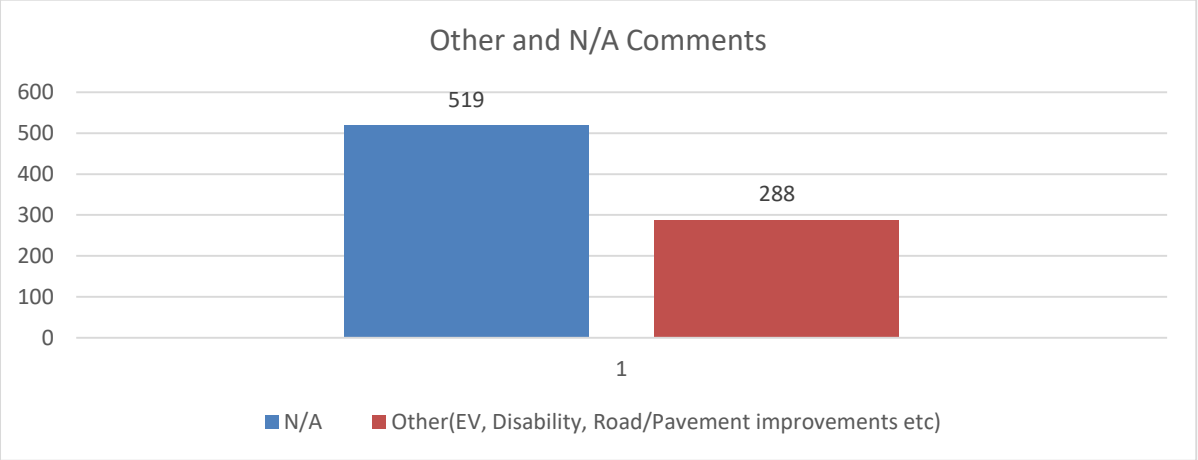


Figure 71: Graph displaying number of 'other' responses recorded in relation to the revised LTN

- 519 respondents (11.7%) left inapplicable or irrelevant comments.
- 288 respondents left comments making other suggestions and queries. Suggestions were made in relation traffic changes, signage, electric vehicles, enforcement.

"The emergency barrier should be reinstated on the corner of Ennersdale road and Leahurst road to slow traffic and remove heavy trucks from the street."

4.7 Further Feedback: Are there any streets in the area where you have particular concerns about speeding vehicles?

Every street was given its own code and manually checked to see if respondents mentioned a speeding issue for that particular street. See below for a full list of streets respondents mentioned in their comment as experiencing speeding issues.

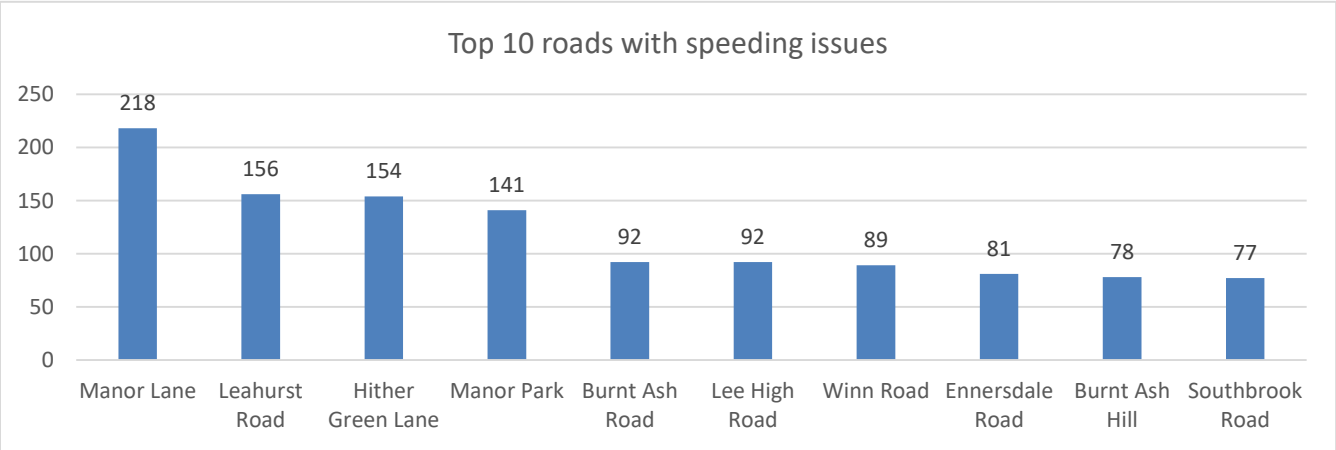


Figure 72: Graph displaying the top 10 road names that mention speeding issues.

Some respondents mentioned they would like to see speed enforcement cameras on the following roads:

Road	Number of respondents	Comment
Unspecified or General	57	Cameras rather than more damaging speed bumps. Some drivers are less responsible and respectful of residential streets.
Hither Green Lane	15	Speeding continues to be a problem on Hither Green Lane. Perhaps this could be improved with cameras?
Manor Lane	14	Manor Lane is a particular hazard and would benefit from some measure of speed control, i.e. speed bumps, speed cameras.
Winn Road	12	Winn road is 20m but hardly any cars come down at that speed. They all speed down the hill dangerously. Surely there should be 2 camera's along the route.
Manor Park	10	Manor Park. It's a wide open road, the speed bumps are easy to avoid, some drivers are reckless. Needs a camera.
Baring Road	6	Baring road although there are speed restrictions of 20MPH this is not adhered too, cameras would have a better effect.
Brownhill Road	6	I have seen on the main roads cars and motorbikes speeding to well over the speed limit. This needs to stop so maybe more cameras are needed in some spots, Brownhill Road is an example.
Burnt Ash Hill	6	Also speed camera and speed humps on Burnt ash hill should be introduced. There is 20 mph speed limit and I have never seen anyone going 20.
Leahurst Road	5	I think there definitely needs to be a 20mph limit on Leahurst enforced by cameras.

Table 6: Summary of the roads that mentioned speed enforcement as an issue the most.

4.8 Q13. Do you have any further comments you would like to share?

Question 13 provided a text box inviting respondents to write any other suggestions, queries, or comments about the LTN and entire consultation.

- Total respondents who left a comment: 3,975 (270,000 words)

Below is a description of each of the themes included within the thematic framework that was used to analyse the free text comments.

See below for a tally of all comments categorized under these themes.

Public Transport (improve/ invest)	Comments mentions that council should do more to improve public transport. This may include requests for more routes, services, and cheaper fares.
Improve roads/ Traffic changes/ signage	Improve roads i.e., fix potholes. Traffic changes i.e., make road one way, speed bumps, modal filter, signage etc.
Improve pedestrian experience	Improve footpaths, pavements, add benches or other comments to improve pedestrian experience.
Improve Cycling Infrastructure (more lanes, bike storage, discount)	More lanes, segregated lanes, bike storages/racks, discount, training, cycle hire, etc
Enforcement queries	Comments which raise up issues about enforcement (impossible to enforce, money-grabbing exercise, unfair to financially penalise etc)
Other suggestions	Electric Vehicle charging points, timed restrictions of LTN, public toilets, fight crime instead, create children's area, plant trees, spend money on 'X' instead, etc
Safety	Comments which mention safety is compromised as a result of the LTN - cars driving bumper to bumper, safety of children, elderly, road rage and increased danger.
Pollution/ Environmental Issues	Air quality and pollution will decrease and/or make no difference. Noise also goes in here!
Congestion/ Traffic flow	Traffic will come to a standstill. Most comments may mention traffic will be displaced onto nearby roads (rat-running) or travel times take longer.
Consultation (biased, survey, political motive, inadequate, covid funding etc)	Consultation comments relating to the process whether it's the survey, representativeness, political/green activists pushing an agenda, taking advantage of covid funding, more evidence required, missing data, LTN implemented without consultation, or similar comments
Disproportionate Impact (socio-economic)	Some areas may benefit more than others (including wealthier people/areas). Many people have mentioned wealthier areas stand to gain a disproportionate favour while impoverished areas bear the brunt of the LTN proposals.
Emergency Vehicles Concern	Emergency vehicle (ambulance, fire engine, police etc) times and response will be impacted.
Disability/Elderly	LTN will negative impact disabled or elderly residents who cannot walk or cycle
General/ Other Against	Other/General comments that do not specify a reason. Other reasons may include negative impact on business, weather conditions impact travel habits, people won't cycle/walk more, housing etc. Many comments which mention they are against the LTN without specifying a reason.
Safety increases	Safety is increased (there may be overlap with 'promotes active travel' - especially if they feel they have confidence to cycle/walk as a result of increased safety

	which would mean this is subject to being categorised under more than one theme.
Pollution/ Environmental Improves	Air quality and pollution will improve. Also, Noise.
Congestion/ Traffic flow improves	Congestion and traffic flow will improve
Promotes active travel	Promotes walking/cycling and discourages motorised vehicles
General/Other (including extend LTN) Support	Other comments people mention that do not fit in the red categories or general comments supporting LTN without specifying reason. If respondents mention they would like to see LTN extended or include another area code under this category
N/A	Comments which are irrelevant, neither positive nor negative or a suggestion. Many comments have simply states 'see above'.

Table 7: Table displaying Supporting comments (Yellow), Negative comments (Red) and positive comments (Green)

4.9 Q13: Breakdown of negative themes

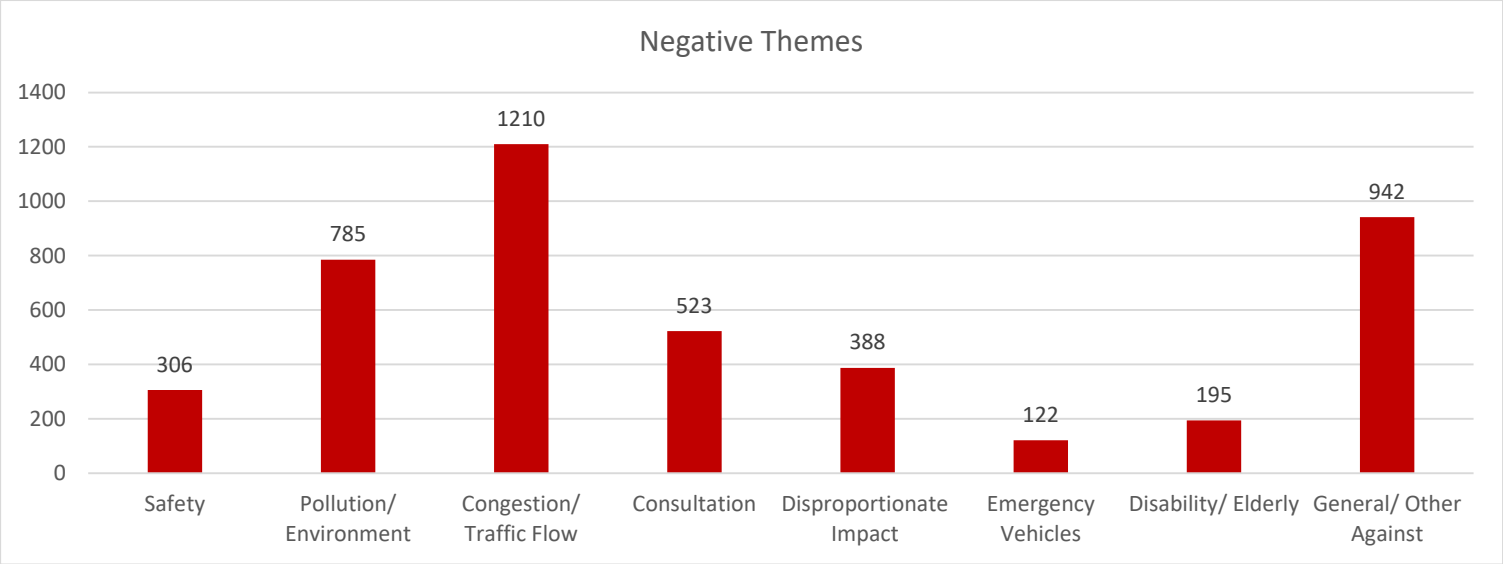


Figure 73: Graph summarising negative comments left on Q13.

- 1,210 (30.4%) mention congestion and traffic flow would be negatively impacted by LTNs.

"LTNs actually create more traffic."

- 942 (23.7%) made a general comment saying they're against LTNs. Some comments may have mentioned LTNs exacerbate other issues (parking, local businesses) as well.

"Remove LTNs and invest in other methods, they don't work, they just create traffic, people won't stop driving because of them."

- 785 (19.7%) mentioned pollution and other environmental drawbacks (noise) would result due to LTNs.

  "Remove them, this is not the way, pollution is pushed onto the main roads and affects those living/using them even more."

- 523 (13.2%) made negative comments about the consultation procedure.

  "Share plans with residents prior to implementing them"

- 388 (9.8%) left a comment about how there would be a disproportionate impact in some areas.

  "Please consider the negative impact on those who have not had their roads closed, not just those that have benefited from the scheme."

- 306 (7.7%) left negative comments about safety.

  "Live in the area and see the impact it is causing all of us. Look at the rate of accidents going up"

- 195 (4.9%) made comments about disable/elderly.

  "The changes to allow blue badge holders from Lewisham only to have exemptions is pointless for those on the other side of the borough boundary who also need to access Lewisham hospital by car."

- 122 (9.8%) left a comment about how LTNs affect emergency vehicle response times.

  "You are messing up people's livelihoods and preventing people from receiving medical care from ambulances due to this and closing roads."

4.10 Q13: Breakdown of positive themes

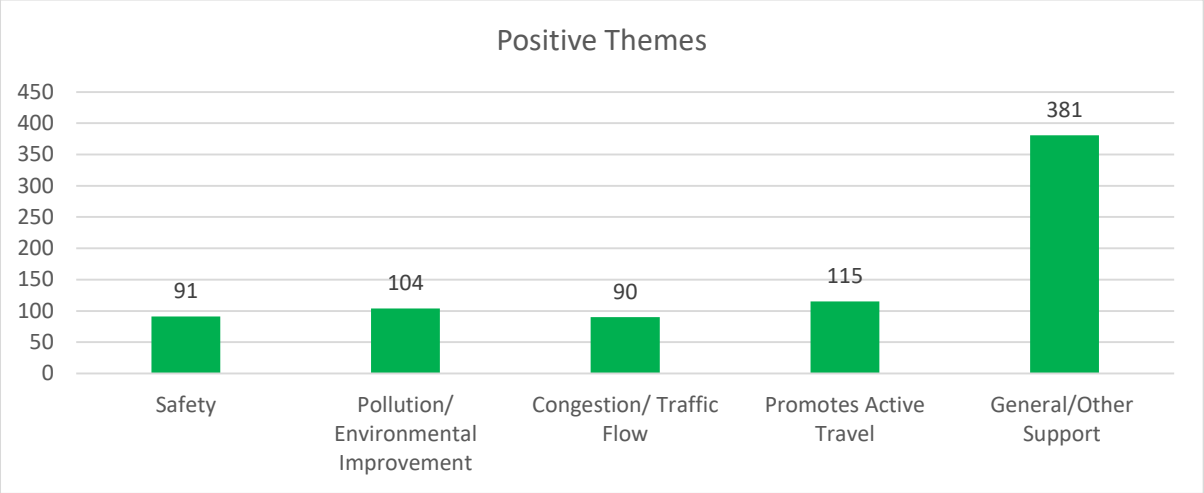


Figure 74: Graph summarising positive comments left on Q13.

- 381 (9.6%) left a general comment about how LTNs are good without going into detail. Some mentioned other reasons or suggested it should be extended.

"Please continue to roll out LTNs in neighbouring areas such as Catford."

- 115 (2.9%) felt LTNs encourage people to walk or cycle more.

"I am thrilled with the way the LTN's have impacted on the local area and I think a lot of people have been encouraged to take up greener methods of transport as a result."

- 104 (2.6%) made a positive comment about LTNs improving air pollution and/or noise.

"The LTN is great. Less pollution - feel healthier."

- 91 (7.7%) left negative comments about LTN's enhancing safety.

"As a woman, I feel much safer cycling through LTNs instead of around busy roads and speeding traffic, where cars often feel entitled to hooting at anyone they feel is 'in their way' "

- 90 (4.9%) made comments about how LTNs improve congestion and traffic flow.

"Keep on going to reduce car traffic. I fully endorse any actions you can take to deliver this."

4.11 Q13: Suggestions left via free-text responses

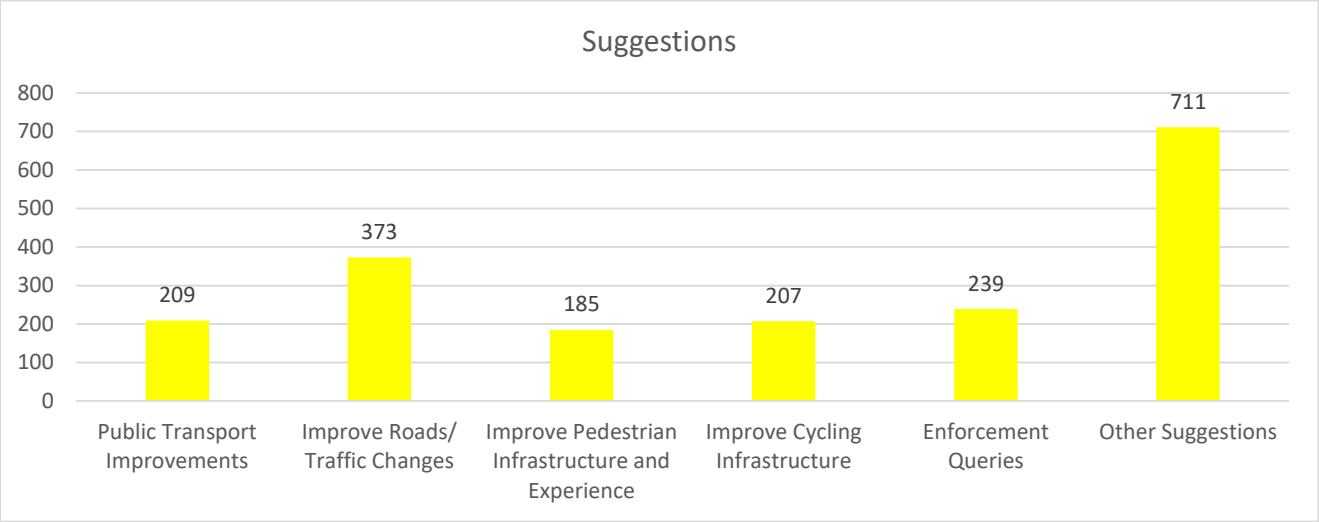


Figure 75: Graph summarising suggestions left on Q13.

- 711 (17.9%) left other suggestions. Some suggestions referred things unrelated to the original or revised LTN areas, however many respondents asked for planting trees, electric vehicles etc.

"Just get rid of it and put in place more electric charging points"

- 373 (9.4%) asked for traffic changes. Suggestions included including one-way, signage, traffic light phasing etc.

"Clearer signage on Dermody Rd means more people take notice and can turn around, but maybe no entry signs would be more obvious."

- 239 (6.0%) left comment about enforcement. Many wanted greater enforcement on speeding, some wanted restrictions on parking and cycling on pavement restricted.

"There should be enforcement for every road user, so their safety is protected "

- 209 (5.3%) made a comment saying public transport needs to improve if people are to stop using their cars.

"The only way people will stop using their cars is when public transport is safe reliable and inexpensive.

- 207 (5.2%) left comments about improving the cycling infrastructure. Majority of comments focused on adding cycle hangers/storage or providing cycle lanes.

"Cycle hangars in as many streets as possible would actually be a big incentive for people to cycle as many people lack storage space for adult bikes in my neighbourhood."

- 185 (4.7%) made a comment about improving the infrastructure for pedestrians and enhancing their experience. Most suggested additional crossings and pavement widening.

"There should be more pedestrian crossings near traditional school streets in the area."

5 ADDITIONAL RESPONSES

5.1 Key stakeholder responses

Additional responses were received via email over the course of the consultation period by numerous key stakeholder organisations and political party members. These are summarised below.

Len Duvall AM

- Agrees with aims and objectives set out by the council but raises that there are other ways of achieving these through such things as ULEZ.
- Very little is raised in the consultation regarding to displacement of traffic. Traffic will need to be reviewed in the coming months and better communication with neighbouring boroughs is needed.
- The impact to emergency services must be kept under review.
- Road closures should be the last resort if alternatives cannot be found to achieve desired outcomes.
- Raises that local communities do not like change and that the approach of working with the community should be practiced rather than a 'take it or leave it approach'.

London Ambulance Service (LAS)

- The pace of which the initial LTN was implemented left little time for constructive consultation with emergency services in order to understand impacts on emergency service access.
- Since the implementation **13** incidents of delays have been reported by ambulance crews responding to or conveying care in the borough. **10** of which were specifically recorded within the Lee Green LTN area.
- Support measures to improve public health by reducing traffic and encouraging walking and cycling, but know that changing road layouts, implementing road closures and traffic management schemes all have potential to impede response times to the most critically ill people.
- LAS are asking that we consider looking at alternatives to physical barriers such as Automated Number Plate Recognition (ANPR) cameras.
- Ambulance crews are able to report delays on internal reporting systems. Each report is reviewed and if relating to road conditions reported to either TfL or local borough(s). The Lee Green LTN was highlighted as one location causing delays to ambulance crews due to hard closures. These were fed back to traffic officers in the council.
- As a result of delays LAS are meeting and working closely with the council on a regular basis to discuss existing and new scheme designs.

Metropolitan Police

- Feedback was provided by a local Sergeant involved with the Safer Neighbourhoods Team at Lewisham/Lee Green.
- Borough officers are receiving penalty charge notices (PCNs) when the original traffic order would have expressed exemption for emergency vehicles.
- Some officers refusing to police certain areas as a result of PCNs and causes a large amount of paperwork.
- Automated number plate recognition cameras (ANPR) are favoured over physical closures.

Janet Daby MP for Lewisham East

- Has been contacted by over 540 residents during the lifespan of this scheme.
- Over 400 emails received during the initial period prior to changes made in November 2020.
- Only 10 emails since consultation had commenced.
- 90% of emails were not in favour of the LTN.
- The revised LTN has been positive and has a positive impact on residents. The decision to reconsult on the LTNs was the correct course of action.
- Supportive of LTNs being the way forward and strongly support what they stand for in encouraging walking and cycling, improving air quality, reducing noise pollution and making roads safer.
- Must ensure we continually consult, inform and update local residents when significant changes take place.
- Welcomes the implementation of electric vehicle charging points, green walls, cycling paths and green walking areas.

Royal Borough of Greenwich

- Greenwich support fair and equitable low traffic neighbourhoods
- Engagement from the public identified strong concerns from Greenwich residents about the effects of the revised LTN.
- Significant concern regarding the displacement of traffic generated by these LTNs into Greenwich, including roads like Horn Park Lane, Abergeldie Road, sections of Westhorne Avenue, Scotsdale Road, Crathie Road, Weigall Road and Ravens Way.
- Encourage Lewisham Council to work with Greenwich on this and would be keen to see any traffic data supporting Lewisham Council's decisions and its assessment of the potential impacts on Greenwich.

Royal Borough of Greenwich Opposition Group

- The Lewisham and Lee Green LTN has generated strong views and opinions in both Lewisham and Greenwich. This has been exacerbated by the council's failure to consult with residents prior to implementing the scheme.
- Concerned by the impact that the LTN has had on traffic levels on Greenwich roads, particularly areas around Eltham Road, Sidcup Road, Westhorne Avenue and Weigall Road.
- Greenwich residents have had no say in the process and are experiencing knock-on effects of increasing pollution levels, defeating the objectives of the Lewisham and Lee Green LTN scheme.
- Acknowledge the importance of encouraging residents to use healthy modes of transport. However, do not believe that the Lewisham and Lee Green LTN has achieved this.
- Are against the continuation of the scheme in its current form and urge that any future schemes should be designed with involvement of both Lewisham and Greenwich councils with full impact assessments prior to consultation. Any full consultation must show the majority of residents support the scheme for it to be installed.

London Cycling Campaign (LCC)

- Representing the local borough group Lewisham Cyclists (LC) which are part of LCC.
- Fully supports the original scheme with specific points raised focusing on cycling elements and how they believe it could be improved.
- Feel that the original LTN was not effectively trialled due to the decision to remove a number of modal filters in October 2020. During this period traffic volumes were not representative of pre pandemic levels.
- LCC would like to see two-way modal filters restored on Manor Lane, Leahurst Road, Manor Park and Dermody Road.
- LCC would like to see more dedicated cycling infrastructure in Lewisham. An integrated cycle network which meets London Cycle Design Standards and enables residents to choose cycling as a viable mode of transport.
- Lewisham cyclists observed a number of members who found the original LTN encouraged them to walk, wheel and cycle with their families more as a result of the LTNs.
- Would like the Council to continue to roll out similar schemes in Hither Green, Grove Park, Rushey Green, Brockley and Catford South.
- LCC propose that to compliment the LTN, cycle tracks should be protected on Burnt Ash Road, Baring Road and Lee Road, providing

further connectivity the local areas. This route is currently not possible by public transport but could be cycled in 15 minutes.

Lewisham Pedestrians

- The comments and observations by Lewisham Pedestrians are given as a community group that represents the interest of 300,000 pedestrians in Lewisham.
- The introduction of LTNs is welcomed by those who are walking as they provide safer routes from residents' homes for regular exercise and access to public transport, shops and services.
- The original LTN should be re-instated as it was trialled for a very little time before being amended in October 2020.
- LTNs cannot be judged based on isolation.

LiveLee

- A resident's group from the streets east of Burnt Ash Road.Hill including Royal Borough of Greenwich streets.
- The effects of the LTN have been transformative. The rat running experienced by out-of-borough commuters caused Abergeldie Road, Horn Park Lane, Upwood Road, Cambridge Drive, Dorville Road and Woodyates Road to become busier than the A20 during the week.
- The Mayor together with members and officers are to be thanked as they did achieve a remarkable change. People are now able to walk safely, chat with neighbours and enjoy their leisure at home. Many have almost stopped driving and people from outside our streets have been able to use them for exercise during the pandemic.
- The scheme does stop rat running. But feel the bollards should be replaced with either street furniture or ANPR. It has been evident that the bollards that are up have been vandalised.
- Commuter parking is returning and we would like to see the inclusion of a CPZ introduced on all our streets on a trial basis with consultation.

Make Lee Green

- Make Lee Green is a resident's group that supports measures to improve the health and quality of life of people in the Lee Green area and across Lewisham
- Wish to maintain the original LTN and restore the parts that were removed in October 2020.
- Traffic is substantially reduced, with lower emissions and quieter, healthier streets with surrounding roads are also benefiting

- Residents are responding by choosing to walk and cycle as a safer alternative to driving. Any decision to remove or further dilute the LTN would see these benefits lost.
- The choice is between a positive vision of Lewisham as a safer, healthier, more sustainable community, or one where we surrender our streets to ever increasing levels of traffic and pollution.

One Lewisham

- A campaign group with over 700 active members.
- A formal objection was raised by the campaign group.
- The scheme causes a number of significant issues. The council have attempted to address some of these issues in the changes in November, but the evidence presented is that whilst there may have been improvements in some areas, other areas were less fortunate.
- In your own review of this scheme, with results reported via Sustrans, there isn't a single area within the LTN that suggested that this has had a positive impact on them walking and/or cycling.
- The current LTN fails at delivering Social Distancing opportunities. Too many roads, like Fernbrook, Leahurst, Longhurst, Dallinger, Holme Lacy etc. have cars parked on the pavements. This means it is impossible to maintain 2 metres when passing someone as the pavements aren't 2 metres wide.
- Looking at reported accidents, most of them happen around the scheme and not in it. We would argue that these areas should be looked at first.
- Undoubtedly pollution inside the scheme will have gone down. At least from motor cars as they will no longer be able to access Lee Green. However, at what cost? Your own stats, published in your consultation documents shows, that even with traffic lower than before the pandemic, pollution has risen on surrounding residential roads.
- We analysed the pollution data published in November for the previous scheme design. It showed that pollution on the roads surrounding the LTN had increased by 20% compared to elsewhere in the borough.
- There has been no consultation of people around Lewisham. Grove Park, Catford, Lewisham Central, for example, are all affected by this scheme and yet never had a voice. Minimal consultation for those inside the LTN who weren't involved at it's conception.
- At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme.

- At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme, but this has since been revised.
- TfL data shows that bus journeys in the area were significantly delayed.

6 SUMMARY OF DEMPGRAPHIC QUESTIONS

This section provides a breakdown of the demographic and equality questions asked as part of the consultation.

What is your age?

Respondents were asked to select their age.

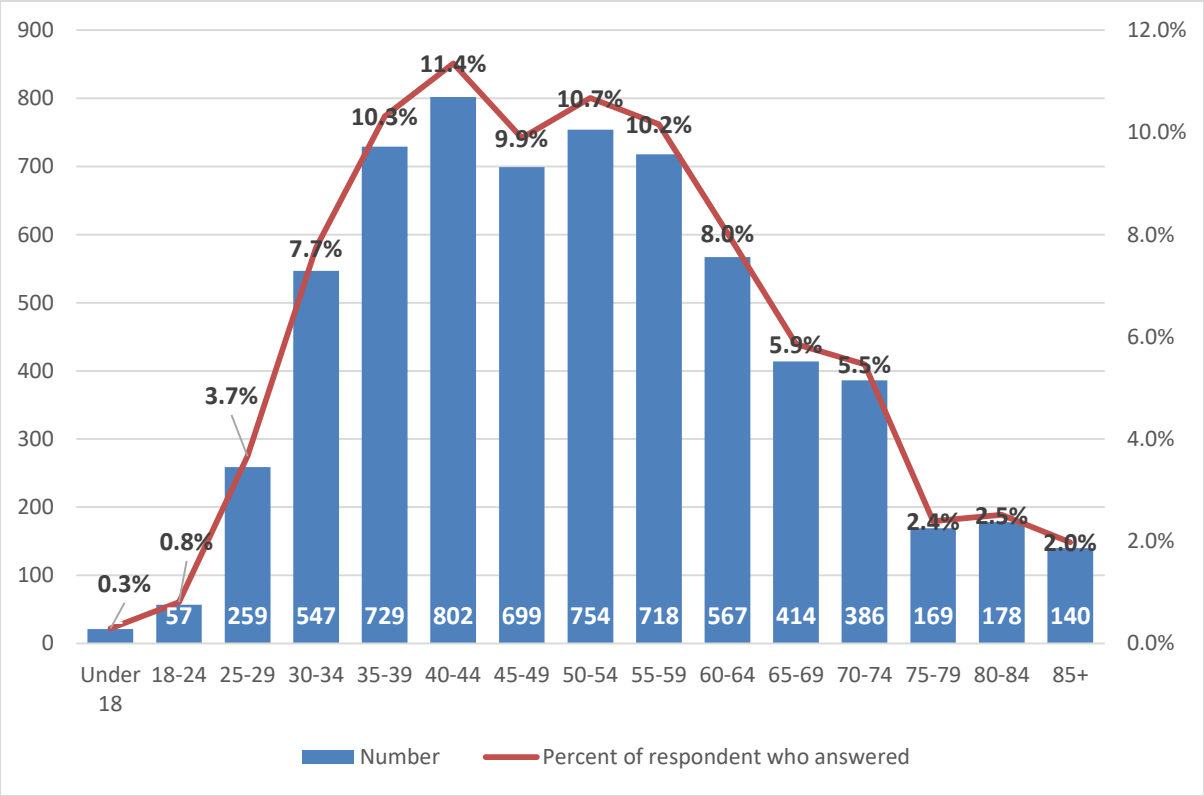


Figure 76: Age split

- 40- to 44-year-olds were the most popular age category accounting for almost 11.4%% of all responses.
- 35 to 39-year-olds (10.3%), 50 to 54-year-olds (10.7%) and 55 to 59-year-olds (10.2%) were the next most popular ages.
- 45- to 49-year-olds accounted for 9.9% of all responses.
- All other age categories accounted for less than 10% of all responses.

What is your sex?

Respondents were asked to select their sex.

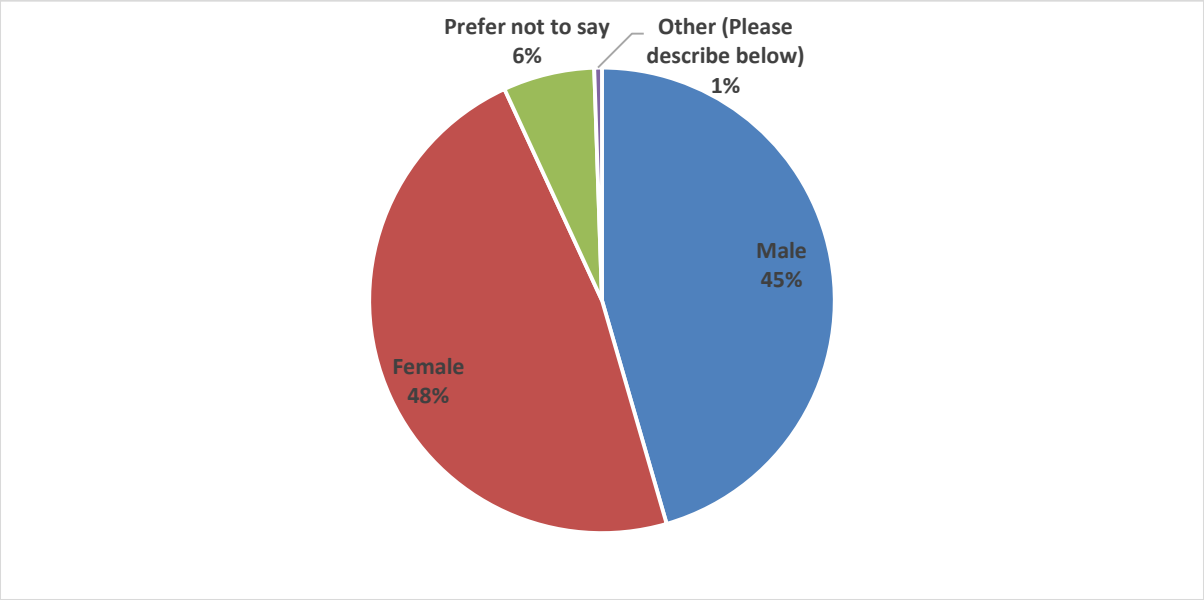


Figure 77: Gender split

- 48% identified as female and 45% male
- 6% of respondents preferred not to say their gender.
- 1% of respondents said ‘other’ (most questioning the relevance of the question).

What is your ethnicity?

Respondents were asked to provide their ethnicity.

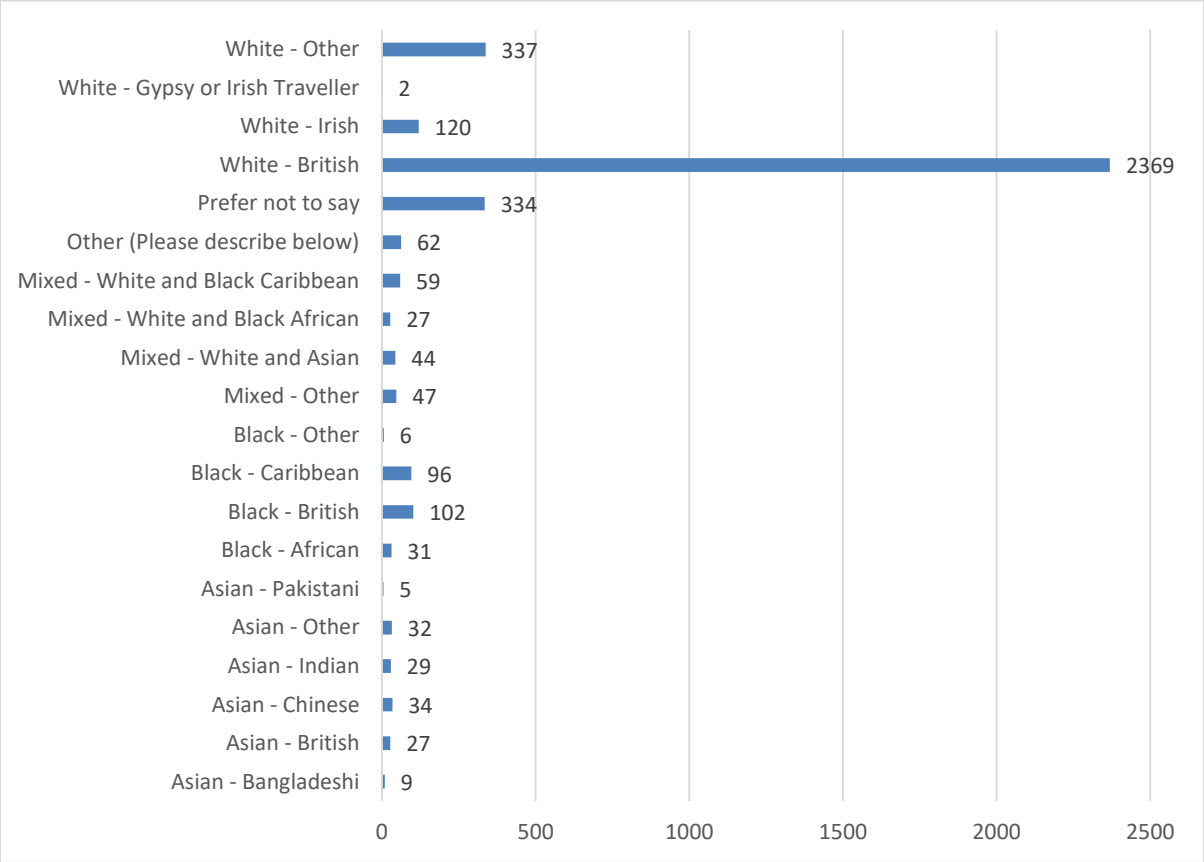


Figure 78: Ethnicity

- 63% of respondents described themselves as White British.
- 9% of respondents described themselves as White Other.
- 9% of respondents preferred not to say.
- 3% of respondents described themselves as Irish.
- The remaining respondents accounted for less than 3% of all respondents.

Do you consider yourself to be a disabled person?

Respondent were asked if they considered themselves a disabled person. The chart below provides a tally of the answers.

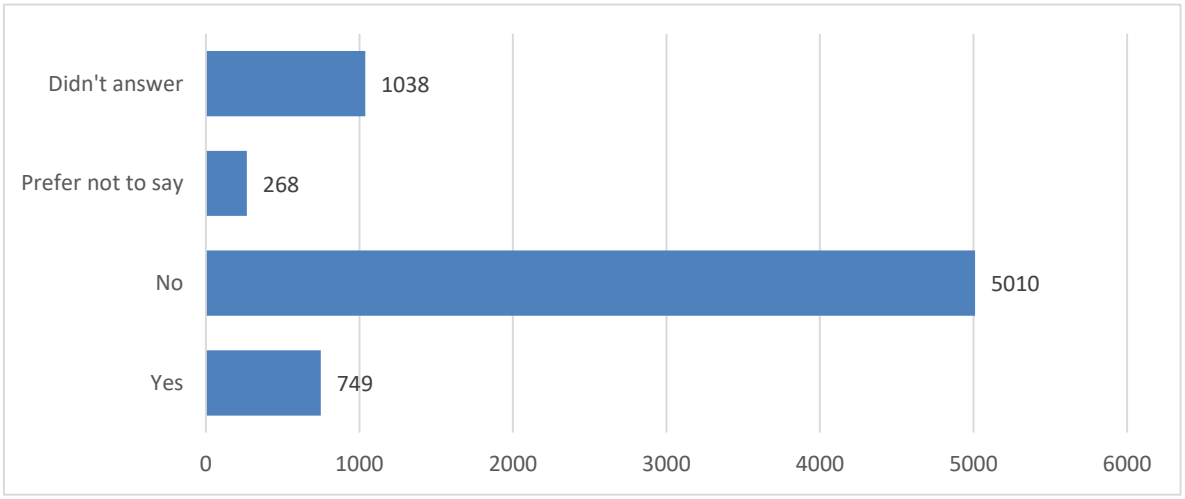


Figure 79: Disability

- 71% of respondents said they do not identify as a disabled person
- 15% left the question blank providing no answer.
- 11% said they do identify as a disabled person.
- 4% of respondents preferred not to say.

Disability Type - How would you describe your disability?

Respondents were asked to specify the type of diability they had. The responses have been tallied and summarised below.

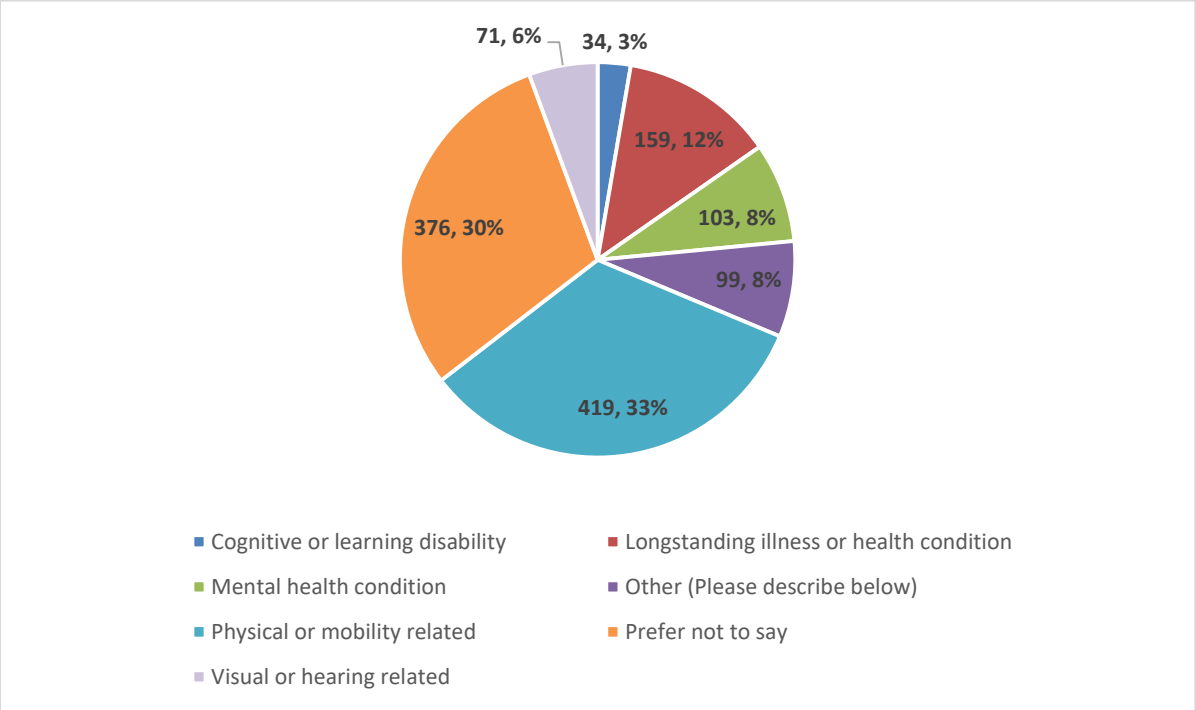


Figure 80: Disabled condition

- 33% of responses accounted for a physical or mobility related disability.
- 8% of responses accounted for a mental health condition.
- 12% said they had a long-standing health condition or illness.
- The remaining disability types were mentioned 8% or less.
- 8% mentioned the ‘Other (Please describe below option).

Do you have any access requirements?

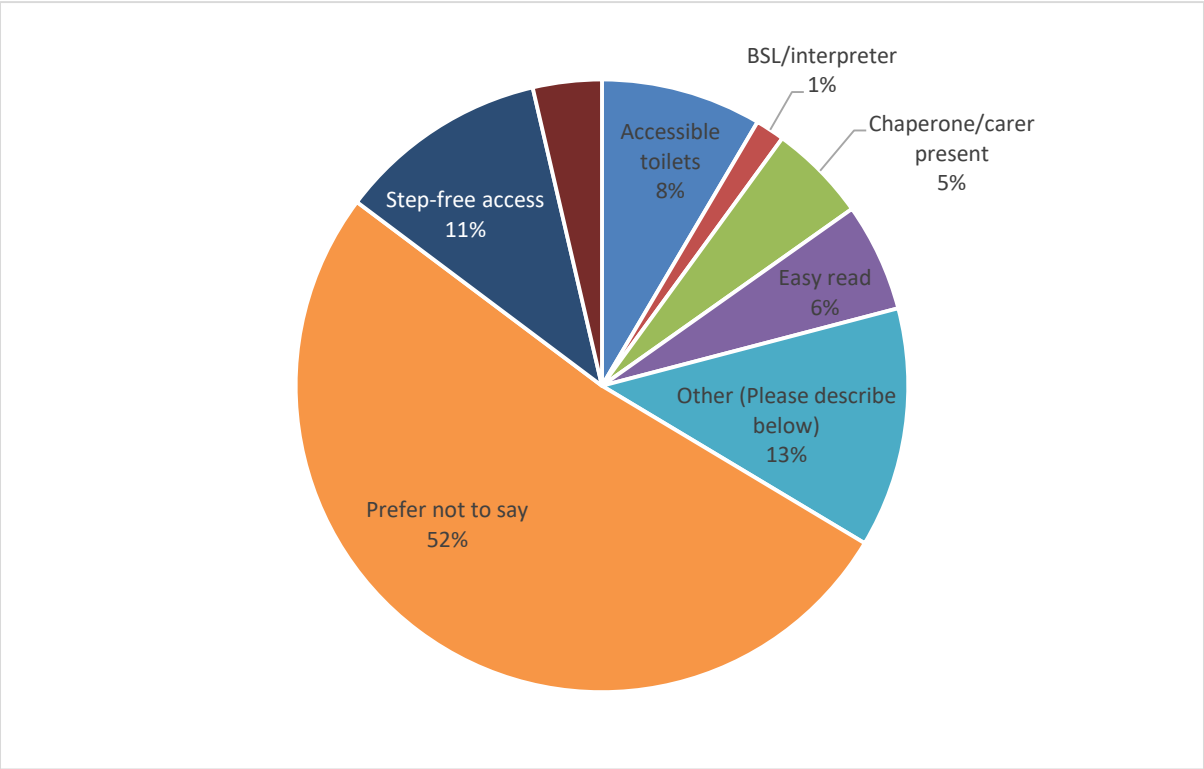


Figure 81: Accessibility requirements

- 52% of people preferred not to say.
- 13% selected the 'Other (Please describe below)'
- 11% of people said they would like step-free access.
- 8% said they would like accessible toilets.
- 6% said they would like facilities to be easy read.
- The remaining accessibility requirements were 5% or less.

What is your religious belief?

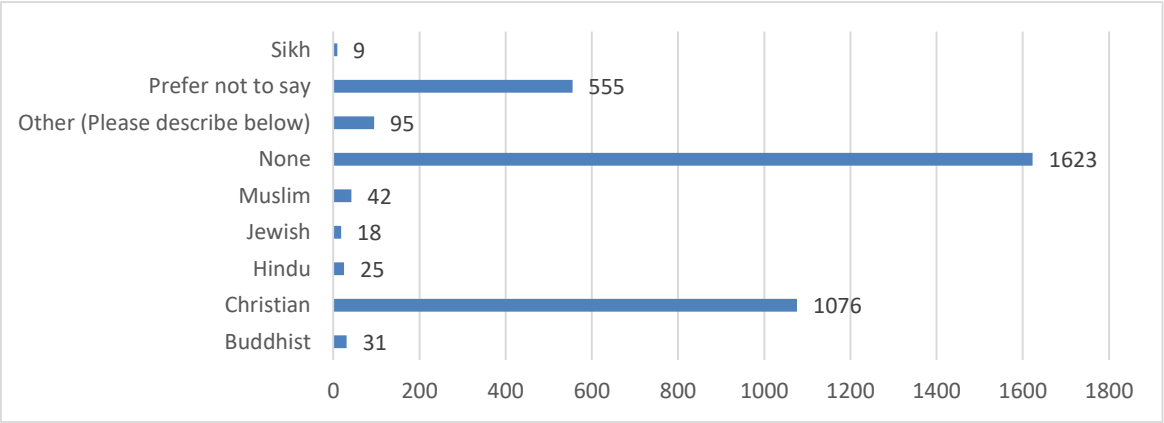


Figure 82: Religious beliefs

- 47% of all respondents said they had no religion
- 31% of all respondents were Christian
- 3% of all respondents selected the 'Other (please describe below)' option. Vast majority of people commented question is irrelevant.
- The other options accounted for 1% or less of all responses.

How would you define your sexual orientation?

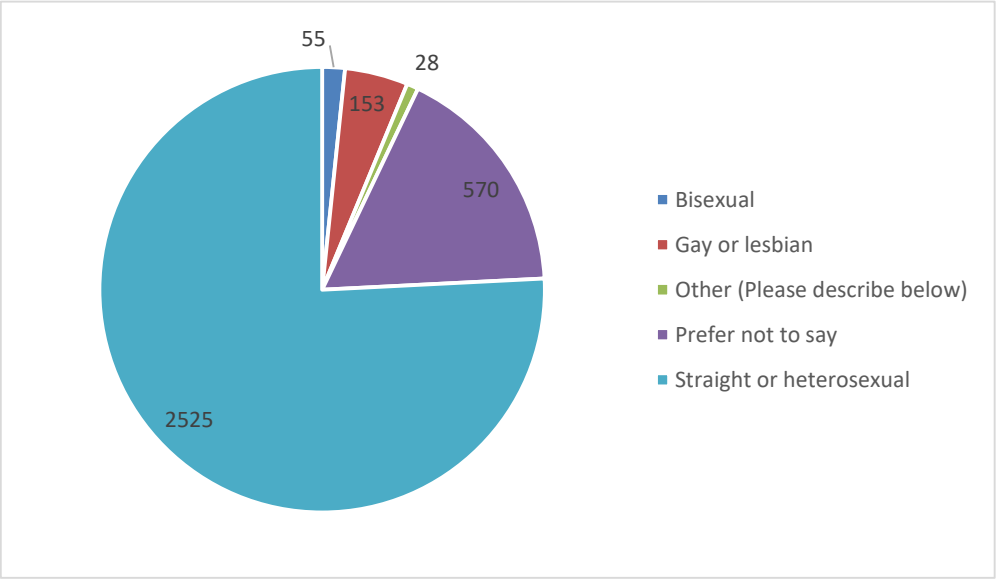


Figure 83: Sexual orientation

- 76% of people identified as straight/heterosexual.
- 17% preferred not to say.
- 5% were gay or lesbian.
- 2% were bisexual.

- 1% of people selected the ‘Other (please describe below)’ option – most people again questioned the relevance of the question.

Is your gender identity different from the gender you were assigned at birth?

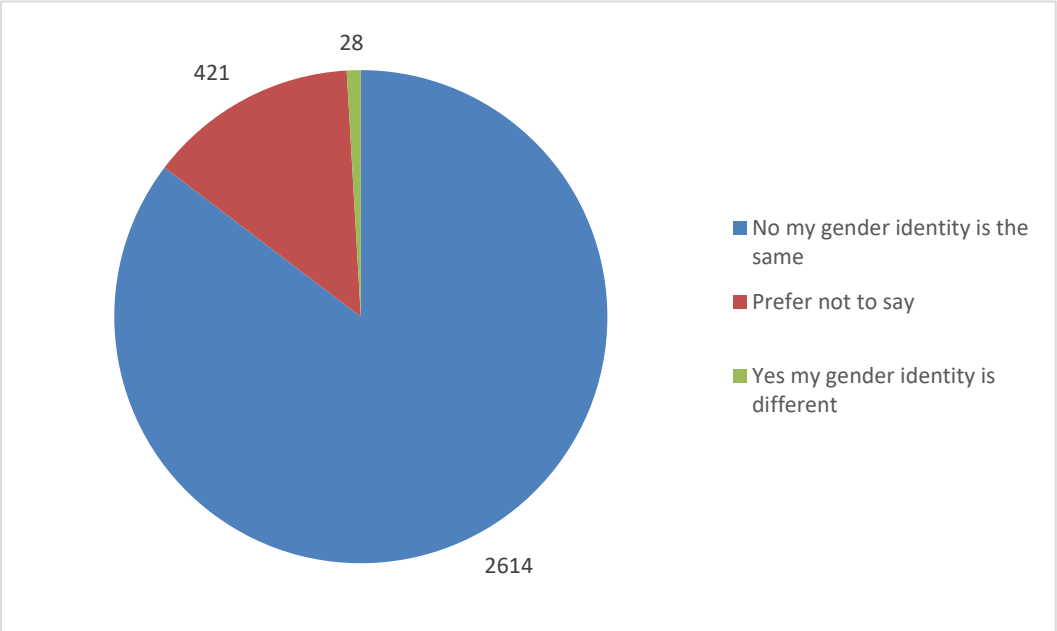


Figure 84: Gender identity

- 85% of respondents said their gender identity is the same as birth
- 14% of respondents preferred not to say.
- 1% of respondents said their gender identity is different.

If you live in Lewisham, which ward do you live in?

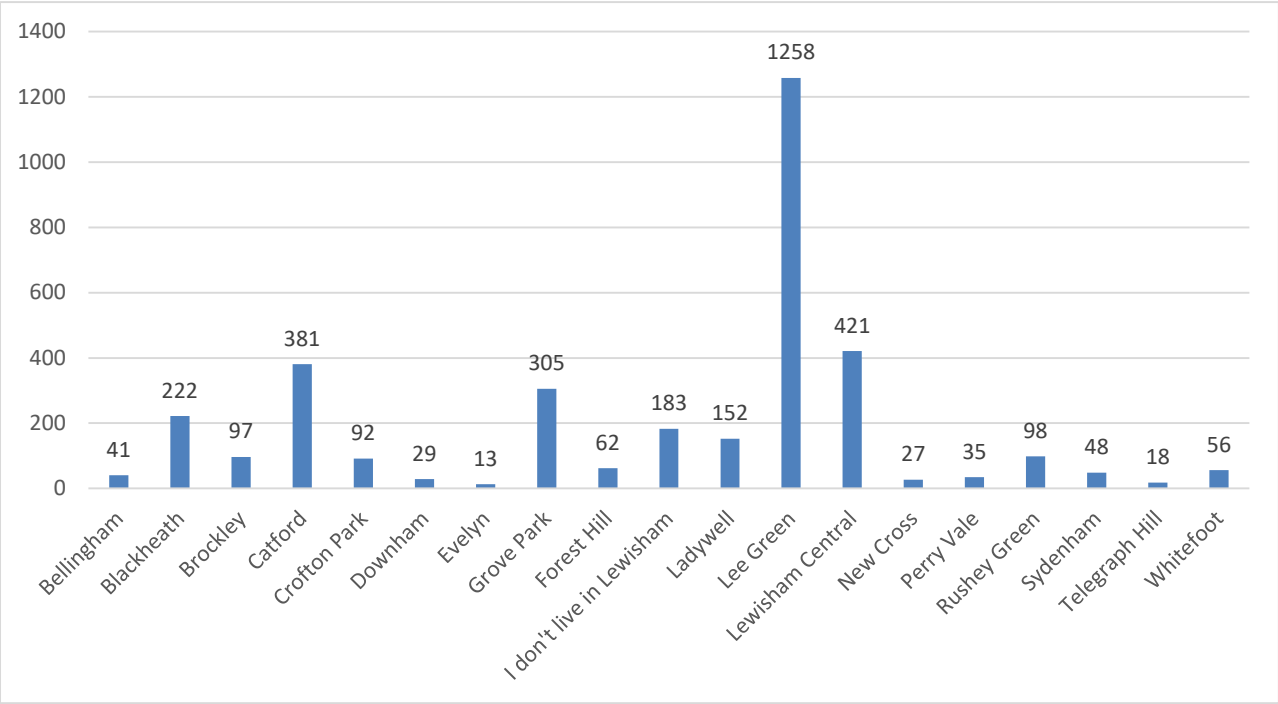


Figure 85: Ward representation

- 36% of all respondents who answered the question said they were in Lee Green ward.
- 12% said they were in Lewisham Central.
- 11% said they were in Catford.
- 9% said they were in Grove Park.
- 6% said they were in Blackheath.
- The remaining wards were selected 4% or less.

Appendix H Summary of findings and concerns

Lewisham & Lee Green Low Traffic Neighbourhood

Date: November 2021

1. INTRODUCTION

1.1.1 This report considers the most common comments raised during the public consultation with respect to the council policies and future programmes, Equality Impact Assessment, data surveys and information provided from scheme partners such as Transport for London and statutory undertakers (including the emergency services).

1.2 The LTN will cause traffic displacement onto boundary roads leading to congestion and longer journey times

1.2.1 The Lewisham and Lee LTN is one part of the wider Lewisham Transport Strategy and Local Implementation Plan which details the aspirations for the borough up to 2041 and how it contributes towards achieving the ambitious visions of the London Mayors Transport strategy (MTS).

1.2.2 This strategy is enabling the Borough to plan strategically for transport, to achieve the broad MTS goals of Healthy Streets and healthy people, a good public transport experience and new homes and jobs. A key part of this strategy is the development of healthy neighbourhoods in order to reduce traffic and encourage active travel across the borough.

1.2.3 One of the aims of developing healthy streets is to actively encourage people especially those undertaking short journeys to consider more active and sustainable alternative modes of travel and therefore reduce motor vehicle trips rather than displace to other parts of the network

1.2.4 Traffic flow and bus journey time data is seen as a good indication to what impacts new measures could be having on the main roads. The monitoring report outlines in detail the changes in journey time over the last 18 months. The most recent data from October 2021, vehicle trips and bus journey times were on a par with the 2019 baseline values and had not change dramatically, indicating that trips have changed and not just migrated onto other parts of the network.

1.2.5 The public consultation also suggests that those with cars are already walking and cycling more with 21% (1,483) of all respondents agreed or strongly agreed that the revised LTN had encouraged them to walk or cycle more and 14% (751) of car drivers said the LTN had encouraged them to walk or cycle more.

1.2.6 In addition, the scheme was implemented very quickly on a temporary basis with a limited amount of funding and therefore we were unable to implement the scheme with a full range of complementary measures. Going forward it is proposed that further complementary measures are implemented to improve the street environment and create a further reduction in short car based trips. These measures include introduction of EV parking bays, cycle hangars, increased

planting and greening, additional/ improved pedestrian crossing facilities, traditional school streets and additional enforcement of roads where speeding has been identified

1.3 The LTN will cause traffic to displace into other areas outside the LTN

1.3.1 The Council have been undertaking traffic surveys and working with TfL to understand the impact on traffic both within and outside of the LTN. The current data sets from the traffic surveys reveal that the average traffic flows within and on the roads immediately surrounding the LTN have actually reduced by between 20% and 60%, when comparing pre scheme to the revised scheme. Data from TfL also reveals that the traffic flows and bus journey times on the A205 are within the 2019 baseline data sets, so have not recorded any major changes.

1.4 Due to changes in traffic patterns air quality outside the LTN will get worse

1.4.1 Unfortunately, the Air Quality data following the dates provided in the monitoring report have not yet been validated and published. The monitoring report however does detail that on average the original scheme resulted in a marked improvement for roads that were surveyed* and that the data details that air quality on average NO_2 levels have pre scheme to revised scheme are similar and within a standard deviation. This will soon be published by the Councils Air Quality team in the future. However the data provided from traffic surveys and TfL indicate that with the reduction in average traffic flows that this should result in an improvement in Air Quality, this will however need further investigation and review when the AQ data is published.

1.5 The LTN will impact Emergency Services as it will take longer to get into the area.

1.5.1 The Council has been working closely with the emergency services to understand any impact the scheme has had in relation to emergency services. Through this partnership the London Ambulance Service had reported a small number of incidents that led to delays within the original LTN area. The changes made in November 2020 help to address these concerns.

1.5.2 In order to mitigate further these concerns, all proposed modal filters within the area are proposed to be changed to ANPR camera's which will exempt emergency services. As well as increasing access to the area it will also provide a reduced traffic route to other parts of the borough.

1.6 Those with disabilities who can't walk or cycle and have to use a car will be disadvantaged

1.6.1 The design of the scheme is to discourage through motor vehicle traffic and encourage more sustainable and active travel, however we recognise that this is not always possible for those with a disability who have to drive. This is why all

areas are still accessible by motor vehicle although in some circumstances different routes will need to be taken.

1.6.2 To improve accessibility in the area further a key part of the scheme was to allow registered Lewisham blue badge holders to be exempt from camera enforced modal filters.

1.6.3 With all options for the future recommended to convert modal filters to camera enforcement within the LTN, the exemption will be extended to these areas to enable those with a registered Lewisham blue badge to travel throughout the LTN area.

1.6.4 It should also be noted that TfL research (TfL: 2019) shows that the most common mode of transport used at least once a week for disabled Londoners is walking, followed by using the bus. Travelling by car as a driver is the least common.

1.7 Although quieter there are no incentives as part of the scheme to encourage more walking and cycling.

1.7.1 The scheme was implemented very quickly on a temporary basis with a limited amount of funding provided by TfL for the main modal filters and therefore we were unable to implement the scheme with a full range of measures, as we would have traditionally. We recognise that to encourage trips to be more sustainable we need to make these trips easier, more pleasant, and convenient.

1.7.2 From the public consultation responses we have seen that residents are walking and cycling more, and we want to see this behaviour change continue in the longer term and increase. Through the proposed package of supplementary green measures further improvements will be delivered that seek to provide the infrastructure to support these positive choices. This will include more streets trees, cycling improvements (including cycle hangars and improved signage), improved pedestrian crossings.

1.7.3 We understand journeys do not stop and start within one LTN and therefore these measures will continue within the surrounding area to the LTN.

1.8 The LTN will impact on my bus journey time which already takes too long.

1.8.1 Bus journeys are a major component to the Mayors Transport Strategy and meeting the wider transport provision and aims in the borough. The LTN is to work alongside this provision. The borough has been working closely with TfL to monitor bus journey times. It is noted that the bus journey time have fluctuated over the past 18 months, it is noteworthy that these have coincided with the tightening and relaxation of lockdown restrictions. However over the past 6 months since the scheme and lockdown restrictions have settled, the data from TfL

suggests that the bus journey times have been operating within the 2019 baseline data.

1.9 The scheme was implemented without a consultation, this wasn't fair and how are you taking on board resident and business comments.

1.9.1 Due to the timescales and expectations set by central Government, councils did not have time to consult on these changes and were expected to rapidly introduce measures that reallocated more road space to walking and cycling so that people could walk and cycle safely, whilst also maintaining social distancing. Initially people were able to provide their feedback on the scheme and its operation through the Commonplace website.

1.9.2 The council acknowledges that the scheme impacted residents due to the way it was implemented and have listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020. Further, changes were also made to the signs and road markings at the Dermody Road restriction following resident feedback.

1.9.3 More recently the Council has sought views on both the original and revised LTN through the public consultation and the responses received formed part of the wider review of the LTN and the decision about the future of the scheme.

1.10 The original LTN worked well and more vehicles are starting to use the residential streets again can it be reversed.

1.10.1 The data shows that the original LTN did have a positive impact on the aims of the project however we understand from public feedback that there were also negative impacts elsewhere and on bus journey times. This feedback prompted the changes to the now revised scheme. We are keen to strike a balance to enable us to improve the local area without impacts on the wider area. This is why the review; and public consultation have been important. As the scheme was implemented very quickly with little consultation, we are keen to ensure that we listen to the concerns of residents and implement changes in line with this for the future. It is also important that any future scheme still meets the aims and objectives of creating long lasting modal shift and continued improvements to air quality as the revised scheme has.

1.11 Since the introduction of the LTN speeding vehicles has continued and is still an issue.

1.11.1 Regardless of the outcome of the consultation there has been a commitment to introduce supplementary measures, one of these actions is to work with the police to ensure that in areas where speeding is a concern additional enforcement action is undertaken. The monitoring report concluded that within and on the surrounding roads surveyed vehicle speeds on average have reduced between 4%

and 11% indicating that the scheme has been successful in reducing overall average speeds. In the public consultation a number of comments were made on vehicle speeds of which Manor Lane, Leahurst Road, Hither Green Lane and Manor Park were the most identified. This information will be passed to the police.

1.12 The LTN has made a difference in traffic volumes but there are still lots of vehicles outside my kids' school during pick up and drop off.

1.12.1 The council are working with schools within the consultation area to introduce traditional school streets for schools that have a particular concern with excess traffic volumes during peak school travel times as part of the package of supplementary measures.

Appendix I - Options Appraisal

Lewisham & Lee Green Low Traffic Neighbourhood

Date: November 2021

1. INTRODUCTION

This report looks at options for the LTN going forward. The options have been developed based on the council policy and future programmes, Equality Impact Assessment, public engagement feedback, data surveys from scheme partners such as Transport for London and statutory undertakers (including the emergency services).

1.1 Background

1.1.1 The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first implemented in July 2020. At the time, in response to the Covid-19 pandemic, the Government was encouraging councils to urgently put measures like LTNs in place.

1.1.2 The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area. LTNs also aim to improve air quality and public health, reduce noise pollution and make roads safer, which aligns with the Council's longer term aims for the whole borough.

1.1.3 The Lewisham and Lee Green area was selected as a location for a LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as requests for walking and cycling improvements. The area covered by the LTN was also identified and approved as an area for a 'Healthy Neighbourhood' scheme in the borough Transport Strategy.

1.1.4 The scheme was implemented using a 'Temporary Traffic Order', which enabled quick implementation. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which removed/amended some of the restrictions to traffic.

2. PROPOSED IMPROVEMENTS

2.1.1 The following proposed improvements have been developed in consideration to the feedback from residents and key stakeholders as well being informed from the data survey.

2.2 Complementary measures

2.2.1 The scheme was implemented very quickly on a temporary basis with a limited amount of funding and therefore we were unable to implement the scheme with a full range of measures, as we would have traditionally. We recognise that to encourage trips to be more sustainable we need to make these trips easier, more pleasant, and convenient.

2.2.2 It is therefore recommended that regardless of the option that is selected for the future of the scheme, the following complementary measures should be implemented throughout the wider consultation area:

- more street trees and greening of public spaces and residential streets to improve the look and feel of the area and improve air quality locally.
- Introduce additional electric vehicle charging points.
- Introduce additional bike storage and parking.
- Introduce traditional school streets where feasible and schools have requested.
- Introduce/ improve pedestrian crossing points at key locations to improve accessibility.

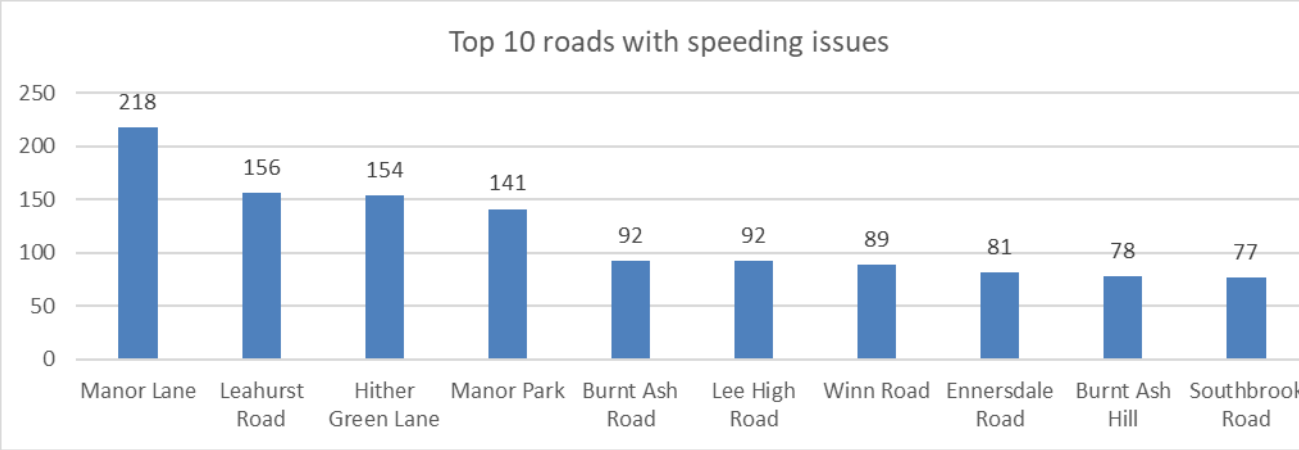
2.3 Road safety

2.3.1 To address road safety issues and resident/ parent concerns identified outside schools, a programme of traditional school streets for the wider consultation area will be developed and in conjunction with the schools themselves. This will look to address schools/ areas where parents have previously requested additional measures will be introduced during school pick up and drop off. This may include additional measures such as park and stride areas/ walking buses and closure of multiple streets where schools have multiple entrances.

2.3.2 Surveys have shown the average speed of vehicles have reduced across the area although it is clear from resident feedback that on some roads speeding is still a concern. To tackle this issue, we will work with the police and provide the speed data identifying roads and the times of day of

excessive speeding to help with target enforcement activities. The graph below shows the top 10 road names that mention speeding issues in the consultation responses.

2.3.3



2.4 Accessibility

2.4.1 Working in partnership with emergency services and those with mobility issues all existing physical modal filters will be replaced with automatic number plate recognition (ANPR) camera enforced modal filters. As part of this design both registered Lewisham blue badge holders and emergency services will be exempt to enable increased access into the whole LTN area.

2.4.2 The implementation of these complementary measures may require alteration to some of the existing modal filters if the scheme is retained due to their proximity and layout. This will require further investigation on a site by site basis when assessment works are undertaken. An example of this would be the introduction of school street around Trinity Primary School, which may require alteration of the modal filters on Leahurst Road and Dermody Road.

2.4.3 These complementary measures once introduced will improve the potential for the area to create a longer-term change in travel behaviour and will build on the changes that the public consultation has indicated have started to occur. It will also aid in improving the look and feel of the area encouraging residents and users to change travel patterns

3. DESIGN OPTIONS

3.1.1 The following options have been developed and assessed against the key objectives of the scheme and based on the council policy and future programmes, the Equality Impact Assessment, public consultation feedback, data surveys and information provided from scheme partners such as Transport for London and statutory undertakers (including the emergency services).

3.1.2 The five options considered for the future of LTN are:

1. Retain the LTN in its existing configuration.
2. Retain the LTN with timed restrictions that apply during school times only.
3. Exempt residents and business to travel through the LTN;
    a. All vehicles registered within the borough or
    b. Vehicles registered to an address within the LTN.
4. Revise the design of the LTN to remove restrictions on Manor Lane and Manor Park.
5. Remove the LTN.

3.2 Option 1: Retain the revised LTN in its existing configuration

3.2.1 Following the revision to the scheme the data monitoring demonstrate that the scheme has been successful in meeting the aims and objectives of the scheme and that it also meets the councils longer term objectives as set out in section 3 of the decision report.

3.2.2 The survey indicates that residents have already started to change travel behaviour and with the further complementary improvements it is expected that will continue to be the case.

3.2.3 The main concern which has arisen from the consultation was the impact on the main roads. The data indicates that vehicle trips and flow have reduced within the LTN. Data from TfL suggests that the displacement has not been all moved onto the TLRN major routes and that some of these trips have evaporated as the major routes are observing a similar level of traffic to the pre-pandemic levels.

3.2.4 This would require no changes to the layout or existing LTN camera enforced locations, the primary change would be that the existing physically

restricted modal filters that are not camera enforced are upgraded to camera enforcement.

Advantages	Disadvantages
Continued reduction in vehicle movements and speeds	Potential traffic displacement on some adjacent parallel roads in the short term, will require further monitoring over a longer period
Improved air quality for residents and businesses.	Maybe negative sentiment from residents that the consultation has not been reviewed fairly.
Meets the councils, DfT and TfL requirements for the Mayors Transport Strategy.	
Will allow through traffic to correctly filter through on the main road network and remove these movements from residential streets	
Meets all of the aims and objectives of the scheme.	
Many other London Authorities are retaining LTN's and will become commonplace for the future.	
All filters will be upgraded allowing emergency services and vulnerable users permitted access.	
The data indicates that so far there has been little migration of traffic on to the major network.	

3.3 Option 2: Retain the LTN with timed restrictions that apply during school times only

3.3.1 Similar to option 1 this option would require no changes to the layout of the existing LTN camera enforced locations, it is however recommended that the existing physically restricted modal filters are upgraded to camera enforcement.

3.3.2 The most significant change would be that the camera enforcement would only be undertaken during peak school hours and at all other times vehicle movements through the LTN would be permitted.

3.3.3 The traffic survey data and air quality data suggest that the scheme has been successful in meeting the aims and objectives of the scheme. This option however will negate some of the positive effects that the scheme has resulted in. It will remove peak commuter movements in the morning but not the evening (as school times would not coincide with peak commuter trips) and reduce vehicle movements and speeds during these times,

however outside of these times it is likely that these location will return to movement and speed levels as seen prior to the implementation of the scheme.

3.3.4 The main advantages of this option are:

Advantages	Disadvantages
Vehicle movements and speeds will be reduced, however only during times of enforcement.	Potential traffic displacement on some adjacent parallel roads in the short term, although limited to peak hours only, will require further monitoring over a longer period to understand travel patterns
The LTN could be converted to serve as part of a wider school streets network, given the number of schools in this area would provide a benefit to all of them.	Due to limited times of operation unlikely to see any real impact on air quality
Would reduce car trips to the local schools and encourage walking and cycling as primary choice of travel for this journey.	Likely to limit behavioural change to more sustainable modes due to limited enforceable hours.
Will meet the aims and objectives of the scheme but only in part as access may not be restricted during all peak commuter times.	Will meet the aims and objectives of the scheme but only in part as access may not be restricted during all peak commuter times.
The LTN will serve to protect children during school times reducing vehicle movements, which will lead to a reduction in child casualties during these times.	

3.4 Option 3: Retain the LTN exempting a) residents and businesses within the borough, b) residents and businesses within the LTN

3.4.1 Similarly to option 1 and 2 this would require the very few changes to be made to the existing layout of the LTN. It would however allow for the creation of an exempted list for residents and business with vehicles registered within the borough/ LTN to apply for exemption and have their vehicles permitted to travel through the camera enforced LTN modal filter sites.

3.4.2 This option would address one of key themes highlighted within the consultation by respondents that those who are unable to utilise other modes of transport or that require the use of a vehicle. Such as mobility impaired users of whom 73% use their vehicle, would allow free access through the restrictions; once upgraded to cctv enforcement. This option would remove this and only enforce against non-residents and traffic that is

travelling through the LTN. This would however also permit approved users to rat run through the LTN and avoid traffic on the TLRN.

3.4.3 Within the current design layout motor vehicles are still able to access every part of the LTN albeit some will be via different routes. Those travelling eastbound can still travel through the area without penalty or being impeded by closures. Those travelling into the area from the west or heading westbound will need to use the A20 for a maximum length of 1.5Km to access the furthest part of the scheme. During the busiest part of the day this could be an extra between 1 -5 mins extra in comparison to cutting through the area.

3.4.4 A key aim of the scheme is to reduce the number of short trips undertaken by motor vehicles and encourage residents to travel by sustainable and active modes. The use of a resident and business wide exemption would be against this as with the removal of other vehicles this would make it easier and more convenient for residents to drive.

Advantages	Disadvantages
Provide greater access to the area by motor vehicle	This option would reintroduce vehicle movements and decrease air quality, which go against the aims and objectives of the scheme and the councils longer term objectives.
In the short term will alleviate some of the motor vehicles using the alternative route via boundary roads	Will allow short journeys that are proposed to be converted to alternate modes to be possible by private car
Will allow residents concerns to have been listened too as they will have free movement through the LTN restrictions.	May make the introduction of school streets difficult as vehicle will still not be able to travel down these roads unless a resident with permitted access on the specified road.
Would strike a balance between the needs of the LTN and that of resident concerns, however would require close monitoring to ensure that trips and air quality do not degrade.	

3.5 Option 4: Revise the design of the LTN to remove restrictions on Manor Lane and Manor Park

3.5.1 This option proposes to remove all restrictions on Manor Lane and Manor Park, effectively creating two LTN areas with a through route in the middle.

Similar to the previous options would also require conversion of the existing physical modal filters to camera enforcement.

3.5.2 This would be beneficial as it would reduce the size of the LTN and length of alternative route on the boundary roads. It would also align with responses from residents on Manor Park and Manor Lane, where respondents indicated lower levels of support for the restrictions when compared with other locations within the LTN.

3.5.3 The main concern of this option is that additional vehicles will be attracted to use this route. The response from the consultation suggests these are road where vehicle speeds have already been raised as a concern, which could become worse in the future. The roads which feature most in the responses for speeding vehicles was Manor Lane, Leahurst Road, Hither Green Lane and Manor Park.

3.5.4 There is also currently a lack of formal crossing points to access the local green space which could increase road safety concerns for children.

Advantages	Disadvantages
Will provide a dedicated through route across the LTN, reduce the alternative route required for those travelling westbound	Would reintroduce pre scheme levels of vehicle movements/ speed and poorer air quality levels on Manor Park and Manor Lane
Will make the LTN smaller permitting some trips that residents identified that they would like to make. Resulting in resident concerns being heard.	Due to the limited number of north south routes, traffic may concentrate on this corridor and may require further mitigation in the future.
	May restrict and make introduction of some school streets in nearby streets to these more difficult to implement

3.6 Option 5: Remove the LTN

3.6.1 This option unlike all the others would allow for the existing temporary traffic order to lapse and would require removal of all of the modal filters and camera enforcement sites within the Lewisham and Lee Green LTN area.

3.6.2 This would be supported by some as the majority of respondents felt negatively about both the original and revised versions of the scheme. It will not assist the council in achieving its longer term aims and objectives for creating a safer and healthier Lewisham as it would return the vehicle numbers and pollutants to levels that were observed prior to the pandemic which were noted on average to be higher than they are currently. It would

also be contrary to the council's commitment to addressing the climate emergency.

3.6.3 The removal of the LTN will not necessarily translate to improvements in vehicle movements/ Air Quality on the TLRN. The boundary roads due to usage, topographical layout are already operating at a high capacity and will not result in less vehicles using it. Permeability indicates that vehicles will just occupy the available space and will be just as busy.

3.6.4 This option may make introduction of the supplementary measures that are proposed regardless of the option selected harder to implement as the increased vehicle movements may not be conducive to some of these elements.

Advantages	Disadvantages
Overall residents and business have had experience the LTN and feel negatively towards it. A removal of the scheme would be based on those feelings.	Would immediately reintroduce possibly increased levels of vehicle movement and speed back onto these residential streets
	The concerns that were raised during the historic Healthy Neighbourhoods scheme, which lead to this are being selected will not have been addressed
	Air quality levels on these residential streets will increase, possibly again to higher levels than observed previously
	Will not encourage modal shift and change in travel patterns, which are contrary to the scheme objective, councils longer term vision, the mayors transport strategy and the pledge made to the Future prevention of deaths committee.

4. OPTIONS MATRIX

4.1.1 The below options matrix looks at a very high level scoring system for the proposed options against the main aims and objectives of the scheme and some of the key considerations. They have been scored using a RAG score with **GREEN-** detailing a positive impact, **AMBER-** detailing some positives but some negatives and **RED-** detailing negative effects.

Will this Option:	**Option 1 -** LTN to Retain in current format	**Option 2 -** LTN enforceable at peak school times only	**Option 3a -** Exempt residents and business within Lewisham	**Option 3b -** Exempt residents and business within the LTN only	**Option 4 -** Remove restrictions on Manor Lane/ Manor Park	**Option 5 -** Remove the LTN
Encourage more people to walk and cycle						
Improve Road Safety						
Reduce Traffic						
Protect Public Health						
Align with consultation responses						
Align with LTN best practice						
Be supported By the TfL/ DfT						
Result in Air Quality improvements						

Appendix J - Equality Impact Assessment (EqIA)

LEWISHAM AND LEE GREEN LOW TRAFFIC NEIGHBOURHOOD

London Borough of Lewisham

VERSION 1 | NOVEMBER 2021

Appendix J - Equality Impact Assessment (EqIA)

LEWISHAM AND LEE GREEN LOW TRAFFIC NEIGHBOURHOOD

1. About this document

The need to undertake an Equality Impact Assessment (EqIA) arises from Section 149 of the Equality Act 2010. It is meant to help public bodies to tackle prejudice, promote understanding and advance equality of opportunity for persons who share a relevant 'protected characteristic'. Protected characteristics are Age, Disability, Gender reassignment, Marriage and civil partnership, Pregnancy and maternity, Race (ethnicity), Religion or belief, Sex, Sexual orientation.

The EqIA ensures proposals are fair, do not negatively impact equality groups in disproportional ways and do generally impact all groups positively. As engagement and proposals progress, the EqIA will be reviewed and updated accordingly.

This EqIA is evaluating the impact of the currently implemented Lewisham and Lee Green Low Traffic Neighbourhood (LTN) on the different groups.

2. Summary

Scheme	Lewisham and Lee Green Low Traffic Neighbourhood (LTN)
Aim	The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area. LTNs also aim to improve air quality and public health, reduce noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists
Progress	The scheme was implemented in July 2020 using a 'Temporary Traffic Order', which enabled quick implementation. The Council listened to concerns raised regarding perceived increases in traffic levels and increased bus journey times and responded by making changes to the LTN in November 2020, which reduced some of the restrictions to traffic. From Monday 28 June to Sunday 8 August 2021, the London Borough of Lewisham carried out a public consultation. Feedback received on the original and revised LTN was mixed and several supplementary measures were suggested by consultees. Traffic volumes, speeds and air quality throughout the area are being monitored by the Council. The present EqIA attends to measure the impact of the current LTN in place on the different Protected Characteristic groups.
Positive impacts	The Equality Impact Analysis shows that the current LTN measures impact all groups positively overall and in particular the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers, members of the LGBT community and BAME groups. This is because the scheme has shown being successful at generally decreasing traffic levels and speeds. Quieter streets mean less noise and vibrations, increased road safety and natural surveillance, due to more people able to walk and cycle safely, increased opportunities for all to be active on the streets, more space on the carriageway for people using various wheeled transport equipment such, tricycle, adapted cycles, cargo-bikes, more and quieter space to play, stop and chat with neighbours, increased footfall and cycle flows supporting a vibrant local economy, more space and time to enjoy streets architectural and natural features, more opportunities to access facilities for people that found that using public transport or a car was too expensive and a lower carbon footprint overall.
Negative impacts	The Equality Impact Analysis did highlight some potential negative impacts on the protected groups. The negative impacts are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area, which may be longer. The negative impact is associated with the increased time, distance and cost for those using a motor

vehicle to reach their destination. It should be noted that all properties remain accessible by motor vehicle and there are other ways to travel which will be improved by the proposals including for those who walk and cycle. The main negative impact therefore is on those people where use motor vehicle to travel across the area to reach their destination is essential.

As part of this assessment, it is recognised this could be those people that are disabled, elderly, mobility impaired, and care for a relative or friend that need to use a motor vehicle to travel across the area.

Specifically, this assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area could be negatively impacted when using a motor vehicle. This could also be the case for the elderly who have mobility impairments and may be more likely to be reliant on a motor vehicle for essential journeys. Those supporting or caring for an elderly relative or friend, could also likely be impacted by the longer alternative routes. The impacts are those persons using a motor vehicle will have to use alternative routes, which may take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Further to this, people with a disability, or those supporting or caring for a relative or friend with a disability, who require a vehicle to travel will have to use alternative routes, which could take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Mitigations required

In order to reduce and limit the negative impacts that have been identified a number of key suggestions have been made:

Accessibility

To reduce some of the impacts undertake a review of the access points to the area and identification of modal filters that can be changed to camera enforced filters with appropriate exemptions for emergency service, registered Lewisham blue badge holders and registered special educational needs and disabilities (SEND) transport providers.

School Streets

To address road safety and traffic pollution issues for children develop a programme of school streets. Work together with schools, school parents and children, community services and local residents to define design principles, times, exemptions and travel behaviour change activities and monitoring.

Complementary measures to encourage further modal shift

To encourage an increase in sustainable and active travel and a reduction in car use it is recommended, the following complementary measures should be implemented throughout the wider consultation area:

- more street trees and greening of public spaces and residential streets to improve the look and feel of the area and improve air quality locally.
- Introduce additional bike storage and parking.

	• Introduce/ improve pedestrian crossing points at key locations to improve accessibility. **Sustainable travel behaviour** Improve communication regarding existing cycling training and help and offer further support to residents and businesses willing to shift to cycling through for instance by promoting existing cycle training and giving consideration to specific training sessions for women, older people, disabled people and BAME groups and organising awareness events. In addition promote the existing cycle loan scheme. Evaluate demand for EV-charging points. Work with other organisations to consider measures to reduce the number of vehicles making deliveries and explore opportunities for servicing to be undertaken by more sustainable means. **Inclusive engagement strategy** Develop a clear engagement strategy for the recommended environmental measures including school streets. Include targeted activities for hard-to-reach groups, such as children, younger adults and BAME group members.
Overall	It is recognised that some protected groups that have to take journeys by motor vehicle may be disproportionately negatively impacted, however, the impact of longer journey times for some people is deemed to have been reduced by the improvements for the opportunity for sustainable and active travel provided by the proposals and the expected improvements to air quality, safety, noise and wellbeing benefits to these groups.

3. Background

The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians and urgently put measures like LTNs in place.

The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.

LTNs also aim to improve air quality and public health, reduce noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a local area while keeping through movement for pedestrians and cyclists.

Due to the timescales and expectations set by central government, councils did not have time to consult on these changes and were expected to rapidly introduce measures that would achieve the aims set out in section paragraph 1.2, without the full range of traffic studies and preparatory work that would normally be done for such proposals.

The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as walking and cycling improvements. Within the Lewisham Transport Strategy and Local Implementation Plan (2019 – 2041) the area had been identified as a priority area for a Healthy Neighbourhood.

The scheme was implemented using a Temporary Traffic Order (TTO), which allowed the scheme to be implemented quickly. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which re-opened some of the restrictions to traffic.

What is a Low Traffic Neighbourhood?

Low Traffic Neighbourhoods are usually an area of local streets, bordered by main or 'distributor' roads, that are designed to accommodate buses, lorries and non-local traffic, and where 'through' motor vehicle traffic is discouraged or removed. The main principle is that every resident can still drive onto their street or get deliveries, but it's harder or impossible for people that would only drive through the neighbourhood with the aim of reaching a further destination to drive straight through from one main road to the next. While residents in a low traffic neighbourhood can still do all their journeys by car if they want or need to, some car trips become a bit more circuitous. This, combined with quieter streets, enables and encourages residents to switch to more sustainable and healthy ways of getting around, such as walking and cycling, particularly for short journeys.

The Mayor of London's Transport Strategy (2018) has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.

GLA data shows that over one third of all car trips made by London residents are for journeys of less than 2km (Health impacts of cars in London, GLA 2015), contributing to the high levels of vehicular traffic monitored on London roads and associated health, safety and amenity impacts. A number of these journeys could be made by active travel modes instead, for example 2km can be walked within 25 minutes

Current measures

The scheme was implemented in July 2020 using a 'Temporary Traffic Order', which enabled quick implementation. The Council listened to concerns raised about perceived increases in traffic levels and increased bus journey times and responded by making changes to the LTN in November 2020, which reduced some of the restrictions to traffic.

Current measures include eight modal filters which use physical barriers to prevent access for motor vehicles but retain access for pedestrians and cyclists. There are also five camera-enforced restriction points as shown on the map below. Access restrictions are exempted for emergency services, registered Lewisham Blue Badge holders, registered SEND transport providers, local buses and cyclists.

More information on the measures in place is to find on Lewisham's website: https://lewisham.gov.uk/articles/news/changes-to-lewisham-and-lee-green-low-traffic-neighbourhood-announced

Figure 1. Map of measures implemented in November 2020

Monitoring

The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. The identified metrics were:

- Air quality,
- Traffic volumes,
- Traffic speeds,
- Impact on bus journey time (via TfL)
- Impact on emergency services

Appendix K of this decision report provides a breakdown of the results of the monitoring in detail and should be read in conjunction with the summary below:

Air quality

The Council maintains a network of Nitrogen Dioxide (NO2) diffusion tubes to assess pollution levels. NO2 is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: www.lewisham.gov.uk/airquality

There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will influence people's travel patterns

The data presented in Graph 1 on page 11 of the consultation leaflet (see Appendix D) shows the average NO2 recorded (June – October 2020 for the original scheme and November 2020 to March 2021 for the revised scheme) over the course of the two variations of the scheme which shows the schemes have had little to no impact on air quality in and around the area. However, monitoring found that the overall mean NO2 concentration for the LTN monitoring network was 29.0 ug/m3 for the original scheme and 31.4 ug/m3 for the revised scheme.

Looking at the average NO2 readings in Graph 1, it can be seen that there are no locations where NO2 exceeded the EU Legal limit of 40 micrograms per cubic metre of air (40 µg/m3).

Air quality monitoring on the A205 South Circular indicates that air quality improved during the first of the lockdown when people's travel was restricted. The air quality is now comparable to pre-pandemic levels as restrictions have eased. The Council continues to monitor air quality across the borough.

Air quality has continued to be monitored and provisional data available for the automatic air quality monitoring stations for 2021 indicate no exceedances of the objectives for NO2, PM10 or PM2.5. It is vital to note that the data referred below is currently provisional and still needs to be ratified and may be subject to change. Therefore this data is not definitive and will be given careful consideration in the future monitoring of the scheme when all required processes have been completed.

Provisional concentrations of NO2 reported in 2021 at the automatic monitoring stations were broadly similar to those reported in 2020, with provisional concentrations of PM10 and PM2.5 slightly higher.

Provisional data for the NO2 diffusion tube network for 2021 indicates that generally higher concentrations of NO2 were recorded than those observed in 2020, with some tubes reporting concentrations similar those observed in 2019. From the provisional data available for 2021, potential exceedances are indicated only at two of the 101 monitoring locations, the South Circular and New Cross monitoring stations, where means of 41.6 µg m-3 and 44.4 µg m-3 are currently reported. It should be noted that the South Circular data was also shown to be in exceedance of the annual mean objective in 2018 and 2019.

It is expected that air quality will improve over time if the revised LTN is made permanent, as traffic reduces further in the area.

Traffic volumes

The scheme was successful in reducing average two-way vehicle movements per day across the surveyed locations.

The table below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that detail that average traffic volumes on the roads surveyed have reduced by approximately 69% between March 2019 and February 2021. March 2019 recorded an average of 3,352 vehicles per day per road, before falling to 1,227 in October 2020 during the original LTN scheme and 1,038 in February 2021 during the revised LTN scheme. Morley Road, North of Dermody Road showed the greatest decrease of 8,353 vehicles per day and Pitfold Road recorded the smallest decrease of 64 vehicles per day. None of these sites recorded an increase in volume.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Dallinger Road	1337	434	236
Cambridge Drive	1436	417	233
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
Average	**3352**	**1227**	**1038**
Difference	-	-2125	-2314
% Change from Mar 19	-	-63.39	-69.03

Traffic speeds

The scheme was successful in reducing average speeds across the surveyed locations.

Average vehicle speeds have reduced by 2mph between March 2019 and February 2021 on roads both inside and outside the LTN. Four locations, namely Eastdown Park, one location on Leahurst Rd, Gilmore Road and Morley Road, did record a small increase in average speed of approximately 1.5mph, however the speeds were not in excess of 20mph.

Average vehicle speeds have reduced by 1.2mph between June 2020 and February 2021 on roads both inside and outside the LTN. . Seven locations did record a small increase in average speeds of approximately 1.4mph, and three locations recorded speeds of 21mph.

Further data is provided in the tables on pages 9 and 10 of the consultation leaflet (appendix D) outlined the average speed (mph) data by location from March 2019 and June 2020.

Emergency Services

The Council has been working closely with the emergency services to understand any impact the scheme has had in relation to emergency services. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN area. The changes made in November 2020 help to address these concerns.

In order mitigate further, all proposed modal filters within the area are proposed to be changed to ANPR camera's which will exempt emergency services. As well as increasing access to the area it will also provide a reduced traffic route to other parts of the borough.

Bus journey times

Bus journeys are a major component to the Mayors Transport Strategy and meeting the wider transport provision and aims in the borough. The LTN is to work alongside this provision. The borough has been working closely with TfL to monitor bus journey times. It is noted that the bus journey times have fluctuated over the past 18 months, it is noteworthy that these have coincided with the tightening and relaxation of lockdown restrictions. However over the past 6 months since the scheme and lockdown restrictions have settled, the data from TfL suggests that the bus journey times have been operating within the expected variations using data from before scheme implementation in 2019.

More information on the monitoring strategy in place is to find on Lewisham's website: https://lewishamcovidresidentialstreets.commonplace.is/proposals/monitoring-strategy-lewisham-and-lee-green-update.

Consultation to date

Please find more details on the consultation methodology, respondents and findings in the consultation report, appendix G of this decision report.

Methodology

From Monday 28 June to Sunday 8 August 2021, the London Borough of Lewisham carried out a 6-week public consultation with the specific aims to find out:

- How people feel about the original and revised LTN
- The perceived impact of the original and revised LTN
- The impact on how people travel as a result of the original and revised LTN
- How people living in different areas feel about the original and revised LTN
- Whether people have any suggested changes to the original and/or revised LTN looking forward

The consultation questionnaire was made available online and sent directly to residents within and local to the LTN area as a hardcopy return document. Key stakeholder groups were also notified and encouraged to respond. In total 7,065 responses were received during the consultation period providing a 20% participation rate. 5,059 responses came from within the leafleted consultation area (including the LTN project area) providing a 14.1% response rate.

Perceptions

Consultation findings reveal that the majority of people felt negatively about the revised LTN. There were more concerns than supportive comments received. Most positive feedback received was about road safety and space for walking and cycling. Negative feedback regarded congestion, pollution, narrow footways, vans, buses and emergency vehicles delays, speeding, the revised LTN that seems worse than the original one (in terms of traffic, pollution and safety), as well as the way the public consultation was carried out.

Travel modes

Regarding travel behaviour change, the public consultation also suggests that those with cars are already walking and cycling more - 21% (1,483) of all respondents agreed or strongly agreed that the revised LTN had encouraged them to walk or cycle more and 14% (751) of car drivers said the LTN had encouraged them to walk or cycle more.

The same amount said they were less encouraged to use public transport (train, DLR, buses) and around 20-25% of people said they were planning to drive more and another 20-25% said they were planning to drive less.

Suggestions

Consultation respondents have suggested the following measures:

- School Streets, where schools are supportive

- Planters, trees and green spaces, to improve the look and feel of the area and also providing air quality benefits
- Additional electric vehicle charging points
- Additional bike hangars and cycle stands
- More and/or improved pedestrian crossing points
- Share speed data, or locations noted to have vehicles speeding with the Metropolitan Police to increase enforcement activities.

Stakeholders

Responses were received from a number of stakeholders, including those outlined below. Feedback on the scheme were mixed.

Len Duvall AM	Royal Borough of Greenwich Opposition Group	One Lewisham
LiveLee	Lewisham Cycling Campaign (LCC)	Lewisham Pedestrians
Metropolitan Police	Janet Daby MP for Lewisham East	London Ambulance Service (LAS)
Make Lee Green	Royal Borough of Greenwich	

Protected characteristic groups

The table below shows how consultation participants were represented compared to the Census 2011 for Lewisham borough and Lee Green ward make-up[1]. We do not have participation data regarding Marriage and Civil Partnership and Pregnancy and Maternity groups. We used the acronym PN for 'Prefer Not to Say' and 'Not Answered'. We can notice an overrepresentation of adults, white people and people without religion, and an underrepresentation of children, young adults, BAME and Christian group members. With regards to the religion gap, it may be that in 10 years' time, people that originally stated they were Christians are now stating they have no religion.

Sub-groups	Consultation response	Consultation response	Lewisham Borough (Census 2011)	Lee Green (Census 2011)	Gap / Borough	Gap / Ward
Children (0-17)	0.3%	0.3%	23.0%	21.4%	-22.7%	-21.1%
Young adults (18-24)	0.8%	0.9%	9.9%	8.0%	-9.0%	-7.1%
Adults (25-69)	77.7%	85.2%	60.2%	62.9%	25.0%	22.3%
Older adults (70+)	12.4%	13.6%	6.8%	7.8%	6.8%	5.8%
Age – PN	8.9%	-	-	-	-	-
Male	38.9%	48%	48.9%	49.8%	-0.9%	-1.8%
Female	42.5%	52%	51.1%	50.2%	0.9%	1.8%
Other sex	1.6%	-	-	-	-	-
Sex - PN	3.7%	-	-	-	-	-
BAME/Mixed	11%	16%	46.5%	33.7%	-30.5%	-17.7%
White	56%	84%	53.5%	66.3%	30.5%	17.7%
Ethnicity - PN	28.1%	-	-	-	-	-
Disabled	10.6%	13%	14.4%	13.6%	-1.4%	-0.6%
Not disabled	70.9%	87%	85.6%	86.4%	1.4%	0.6%
Disability – PN	18.5%	-	-	-	-	-
Christian	23.7%	23.7%	52.8%	52.0%	-29.1%	-28.3%
Muslim	1%	1%	6.4%	4.4%	-5.4%	-3.4%
No religion	22.4%	22.4%	27.2%	30.3%	-4.8%	-7.9%
Other religion	1.7%	1.7%	4.7%	4.9%	-3.0%	-3.2%
Religion - PN	39.4%	39.4%	8.9%	8.5%	30.5%	30.9%
Straight	49%	-	-	-	-	-

[1] UK Census Data http://ukcensusdata.com/

Gay or lesbian	3%	-	-	-	-	-
Bisexual	1%	-	-	-	-	-
Other sexual orientation	5%	-	-	-	-	-
Sexual orientation - PN	41%	-	-	-	-	-
Transgender	0.4%	-	-	-	-	-
No transgender	37%	-	-	-	-	-
Gender reassignment - PN	63%	-	-	-	-	-

4. Impact analysis

Several protected characteristic groups have relatively similar needs that are affected by the current LTN measures and that could be met by amending or improving the LTN. That is why the impacts of the scheme for all per impact type are presented in the first place, mentioning which groups are particularly affected by impact type. Secondly, the different groups representation in the Lewisham Borough and Lee Green Ward are presented, as well as an estimate on how the LTN in place affects them according to the different impact types.

Overall impact

Impact analysis		
Impact type	**Current proposal**	**Improvement or negative impact mitigation suggestions**
1 **Traffic-related air pollution**	Air quality is currently being monitored. Monitoring shows that the original LTN had positive outcomes regarding air quality, after only a few months of operation. The revised LTN measures did not generate any air quality improvements compared to the pre-pandemic levels. Accordingly, there are no real impacts either way that can be drawn from the recent experience with the revised LTN measures. If the revised LTN is made permanent, however, it is expected that, as studies have shown, reducing through motor traffic by implementing LTNs will help to reduce air pollution over time, within and around LTN boundaries as people tend to shift to fuel-free mode of transports. Public consultation has shown that there were concerns regarding traffic displacement on to main roads. Studies have found that LTN schemes that are near main roads and high streets that have plenty of motor traffic space available may experience traffic displacement and as a result there can be an increase of air pollution on main roads and high streets. But LTNs that are implemented near main roads and high streets that have reduced space for vehicular traffic (and more space for walking and cycling) will see 'traffic evaporation' occurring instead, as people will change their travel behaviour due to the resulting congestion. Traffic evaporation does not happen overnight, and pollution may appear worse shortly after the LTN is put in place.[2] In the case of the Lewisham and Lee Green LTN, the main roads that bound the LTN are Lewisham High Street, Lee High Road and Burnt Ash Road where there is little further capacity which will encourage further traffic evaporation. Early census findings show that people living on those three main streets are most likely to be **white, male, aged 25-44,** working, single, in a one-person household, with one fewer or less rooms than required, renting from the private sector and in very good health. No significant differences were seen between local streets and main roads regarding deprivation.[3]	Implementing School Streets throughout the area, will further support the reduction in traffic related air pollution and be beneficial for children[12]. To help reduce further local air pollution the introduction of more street trees and greening of public spaces. This should be included within the LTN and the surrounding area.

[2] LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020
https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf
[3] DataShine Census https://datashine.org.uk/
[12] School Streets Initiatives http://schoolstreets.org.uk/resources/

	Respiratory diseases are the third leading cause of death in Lewisham (behind cancer and cardiovascular disease). The rate of premature mortality from respiratory disease in Lewisham is the second highest in London. Part of the LTN is located in one of Lewisham's Air Quality Focus Area (around Lewisham High Street) that were selected by the GLA as areas where there is the most potential for improvements in air quality within London, and should therefore act as strategic priorities for action on air pollution in the borough.[4] All ages will benefit from a reduction of air pollution, and in particular **children** that are known to suffer from restricted lung development in polluted areas[5] and develop asthma. Studies have found that pollution reaches peak concentrations closer to ground level, so **children** on the street can be more exposed to them, and as well as this, breathe more rapidly than adults and so absorb more pollutants.[6] In principle, reducing traffic through the LTN area should be beneficial to the children going to the neighbourhood eight schools as it is known that London **children** are exposed to 5 times more air pollution on the school run due to the use of fuelled vehicles[7]. Reducing traffic and as a result air pollution should also benefit **older and disabled people** that may have underlying conditions. Research found that air pollution increases COVID-19 deaths by 15% worldwide[8] as particles help to carry the airborne virus. This affects vulnerable groups that may have a compromised immunity system such **as older people and disabled people** that are more inclined to become seriously ill or die from the virus. If there is decreased air pollution, this will also beneficial to disabled people, as they may already have underlying conditions. **Men and BAME groups** will also be positively impacted by air pollution decrease as research found that premature respiratory mortality that is considered preventable is higher in men than women in Lewisham[9] and that there are significantly higher rates of incidence of asthma within BAME groups.[10] These two groups are also at higher risk of coronavirus-related mortality and therefore less pollution diminishes the chance for the virus to spread and affect these groups. Air quality improvements through reduction of vehicular traffic is beneficial to all and especially **pregnant women and people with toddlers**. Pregnant women are in a higher risk category than the average person for adverse health conditions due to poor air quality. Academic studies shows spikes in pollution have been linked to spikes in miscarriage numbers, with high NO2 levels in particular having potential detrimental effects on unborn children.[11]	
Impact type	Current proposal	Improvement or negative impact mitigation suggestions
2	Reducing vehicular through-traffic also means less noise throughout the area. All age groups will benefit from a quieter environment, in and outside their	As improvements or changes are made to the scheme and the

[4] Lewisham Joint Strategic Needs Assessment: Adult asthma and chronic obstructive pulmonary disease (COPD) https://www.observatory.lewisham.gov.uk/wp-content/uploads/2021/05/Adult-Asthma-and-COPD-JSNA.pdf
[5] Air pollution restricting children's lung development, King's College London, 2018 https://www.kcl.ac.uk/news/air-pollution-restricting-childrens-lung-development
[6] More than 90% of the world's children breathe toxic air every day https://www.who.int/news/item/29-10-2018-more-than-90-of-the-worlds-children-breathe-toxic-air-every-day
[7] London kids exposed to 5 times more air pollution on school run https://www.london.gov.uk/press-releases/mayoral/walking-to-school-on-back-streets-halves-pollution
[8] Study estimates exposure to air pollution increases COVID-19 deaths by 15% worldwide, European Society of Cardiology, 2020 https://www.escardio.org/The-ESC/Press-Office/Press-releases/study-estimates-exposure-to-air-pollution-increases-covid-19-deaths-by-15-world
[9] Lewisham Joint Strategic Needs Assessment: Adult asthma and chronic obstructive pulmonary disease (COPD) https://www.observatory.lewisham.gov.uk/wp-content/uploads/2021/05/Adult-Asthma-and-COPD-JSNA.pdf
[10] Health inequality and asthma, Asthma UK https://www.asthma.org.uk/support-us/campaigns/publications/inequality/
[11] The NICHD Consecutive Pregnancies Study: recurrent preterm delivery by subtype, PubMed, 2014 https://pubmed.ncbi.nlm.nih.gov/24036403/

Traffic-related noise and vibration reduction	homes. Exposure to loud noise can cause Noise Induced Hearing Loss (NIHL) as well as high blood pressure, heart disease, sleep disturbances, and stress[13]. Noise can have a greater impact amongst vulnerable groups such as **older people** as all these issues can also increase with age. As mentioned in the consultation findings, Heavy Good Vehicles (HGVs) have a significant impact on noise and vibration which can affect both people mental health[14]. Reducing through traffic including HGVs should be positive. The camera currently installed on Manor Lane specifically targets HGVs. Regarding mental health, research found that men are less likely to seek support than women and are more likely to take their own life. People from **Black African and Caribbean communities** are less likely to receive treatment for common mental health problems but are much more likely to be diagnosed with schizophrenia and detained under the Mental Health Act. People from **LGBTQ+ communities** and **people with learning disabilities** are much more likely to experience a mental health problem.[15] It is also recognised that some **women during or after pregnancy** experience perinatal anxiety and postnatal depression.[16] The LTN monitoring data shows that traffic levels and speeds in the majority of roads surveyed have decreased and as a result noise will have also reduced. Quieter streets are beneficial to all groups mentioned above.	restrictions surrounding the pandemic alter further monitoring of traffic should continue to be undertaken to understand ongoing impacts.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
3 **Road safety and security increase**	The original and revised Lewisham and Lee Green LTN physical and camera enforced filters have shown to reduce the level of traffic and vehicle speeds. Less and slower traffic means less fear of collisions that can be injurious or fatal to vulnerable road users such as pedestrians and cyclists[17]. The number of injuries are expected to reduce as LTNs have been found to reduce injuries for all road users by 70%[18]. Reduced traffic speed is particularly positive to children as fear of road traffic injury is the leading reason people give for not walking or cycling and one that parents give for restricting the independent mobility of their children. **Children until they are in their teens, but also older people and people with disabilities,** are less able to assess and respond appropriately to high volumes of motor traffic, high speeds and limited visibility.[19] In Lewisham, 5% of all road traffic accidents involve children and they are a leading cause of child fatalities. In the borough, there is increased numbers of accidents occurring in **children** aged 10-15 years[20] and 70% of casualties under 18 in Lewisham are pedestrians.[21]	Current filters have proven to be efficient at reducing vehicular traffic amount and speeds which should help to increase road safety. As stated In Lewisham, 5% of all road traffic accidents involve children and they are a leading cause of child fatalities. In the borough, there is increased numbers of accidents occurring in children aged 10-15 years and 70% of casualties under 18 in Lewisham are pedestrians. To help further improve the situation for this group there needs to be great work with schools to improve the

[13] Noise Pollution, National Geographics, 2019 https://www.nationalgeographic.org/encyclopedia/noise-pollution/#:~:text=Noise%20pollution%20impacts%20millions%20of,%2C%20sleep%20disturbances%2C%20and%20stress.&text=Noise%20pollution%20also%20impacts%20the%20health%20and%20well%2Dbeing%20of%20wildlife

[14] Noise and Health - Effects of Low Frequency Noise and Vibrations: Environmental and Occupational Perspectives https://www.researchgate.net/publication/258400137_Noise_and_Health_-_Effects_of_Low_Frequency_Noise_and_Vibrations_Environmental_and_Occupational_Perspectives

[15] Towards equality for mental health https://www.mentalhealth.org.uk/sites/default/files/MHPG%20Towards%20equality%20for%20mental%20health%20.pdf

[16] Postnatal depression and perinatal mental health https://www.mind.org.uk/information-support/types-of-mental-health-problems/postnatal-depression-and-perinatal-mental-health/about-maternal-mental-health-problems/

[17] Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries, Journal of Transport & Health, 2018 https://www.sciencedirect.com/science/article/pii/S2214140517306308

[18] The Impact of Introducing Low Traffic Neighbourhoods on Road Traffic Injuries, Findings, 2021 https://findingspress.org/article/18330-the-impact-of-introducing-low-traffic-neighbourhoods-on-road-traffic-injuries

[19] Improving the health of Londoners Transport action plan http://content.tfl.gov.uk/improving-the-health-of-londoners-transport-action-plan.pdf

[20] Lewisham's Joint Strategic Needs Assessment, Road Traffic Safety in Lewisham: Facts and Figures http://www.lewishamjsna.org.uk/children-and-young-people/road-traffic-safety-in-lewisham/what-do-we-know/facts-and-figures

[21] Lewisham Reported Road Casualties http://www.travelindependent.org.uk/area_107.html

	Filters currently installed at junctions should have a positive impact on road safety as 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.[22] Improved road safety through vehicular traffic calming and closures will be positive to all genders. The National Travel Attitudes Survey (NTAS) found that 66% of adults over the age of 18 agreed that "it is too dangerous for me to cycle on the roads". The figure was even higher for **women**, at 71%.[23] It was found that even people that are usually happy to ride on busy roads themselves are generally not keen to ride there with eight-year-olds, and riding with **children** on local streets was often avoided due to fear of aggressive, rat-running traffic.[24] Improved road safety through vehicular traffic calming and closures should impact **pregnant women and young children's parents** positively as they may be more sensitive to perceived safety, worrying for the children they carry. The LTN should be beneficial to all ethnicities, and especially **BAME groups**. BAME Londoners, both adults and children are almost twice as likely as **white** Londoners to be injured on the roads in a car accident and reducing this statistic is a priority. BAME road users also have the highest risk of being a pedestrian casualty and are less likely than white Londoners to say that they feel safe from road accidents when walking around London, either during the day or at night. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.[25] Evidence shows that **disabled people** are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. As a result, the LTN should have positive results on this group regarding road safety.[26] Vulnerable road users such as some **children, women, disabled and older people** are also more sensitive to perceived security and are more likely to feel worried in darker and isolated places. Security is known to improve when there are more people on the streets as natural surveillance increases. The consultation has shown that 20-30% of respondents were now more inclined to walk or cycle which increase footfall, cycle flows and natural surveillance as a result. Research found that presenting as **female** in public space increases vulnerability to violence and this is exacerbated at certain times of night in certain locations of the city. This is especially relevant in London, where 40% of sexual assaults take place in public spaces including the transport network.[27] In Lee Green ward, 24 violence and sexual offences were at the top of the 102 crimes reported in September 2021.[28] Increased security and natural surveillance thanks to more people walking and cycling should be positive to people of all sexual orientations, including the **LGBT** population that can sometimes be target of anti-social behaviour. Research found that a third of LGBT people avoid particular streets because they do not feel safe there as an LGBT person.[29]	environment outside the school and the journey to school. The proposals to include school streets and additional cycle training will help to mitigate these risks. Some roads have seen traffic speeds remain high and therefore these should have further analysis and be passed to the police to target enforcement of the 20 mph speed limits.

[22] Government Response to Call for Evidence Cycling and Walking Investment Strategy: Safety Review https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758519/cycling-walking-investment-strategy-safety-review.pdf

[23] Walking and Cycling Statistics, England: 2019, DfT https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906698/walking-and-cycling-statistics-england-2019.pdf

[24] Bikeworks, All Ability Clubs https://www.bikeworks.org.uk/all-ability

[25] Understanding the travel needs of London's diverse communities, BAME, 2012 http://content.tfl.gov.uk/BAME.pdf

[26] [26] Disabled and low-income pedestrians at 'higher risk of road injury', Road Safety GB, 2018 https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/

[27] Sexual Violence, NHS, 2016 https://www.london.gov.uk/sites/default/files/sexual_violence_needs_assessment_report_2016.pdf

[28] Lee Green Explore Crimes https://www.police.uk/pu/your-area/metropolitan-police-service/lee-green/?tab=CrimeMap

[29] LGBT in Britain - Hate Crime and Discrimination

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
4 **Active travel facilities and space for other physical activity**	Studies found that LTNs and measures reducing traffic amount and speeds on local streets were generally successful at increasing people's time walking and cycling as well as providing safer space to play and work out on the streets[30]. The consultation has shown that 20-30% of respondents were now more inclined to walk or cycle. In Lewisham in 2010, only 8.9% of adults (aged 16+) were achieving the recommended 5 days x 30 min of physical activity, which was below England average.[31] In 2020, there were still 31.5% of **adults** that were not reaching recommended levels of physical activity.[32] Formal or informal physical activity is key to tackle obesity. Obesity significantly increases the risk of diabetes, high blood pressure, and heart disease. Furthermore, obesity and morbid obesity can increase a person's chances of dying from COVID-19 by 40 and 90% respectively. Over 70% of patients critically ill with confirmed COVID-19 are overweight or obese.[33] The target of the Mayor's Transport Strategy for all Londoners to do at least 20 minutes of active travel each day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity.[34] The proportion of **children** in Lewisham classed as overweight or obese for 2017/18 for children in Year 6 age group (10 to 11) is 38%. This matches the London average but is higher than the national average of 20.1%. The proportion of **adults** classed as overweight or obese is shown as 55.6% in Lewisham. Compared to the London average of 55.9% and 62% for England.[35] Lewisham has high levels of **maternal obesity** - 43.5% of women are overweight or obese at their booking appointment.[36] The scheme should help to alleviate the issue amongst these groups. According to the NHS, physical activity and exercise can help people stay healthy, energetic and independent as they get **older**. Many **adults aged 65+** spend, on average, 10 hours or more each day sitting or lying down, making them the most sedentary age group, and as a result a group with higher rates of falls, obesity and heart disease[37]. Among the **oldest people** in London, those aged over 80, it is estimated that 16% meet their physical activity needs through walking and cycling alone.[38] This is significant as surveys of other forms of exercise such as sport and recreational activities show much lower levels of people meeting their physical activity needs, particularly among older age groups. Quieter streets should help the neighbourhood older people to remain active.	With the improvements to road safety and reduction in motor traffic there is an opportunity to encourage further active travel. This should include the • Promotion of Lewisham free cycle training • Increase cycle parking within the LTN and surrounding areas. • Working closely with schools to develop successful School Streets and positive travel behaviour change • Promotion of the existing bike loan scheme, which includes bikes for children, adults, electric bikes, cargo bikes and adapted bikes

https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination

[30] LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020
https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

[31] Lewisham Physical Activity Plan 2010-2013 https://councilmeetings.lewisham.gov.uk/documents/s6994/05%20Lewisham%20physical%20activity%20plan.pdf

[32] Physical Activity and Healthy Lifestyle Strategy https://consultation.lewisham.gov.uk/culture-and-community-development/physical-activity-strategy/

[33] COVID-19 Report, ICNARC, 2020
https://www.icnarc.org/Our-Audit/Audits/Cmp/Reports

[34] Healthy Streets for London, TfL, 2017
http://content.tfl.gov.uk/healthy-streets-for-london.pdf

[35] Public Health Profiles
https://fingertips.phe.org.uk/search/obesity#page/4/gid/8000073/pat/6/par/E12000007/ati/102/are/E09000023/iid/90323/age/201/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

[36] Data sift https://lewisham.gov.uk/-/media/comprehensive-20equalities-20scheme-202016-20.ashx

[37] Exercise as you get older https://www.nhs.uk/live-well/exercise/exercise-as-you-get-older/#:~:text=Many%20adults%20aged%2065%20and,compared%20with%20the%20general%20population.

[38] Public Health, Physical Activity and Air Quality – supporting information
https://www.camden.gov.uk/documents/20142/18572305/Appendix+F+Public+Health%2C+Physical+Activity+and+Air+Quality%2C+supporting+information.pdf/f3365c15-23df-3f95-d0a2-6b62e63977a2

	Research found that nearly half **disabled** people (42%) in England are inactive per week compared to 21% of non-disabled people. Four in five disabled people report they would like to do more physical activity, highlighting continued barriers that prevent them from being active. Quieter streets offered by the LTN should provide more possibilities for this group to be active through an accessible form of physical activity such as walking and cycling.[39] Walking is the easiest physical activity to keep fit during pregnancy and when looking after a toddler and is recommended by the NHS as exercise tip during pregnancy.[40] Child caring may not allow much time for exercising either so active travel is one of the easiest and most time-efficient physical activity to keep fit during busy times. Therefore, LTN's pedestrian-friendly quieter streets should be positively received by **pregnant women and young mothers**. Research found that **women and BAME groups** were less likely to cycle than male and white groups in London, so the scheme offers opportunity to address these inequalities, especially as it was found that BAME groups and women were also less likely to drive and found public transport services too costly.[41] It was found that **women and girls** faced more barriers to traditional sport activities and therefore, quieter streets for walking and cycling may counterbalance their lack of participation in other physical activities. Walking and cycling are also associated with improved mental and neurological health. Benefits include fewer symptoms of depression and lower incidence of depression, reduced risk of dementia, improved cognitive function, improved quality of life (and sleep quality), and reduced feelings of anxiety.[42] Studies found that groups more inclined to suffer from mental health issues are **Black African and Caribbean, LGBTQ+ communities, people with learning disabilities[43] and women during or after pregnancy.[44]** As a result, the possibility to be more active and increase mental health, thanks to the LTN measures, is beneficial to all these groups.	

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
5 **Inclusive access and community feel**	By reducing traffic volumes and speed, the LTN helps to provide safer streets where everyone, including **older children and young adults** can enjoy independent mobility and quality spaces to play, meet and socialise, which are important factors for their physical, social and mental development.[45] The built environment has a fundamental importance in helping to maintain **an older person's** mental health and to prevent dementia as well.[46] Traffic calmed streets offer more space on the carriageway for groups such as **disabled people, children, women and parents** using particular transport equipment such as mobility scooters, tricycles, e- scooters, cargo-bikes, bikes with trailers. **Women** still make more 'escort' trips with children and more shopping trips than men, which require them to have appropriate space to use equipment	Additional to making streets quieter, the LTN could comprise further improvements to make the neighbourhood more accessible to all. A review and implementation of dropped kerbs with tactile, raised-tables and better crossing locations would enhance the walkability of the area with a view to providing step-free access to all.

[39] First evidence review of physical activity among disabled adults, Activity Alliance, 2018 http://www.activityalliance.org.uk/news/4453-first-evidence-review-of-physical-activity-among-disabled-adults#:~:text=There%20are%2011.5%20million%20disabled,prevent%20them%20from%20being%20active
[40] Exercise in pregnancy https://www.nhs.uk/pregnancy/keeping-well/exercise/
[41] Travel in London: Understanding our diverse communities 2019 http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
[42] Cycling and walking for individual and population health benefits https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf
[43] Towards equality for mental health https://www.mentalhealth.org.uk/sites/default/files/MHPG%20Towards%20equality%20for%20mental%20health%20.pdf
44 Postnatal depression and perinatal mental health https://www.mind.org.uk/information-support/types-of-mental-health-problems/postnatal-depression-and-perinatal-mental-health/about-maternal-mental-health-problems/
[45] Children's Independent Mobility: an international comparison and recommendations for action https://www.nuffieldfoundation.org/sites/default/files/files/7350_PSI_Report_CIM_final.pdf
[46] Features of the social and built environment that contribute to the well-being of people with dementia who live at home: A scoping review https://www.sciencedirect.com/science/article/pii/S1353829220318773

	to carry children and goods.[47] The consultation shows that narrow footways and pavement parking is an issue. New signposts implemented as part of the LTN may have reduced footway space at some locations. Quieter streets also usually encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. This is positive to all ages and in particular **older people** that suffers the most from loneliness. According to Age UK, more than 2 million people in England over the age of 75 live alone, and more than a million older people say they go for over a month without speaking to a friend, neighbour or family member.[48] Research found that the number of **disabled** people who report feeling lonely "often or always" is also almost four times that of non-disabled people, with the greatest disparity for young adults, aged **16 to 24 years old**.[49] Reducing traffic on local streets is also beneficial to **children**. The LTN is located in an area of deficiency to open spaces over 2ha (local, small and pocket parks), over 20ha (district park) as well as in an area of deficiency to play facilities.[50] Therefore green space to play outside is limited. Besides active travel and structure exercise, outdoor unstructured play would normally allow children to obtain physical exercise. Increases in traffic density and safety concerns of parents are also reasons for the decline in time children spend outside. Enabling children and young people to play safely in non-dedicated play spaces within their local environment, such as living streets, squares or Home Zones, allows them to exercise, develop risk awareness in relation to other road users and develop the skills necessary to navigate their neighbourhoods more safely.	Regarding inclusive cycling, a review of the current cycle facilities and route through the area with consideration for improvements to ensure safety and convenience of cyclists of all levels and ability. Providing additional features such as benches or informal seating would help the neighbourhood to be more social and help the older people and stick users to shift travel modes as they that can usually walk comfortably without a rest for about 50m only.[51] There is potential, subject to funding, to turn physical road closures into community pockets parks with planting and seating facilities to encourage social activity. Studies found that women, older people, disabled groups and BAME groups cycle less than others. Approaching these groups to raise awareness of the cycle trainings.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
6 **Neighbourhood attractiveness and economic vitality**	Because the LTN scheme was implemented as a COVID-19 emergency measure, only physical barriers made of planters and then camera-enforced modal filters were used so that implementation could happen quickly at reduced costs. While some boroughs have used emergency road closures to enhance place character (e.g. colourful planters and tall planting) using London Small Change and Big Impact approach[52], Lewisham have used discrete wooden planters with low planting and black coffin bollards that do not add much to the streets attractiveness. However, most LTN residential streets already present an agreeable character with quality materials used in footways and trees at some locations. Attractiveness is one of the key design principles regarding the provision of quality walking and cycling spaces.[53] An attractive environment encourages people to spend time using places. Consultation findings show that the LTN already encourages people to walk and cycle more. This can be positive to all street businesses located within	In non-emergency circumstances, LTNs usually comprise more than modal filters. They often include an integrated pack of measures to create an attractive people-friendly environment as described in the Healthy Streets approach[60] . To improve the attractive nature of the area improvements should be made at the closure points and further increase of green spaces and tress within the LTN and surrounding areas. With the potential implementation of school streets

[47] Travel in London: Understanding our diverse communities 2019 http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
[48] Loneliness in older people, NHS, 2018 https://www.nhs.uk/conditions/stress-anxiety-depression/loneliness-in-older-people/
[49] Disability, well-being and loneliness, UK: 2019, ONS
https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/bulletins/disabilitywellbeingandlonelinessuk/2019
[50] Lewisham Parks and Open Spaces Strategy 2020
https://councilmeetings.lewisham.gov.uk/documents/s73570/Parks%20and%20Open%20Space%20Strategy%202020.pdf
[51] Inclusive Mobility, DfT, 2005 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf
[52] Small Change, Big Impact http://content.tfl.gov.uk/small-change-big-impact.pdf
[53] LTN20 Cycle infrastructure design https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120
[60] Healthy Streets for London http://content.tfl.gov.uk/healthy-streets-for-london.pdf

	and around the LTN such as businesses located in the following retail areas: Lewisham high street and shopping centre, Lee High Road local centres, Lee Green local centre and shopping centre, Burnt Ash Hill local centre, Manor Lane local centre and Staplehurst Road local centre. Indeed, research has found that walking and cycling projects can even increase retail sales by 30% or more as pedestrians and cyclists are more inclined to make purchases than drivers. In San Francisco, the first trial 'parklet' increased pedestrian traffic in the area by 37% on weeknights and increased people walking with bikes at the weekend by 350%. A similar scheme in Shoreditch, London, increased takings in an adjacent shop by 20%. Finally, studies have found that retail vacancy was lower after high street and town centre improvements.[54] A healthy local economy means more jobs for the **25-70 years old working age group** and in particular **women**, who are more present than men in the retail industry.[55] A vibrant local economy is also vital for **disabled people** as local shops are a lifeline to many disabled shoppers, who may find travelling to larger stores more difficult. Convenience store staff are well placed to build relationships with customers and to provide a personalised service, which meets the individual needs of a disabled customer.[56] Place attractiveness also usually impact mental wellbeing positively. Studies found that mental wellbeing was higher when people considered that their neighbourhood had very good aesthetic qualities.[57] There is potential to increase the neighbourhood through proposing additional features to the current LTN filters. This would be beneficial to **Black African and Caribbean, LGBTQ+ communities, people with learning disabilities[58] and women during or after pregnancy[59] that** are statistically more prone to mental health issues.	this could be co-designed with school kids and present art features that increase placemaking and sense of belonging.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
7 **Community service access**	The LTN's modal filters are meant to reduce rat-running through the area. The introduction of a modal filters will mean that vehicle access is reduced to specific gateway points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance, time and cost. However, research has shown that they are likely to reduce in time as the general traffic evaporates after some time due to behaviour change and modal shift.[61] In the cases of community services vehicles, delays can impact service quality and costs, even if the delays are short. Community service vehicles include emergency vehicles (police, ambulances, fire brigades), TfL buses, school buses for children with special educational needs, community transport vehicles for voluntary organisations and people with a disability, refuse vehicles and street maintenance vehicles.	Vehicle access to every property will be maintained, but we acknowledge that with road closures could come additional time and cost for the journey. The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits. Within the area journey times are likely to reduce over time as the volume of traffic falls, with reduced build-up of traffic congestion expected. Therefore, those in the area are likely to

[54] The Pedestrian Pound, Living Streets, 2018 https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf
[55] Women and the Economy, House of Commons, 2020 https://researchbriefings.files.parliament.uk/documents/SN06838/SN06838.pdf
[56] Disabled shoppers: How to be open to everyone, Convenience Store, 2019 https://www.conveniencestore.co.uk/your-business/disabled-shoppers-how-to-be-open-to-everyone/591980.article
[57] Exploring the relationships between housing, neighbourhoods and mental wellbeing for residents of deprived areas, BMC Public Health, 2012 https://bmcpublichealth.biomedcentral.com/articles/10.1186/1471-2458-12-48
[58] Towards equality for mental health https://www.mentalhealth.org.uk/sites/default/files/MHPG%20Towards%20equality%20for%20mental%20health%20.pdf
[59] Postnatal depression and perinatal mental health https://www.mind.org.uk/information-support/types-of-mental-health-problems/postnatal-depression-and-perinatal-mental-health/about-maternal-mental-health-problems/
[61] Disappearing traffic? The story so far, Municipal Engineer, 2002 https://nacto.org/docs/usdg/disappearing_traffic_cairns.pdf

	Emergency service surveys in other boroughs have found that with less traffic present in LTNs, there is generally no change or improved emergency vehicle response times.[62] But the consultation shows that some concerns amongst respondents remain regarding the operation of ambulance and police services even though some physical barriers have been replaced by camera-enforced filters exempting emergency vehicles. Having poor emergency services can affect all, and in particular the **older people, disabled people, children, women and pregnant women** that may more often need urgent help due to health conditions or vulnerability. Regarding buses and community transport, camera-enforced filters exempt local buses on Manor Park. If community transport and school bus services are delayed, it means that less **voluntary organisations, people with disability and children with special educational needs** can be helped in a day. TfL buses on Manor Park should benefit from lower traffic on their route which may impact positively **women and BAME groups**[41]. Regarding refuse and street maintenance vehicles, it is unclear if they have received exemptions or if their operation is affected by the modal filters in place.	experience less traffic build up on their street and the associated noise and air pollution. It is recognised that the changes will affect different people in different ways, whilst a short walk for one person may be manageable is may not be for another To reduce some of the impacts undertake a review of access points to the area and identification of modal filters that can be change to camera enforced filters with appropriate exemptions. Notifying navigation and GPS services on changes and ensuring good signage so that community vehicle journeys are efficient.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
8 **Commercial service access and parking**	The LTN's modal filters are meant to reduce rat-running through the area. The introduction of a modal filters will mean that vehicle access is reduced to specific gateway points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance, time and cost. However, the revisions introduced in November 2020 provide a route through the area when travelling from Hither Green to Lee Green. In the cases of commercial services vehicles, delays can impact service quality and costs, even if these delays are short. Commercial service vehicles include delivery and courier vehicles, construction/maintenance vans and lorries, taxis and private hire vehicles (such as Uber) and carer vehicles. People relying on taxis, private hire and carer vehicles to move around may be impacted by the scheme as costs and journey times may increase. These may include **pregnant women, older people, disabled people** and Blue Badge holders that find walking, cycling, driving themselves or using public transport difficult. Delivery drivers and construction/maintenance staff may find it more difficult to find the best route to get to the addresses they need to go to. Survey found that around 81% of people working in the transport industry were men[63]. Some carers may move around by car to visit the people they look after and/or transport them to facilities. These may be impacted by the scheme if	Vehicle access to every property will be maintained, but we acknowledge that with road closures there could be additional time and cost for the journey. The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits. Within the area journey times are likely to reduce over time as the volume of traffic falls, with reduced build-up of traffic congestion expected. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution. It is recognised that the changes will affect different people in different ways, whilst a short walk for one person may be manageable is may not be for another

[62] The Impact of Introducing a Low Traffic Neighbourhood on Fire Service Emergency Response Times, in Waltham Forest London, Findings, 2020 https://findingspress.org/article/18198-the-impact-of-introducing-a-low-traffic-neighbourhood-on-fire-service-emergency-response-times-in-waltham-forest-london

[63] Gendered employment in the transport sector, 2005 https://www.ssatp.org/sites/ssatp/files/publications/HTML/Gender-RG/Source%20%20documents/Technical%20Reports/Gender%20and%20Transport/TEGT2%20Promoting%20gender%20equality%20in%20transport%20UK%202005.pdf

	they have longer and more costly journey due to modal filters. Most carers in Lewisham are **women** (83%).[64] Only a few parking spaces have been shortened to install physical planters and the amount is minor compared to the total parking availability in the area.	19% of vehicle kilometres in London in 2017 were light or heavy goods vehicles[65] which represent a high percentage of the through-traffic that could go through LTNs if they were exempted. In addition, allowing all taxis and PHVs to pass through the modal filters, would reduce the benefits of the scheme for all other groups and negatively impact some of the most vulnerable road users, those who walk and cycle. This is because it would increase the number of vehicles during the hours of operation Where possible impacts can be reduced by enabling an exemption to camera enforced filters for registered Lewisham Blue Badge holders. Notifying navigation and GPS services on changes and ensuring good signage so that commercial vehicle journeys are efficient could be proposed.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
9 **Personal access and parking**	The LTN's modal filters are meant to reduce rat-running through the area. The introduction of a modal filters will mean that vehicle access is reduced to specific gateway points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance, time and cost. However, research has shown that they are likely to reduce in time as the general traffic evaporates after some time due to behaviour change and modal shift.[66] In the UK, one in five men and one in three women over the age of 17 do not hold driving licences. Of the total British population (including children), 42% either cannot drive or do not hold a full driving licence.[67] In Lewisham, 48% of residents have no car and in Lee Green ward, 40%.[68] Therefore, regarding personal vehicular access, the scheme may impact just over half of the population. Early evidence also suggests that LTNs might reduce car ownership and use by around 20% among residents.[69] Consultation shows that a number of	Vehicle access to every property will be maintained, but we acknowledge that with road closures there could be additional time and cost for the journey. The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits. Within the area journey times are likely to reduce over time as the volume of traffic falls, with reduced build-up of traffic congestion expected. Therefore, those in the area are likely to experience less traffic build up on their street and the

[64] A summary of the adult social care sector and workforce in Lewisham https://www.skillsforcare.org.uk/adult-social-care-workforce-data/Workforce-intelligence/documents/Local-authority-area-summary-reports/London/Lewisham-Summary.pdf
[65] Clean freight and logistics cargo and e-cargo bikes deliveries, LEPT Policy Briefs, 2019 https://www.londoncouncils.gov.uk/node/36076
[66] Disappearing traffic? The story so far, Municipal Engineer, 2002 https://nacto.org/docs/usdg/disappearing_traffic_cairns.pdf
[67] Fairness in a Car-dependent Society http://www.sd-commission.org.uk/data/files/publications/fairness_car_dependant.pdf
[68] UK Census Data http://ukcensusdata.com/lee-green-e05000447#sthash.Wjeel7i8.dpbs
[69] LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020 https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

	people are ready to drive less and walk or cycle more. Some respondents said they were planning to drive more but this could be explained by the fact that they may need to take longer journeys caused by the diversions. Studies found that broadly, in London, personal car ownership is higher amongst **the working age group and older people**. It was also found that car ownership is highest amongst London residents of **White** ethnic origin, with car ownership around a third lower amongst BAME groups. Asian families are more likely than other ethnic minority groups to own a car. Car ownership is also higher amongst **men** than women (46% compared to 34%). This gap is greater in lower income households. **People in households with at least one child** are nearly a third more likely to own a car than those without.[70] All groups are encouraged to switch to sustainable modes, including the groups listed above, and data and consultation has shown that a large number of these group members either do not own a car or are able to switch to more sustainable modes of transport. However, for those absolutely relying on a car for various reasons (e.g. nature of their work, visiting a place not well connected to public transport, transporting children/older family members or heavy/large materials frequently or occasionally, or having a temporary disability condition), the scheme may affect them negatively. Regarding **people with a disability**, even though there is less than 15% of disabled people in Lewisham, only 0.8% of the borough population has a Blue Badge (2,474)[71]. We could conclude that disabled people owning a car is very low. This assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area will be negatively impacted. The following list is not exclusive but considers some of the most impacted conditions or diseases: • Mobility impairments • Visual impairments or blindness • Dementia and Alzheimer's • Arthritis or osteoarthritis • Osteoporosis • Anxiety Only a few parking spaces have been shortened to install physical planters and the amount is minor compared to the total parking availability in the area. Controlled Parking Zones (CPZ) are in place throughout the LTN so there is sufficient parking for residents and Blue Badge holders.	associated noise and air pollution. It is recognised that the changes will affect different people in different ways, whilst a short walk for one person may be manageable is may not be for another Car ownership is generally lower amongst BAME groups, with greater reliance on other travel modes, including a high share of public transport trips. Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to improving equity in access to services, opportunities and transport as well as reducing infection risk. The proposals will help, locally, address these by encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality. Where possible impacts can be reduced by enabling an exemption to camera enforced filters for registered Lewisham Blue Badge holders

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
10 **Socio-economic equity and**	Lewisham is the 7th most deprived London borough. The LTN area has a varied level of deprivation.[72] In the Lee Green ward, 17% of children live in low-income families and 11% of household experience fuel poverty.[73] Studies found that there are some protected characteristics that are associated with an increased risk of poverty in the UK: race (**BAME groups**), sex (**women**) and **disability**. In relation to age, while **pensioner** poverty has	Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to

[70] Roads Task Force – Technical Note 12 How many cars are there in London and who owns them? https://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf
[71] Blue Badge scheme statistics: data tables (DIS) https://www.gov.uk/government/statistical-data-sets/blue-badge-scheme-statistics-data-tables-dis
[72] Lewisham Deprivation map https://www.observatory.lewisham.gov.uk/deprivation/map/
[73] Index of Multiple Deprivation| Lee Green https://www.observatory.lewisham.gov.uk/deprivation/reports/#/view-report/14ae7eabc086408883028cf02bf8ec9a/E05000447

access to facilities	fallen over the last few decades – although it has started to rise again (Age UK, 2019) – **younger workers** are much more likely to be in poverty than other age groups.[74] The LTN offers measures that can curb the dominance of motorised transport, facilitate free and affordable means of transport such as walking and cycling and reduce inequalities in a range of ways. Studies looking at equity have highlighted how **low-income groups** are disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or reliable public transport options or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks.[75] One third of the British population are prevented from participating as fully as they could in the social and economic life of a country mainly dependent on the private car to meet its transport needs. Buying and running a car is expensive. The total cost of running a mid-range family car for 10,000 miles a year is estimated at over £6,000, or about a quarter of an average British salary. However, many people would say that they do not feel they have any choice but to own a car in order to conduct their lives.[76] Through providing safer space for walking and cycling, the LTN should reduce inequalities and be positive to **low-income households**. A good example is the London cycle hire scheme. Stations in the initial roll-out of the scheme tended to be more frequently placed in richer areas. The subsequent extension of the scheme to East London boroughs such as Tower Hamlets resulted in a marked increase in the share of trips made by people from more deprived areas. This highlights the importance of providing active travel infrastructure and facilities in poorer areas, where people more often lack car access. In lower income areas, crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.[77] Therefore quieter streets generated by the LTN are beneficial to **deprived groups** living in the area.	improving equity in access to services, opportunities and transport as well as reducing infection risk. The proposals will help, locally, address these imbalances, by encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality.. Additional to making streets quieter, the LTN could comprise further improvements to make the neighbourhood more accessible to all. A review and implementation of dropped kerbs with tactile, Raised-tables and better crossing locations would enhance the walkability of the area provide step-free access to all types of pedestrians. Studies found that women, older people, disabled groups and BAME groups cycle less than others. Approaching these groups to raise awareness of the existing cycle training and bike loan scheme could be proposed

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
11 **Climate change mitigation**	The consequences of climate change for London impact all age groups and already include flooding, urban heat, drought conditions or extreme cold weather. The effects of climate change could seriously harm people's quality of life, particularly the health and social and economic welfare of vulnerable people, such as the **older people and young children**, that are more inclined to dehydration and are less able to regulate their body temperature.[78] Current measures to mitigate climate change is positive to all and in particular to **younger generations and women more often** concerned by the state of the planet.[79]	Providing better walking and cycling in and around the LTN would help people make a modal shift. Providing more planting and trees in the area that would catch CO2, create shade and lower temperatures in warmer days. The integration of more sustainable drainage would help

[74] THE INEQUALITY OF POVERTY https://fairbydesign.com/wp-content/uploads/2021/02/The-Inequality-of-Poverty-Full-Report.pdf
[75] LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020
https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf
[76] Fairness in a Car-dependent Society http://www.sd-commission.org.uk/data/files/publications/fairness_car_dependant.pdf
[77] LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020
https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf
[78] Heat https://www.london.gov.uk/what-we-do/environment/climate-change/climate-adaptation/heat
[79] Three-quarters of adults in Great Britain worry about climate change
https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/articles/threequartersofadultsingreatbritainworryaboutclimatechange/2021-11-05

	Transport is the sector that generates the most part of CO2 emissions in the UK.[80] Greenhouse gases prevent the radiation of heat into space and are causing climate change and CO2 is the greenhouse gas that is most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years). The revised LTN does not meet expectations in terms of air quality but people driving less means less fuels or electricity used and this has a positive impact on carbon footprint at a larger scale than the neighbourhood.	the area to stay dry in case of precipitation and reduce unnecessary costs linked to water treatment and watering.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
12 **Quality engagement in the scheme development**	The original LTN was implemented as emergency measure in response to the pandemic under a 'Temporary Traffic Order', which enabled quick implementation. This required no public engagement. However, the Council set up a consultation page after implantation to collect views and adapted measures in response with concerns. With the aim of further improving the scheme, the Council undertook a 6-week public consultation that took place in June-August 2021. To make sure a wide range of people could respond, a comprehensive set of communication channels and ways to respond were used. These included hardcopy leaflets and surveys sent to properties, postcards, a dedicated webpage[81], a public phone line and email, social media, posters, targeted door knocking following postcode mapping. The engagement area included the LTN as well as surrounding areas as seen in the consultation report. The response rate was 20% with 7,065 responses. When comparing the respondent representation to Lewisham Borough and Lee Green Ward, we can notice there are consultation gaps regarding children, young adults, BAME and Christian groups. Consultation findings show that some participants had concerns about the consultation process.	The council have been listening to resident concerns throughout the scheme and a significant revision was made in November 2020 based on issued raised by residents. Ensure that there is a process for the next stages of the project which will enable access for all residents and businesses to feedback. This should in an accessible format and where certain protected characteristics haven't participated, actively seek their views.

In the next pages, tables show the link between impacts and groups using the following score system:

Impact matrix key		
Score	**Estimated effect on group**	**Signification**
3	**Very high beneficial impact**	Measures are significantly improving that group's quality of life
2	**High beneficial impact**	Measures are improving that particular group's quality of life. Further measures could be proposed to provide outstanding results.
1	**Beneficial impact**	Measures are somewhat improving that group's quality of life, similarly to other groups. Further measures could be proposed.
0	**Uncertain or neutral impact**	Measures are not improving or worsening the group's quality of life. Additional or other measures could be proposed to make a positive change.
-1	**Adverse impact**	Measures are somewhat worsening that group's quality of life, similarly to other groups. Some mitigation measures may need to be proposed, including behaviour change activities.
-2	**High adverse impact**	Measures are worsening that particular group's quality of life. Some mitigation measures need to be proposed.
-3	**Very high adverse impact**	Measures are significantly worsening that group's quality of life. Several mitigation measures have to be proposed.

[80] Transport and Environment Statistics 2021 Annual report https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984685/transport-and-environment-statistics-2021.pdf
[81] Consultation on the Lewisham and Lee Green Low Traffic Neighbourhood https://lewisham.gov.uk/myservices/roads-and-transport/tell-us-what-you-think-of-the-lewisham-and-lee-green-low-traffic-neighbourhood

Protected characteristic: Age

People of a particular age or persons of the same age group Impact matrix					
	Children (0-17)	Young adults (18-24)	Working age adults (25-69)	Older adults (70+)	All
Borough - Representation Lewisham and projection in the future (if available)	23.0% (Census 2011)	9.9% (Census 2011)	60.2% (Census 2011)	6.8% (Census 2011)	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	21.4% (Census 2011)	8.0% (Census 2011)	62.9% (Census 2011)	7.8% (Census 2011)	
OVERALL IMPACT (sum of all impacts listed below)	**10 positive**	**9 positive**	**6 positive**	**6 positive**	**8 positive**
1 Traffic-related air pollution reduction	0	0	0	0	
2 Traffic-related noise and vibration reduction	2	1	1	2	
3 Road safety and security increase	2	1	1	1	
4 Active travel facilities and space for other physical activity	2	1	1	1	
5 Inclusive access and community feel	1	1	1	2	
6 Neighbourhood attractiveness and economic vitality	1	2	2	1	
7 Community service access	0	0	-1	-1	
8 Commercial service access and parking	0	0	-1	-1	
9 Personal access and parking	0	0	-1	-1	
10 Socio-economic equity and access to facilities	1	2	0	0	
11 Climate change mitigation	2	2	1	1	
12 Quality engagement in the scheme development	-1	-1	2	1	

Protected characteristic: Disability

PEOPLE WITH IMPAIRMENT WHICH HAS A SUBSTANTIAL AND LONG-TERM ADVERSE EFFECT ON THAT PERSON'S ABILITY TO CARRY OUT NORMAL DAY-TO-DAY ACTIVITIES

Impact matrix					
	People with physical disability	**People with sensory impairment (sight, hearing)**	**People with cognitive impairment or learning disability**	**People with health and medical conditions**	**All**
Borough - Representation Lewisham and projection in the future (if available)	unknown	unknown	unknown	unknown	14.4% (Census 2011) And 0.8% Blue Badge holders (gov.uk)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	unknown	unknown	unknown	unknown	13.3% (Census 2011)
OVERALL IMPACT (sum of all impacts listed below)	**7 positive**	**6 positive**	**7 positive**	**6 positive**	**7 positive**
1 Traffic-related air pollution reduction	0	0	0	0	
2 Traffic-related noise and vibration reduction	1	1	2	2	
3 Road safety and security increase	2	2	2	1	
4 Active travel facilities and space for other physical activity	2	1	1	1	
5 Inclusive access and community feel	2	1	2	1	
6 Neighbourhood attractiveness and economic vitality	2	2	2	2	
7 Community service access	-2	-2	-2	-2	
8 Commercial service access and parking	-1	-1	-1	-1	
9 Personal access and parking	-2	-1	-1	-1	
10 Socio-economic equity and access to facilities	1	1	1	1	
11 Climate change mitigation	1	1	1	1	
12 Quality engagement in the scheme development	1	1	1	1	

Protected characteristic: Gender reassignment

PEOPLE WHO ARE TRANSGENDER, THAT HAVE A GENDER IDENTITY THAT IS DIFFERENT FROM THE GENDER ASSIGNED TO THEM WHEN THEY WERE BORN

Impact matrix	
	Transgenders
Borough - Representation Lewisham and projection in the future (if available)	Estimate of 1% (stonewall.org.uk)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	Estimate of 1% (stonewall.org.uk)
OVERALL IMPACT (sum of all impacts listed below)	**8 positive**
1 Traffic-related air pollution reduction	0
2 Traffic-related noise and vibration reduction	1
3 Road safety and security increase	2
4 Active travel facilities and space for other physical activity	1
5 Inclusive access and community feel	2
6 Neighbourhood attractiveness and economic vitality	2
7 Community service access	-1
8 Commercial service access and parking	-1
9 Personal access and parking	-1
10 Socio-economic equity and access to facilities	1
11 Climate change mitigation	1
12 Quality engagement in the scheme development	1

Protected characteristic: Marriage and civil partnership

PEOPLE IN A CIVIL PARTNERSHIP OR MARRIAGE BETWEEN SAME SEX OR OPPOSITE SEX

Impact matrix			
	People in civil partnership or married - Opposite sex	**People in civil partnership or married - Same sex**	**All**
Borough - Representation Lewisham and projection in the future (if available)	31.6% (Census 2011)	0.3% (Census 2011)	31.9% (Census 2011)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	37.7% (Census 2011)	0.3% (Census 2011)	38% (Census 2011)
OVERALL IMPACT (sum of all impacts listed below)	**5 positive**	**5 positive**	**5 positive**
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	1	2	
4 Active travel facilities and space for other physical activity	1	1	
5 Inclusive access and community feel	1	1	
6 Neighbourhood attractiveness and economic vitality	1	2	
7 Community service access	1	1	
8 Commercial service access and parking	-1	-1	
9 Personal access and parking	-1	-1	
10 Socio-economic equity and access to facilities	-1	-1	
11 Climate change mitigation	1	1	
12 Quality engagement in the scheme development	1	1	

Protected characteristic: Pregnancy and maternity

PEOPLE WHO IS PREGNANT OR EXPECTING A BABY AND A PERSON WHO HAS RECENTLY GIVEN BIRTH

Impact matrix	
	Pregnant women and young mothers
Borough - Representation Lewisham and projection in the future (if available)	45.9% people have dependent children (Census 2011) 4919 live births in 2012 (1.8% of total population) 1.6% of children aged under 1 (Census 2011)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	43.8% people have dependent children (Census 2011) 1.7% of children aged under 1 (Census 2011)
OVERALL IMPACT (sum of all impacts listed below)	**9** **positive**
1 Traffic-related air pollution reduction	0
2 Traffic-related noise and vibration reduction	1
3 Road safety and security increase	2
4 Active travel facilities and space for other physical activity	1
5 Inclusive access and community feel	2
6 Neighbourhood attractiveness and economic vitality	2
7 Community service access	-1
8 Commercial service access and parking	-1
9 Personal access and parking	-1
10 Socio-economic equity and access to facilities	1
11 Climate change mitigation	2
12 Quality engagement in the scheme development	1

Protected characteristic: Race (ethnicity)

PEOPLE DEFINED BY THEIR RACE, COLOUR AND NATIONALITY (INCLUDING CITIZENSHIP), ETHNIC OR NATIONAL ORIGINS

Impact matrix			
	BAME groups	**White group**	**All**
Borough - Representation Lewisham and projection in the future (if available)	46.5% (Census 2011)	53.5% (Census 2011)	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	33.7% (Census 2011)	66.3% (Census 2011)	
OVERALL IMPACT (sum of all impacts listed below)	**7 positive**	**5 positive**	**6 positive**
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	2	1	
4 Active travel facilities and space for other physical activity	2	1	
5 Inclusive access and community feel	1	1	
6 Neighbourhood attractiveness and economic vitality	1	1	
7 Community service access	-1	-1	
8 Commercial service access and parking	-1	-1	
9 Personal access and parking	0	-2	
10 Socio-economic equity and access to facilities	2	1	
11 Climate change mitigation	2	1	
12 Quality engagement in the scheme development	-2	2	

Protected characteristic: Religion and philosophical belief

PEOPLE WITH RELIGIOUS AND PHILOSOPHICAL BELIEFS INCLUDING NO BELIEF (MAY INCLUDE BELIEFS SUCH AS, FOR INSTANCE, EXISTENCE OF CLIMATE CHANGE, ETHICAL VEGANISM, ABSTINENCE FROM ALCOHOL, POLITICAL BELIEF)

Impact matrix			
	People of various religions or no religions	**People of various philosophical belief or no philosophical belief**	**All**
Borough - Representation Lewisham and projection in the future (if available)	Christian 52.8% Muslim 6.4% No religion 27.2% Other religion 4.7% Prefer not to say 8.9% (Census 2011)	Unknown	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	Christian 52% Muslim 4.4% No religion 30.3% Other religion 4.9% Prefer not to say 8.5% (Census 2011)	Unknown	
OVERALL IMPACT (sum of all impacts listed below)	**5 positive**	**6 positive**	**6 positive**
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	1	1	
4 Active travel facilities and space for other physical activity	1	1	
5 Inclusive access and community feel	1	1	
6 Neighbourhood attractiveness and economic vitality	1	1	
7 Community service access	0	0	
8 Commercial service access and parking	0	0	
9 Personal access and parking	0	0	
10 Socio-economic equity and access to facilities	0	0	
11 Climate change mitigation	1	1	
12 Quality engagement in the scheme development	-1	0	

Protected characteristic: Sex

PEOPLE'S GENDER

Impact matrix			
	Women	**Men**	**All**
Borough - Representation Lewisham and projection in the future (if available)	51.1% (Census 2011)	48.9% (Census 2011)	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	50.2% (Census 2011)	49.8% (Census 2011)	
OVERALL IMPACT (sum of all impacts listed below)	**11 positive**	**2 positive**	**5 positive**
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	2	1	
4 Active travel facilities and space for other physical activity	2	1	
5 Inclusive access and community feel	2	1	
6 Neighbourhood attractiveness and economic vitality	1	1	
7 Community service access	-1	-2	
8 Commercial service access and parking	-1	-2	
9 Personal access and parking	-1	-2	
10 Socio-economic equity and access to facilities	2	1	
11 Climate change mitigation	2	1	
12 Quality engagement in the scheme development	1	1	

Protected characteristic: Sexual orientation

PEOPLE'S SEXUAL ORIENTATION TOWARDS PERSONS OF THE SAME SEX, PERSONS OF THE OPPOSITE SEX OR PERSONS OF EITHER SEX

Impact matrix	
	Gay, lesbian and bisexual people
Borough - Representation Lewisham and projection in the future (if available)	Estimate of 3.8% (ons.gov.uk)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	Estimate of 3.8% (ons.gov.uk)
OVERALL IMPACT (sum of all impacts listed below)	**9 positive**
1 Traffic-related air pollution reduction	0
2 Traffic-related noise and vibration reduction	2
3 Road safety and security increase	2
4 Active travel facilities and space for other physical activity	1
5 Inclusive access and community feel	2
6 Neighbourhood attractiveness and economic vitality	2
7 Community service access	-1
8 Commercial service access and parking	-1
9 Personal access and parking	-1
10 Socio-economic equity and access to facilities	1
11 Climate change mitigation	1
12 Quality engagement in the scheme development	1

5. Conclusion, action plan and monitoring

Conclusion

Positive impacts

The Equality Impact Analysis shows that the current LTN measures impact all groups positively overall and in particular the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers, members of the LGBT community and BAME groups. This is because the scheme has shown being successful at generally decreasing traffic levels and speeds.

Quieter streets mean less noise and vibrations, increased road safety and natural surveillance, due to more people able to walk and cycle safely, increased opportunities for all to be active on the streets, more space on the carriageway for people using various wheeled transport equipment such as, tricycle, adapted cycles, cargo-bikes, more and quieter space to play, stop and chat with neighbours, increased footfall and cycle flows supporting a vibrant local economy, more space and time to enjoy streets architectural and natural features, more opportunities to access facilities for people that found that using public transport or a car was too expensive and a lower carbon footprint overall.

Negative impacts

The Equality Impact Analysis did highlight some potential negative impacts on the protected groups.

The negative impacts are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area, which may be longer. The negative impact is associated with the increased time, distance and cost for those using a motor vehicle to reach their destination. It should be noted that all properties remain accessible by motor vehicle and there are other ways to travel which will be improved by the proposals including for those who walk and cycle. The main negative impact therefore is on those people where the use of a motor vehicle to travel across the area to reach their destination is essential.

As part of this assessment, it is recognised this could be those that are disabled, elderly, mobility impaired, and care for a relative or friend that need to use a motor vehicle to travel across the area.

Specifically, this assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area could be negatively impacted when using a motor vehicle. This could also be the case for the elderly who have mobility impairments and may be more likely to be reliant on a motor vehicle for essential journeys. Those supporting or caring for an elderly relative or friend could also likely be impacted by the longer alternative routes. The impacts are those persons using a motor vehicle will have to use alternative routes, which may take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Further to this, people with a disability, or those supporting or caring for a relative or friend with a disability, who require a vehicle to travel will have to use alternative routes, which will take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Mitigation measures

In order to reduce and limit the negative impacts that have been identified a number of key suggestions have been made:

Accessibility

To reduce some of the impacts undertake a review of access points to the area and identification of modal filters that can be changed to camera enforced filters with appropriate exemptions for emergency service, registered Lewisham blue badge holders and registered educational needs and disabilities (SEND) transport providers.

School Streets

To address road safety and traffic pollution issues for children develop a programme of school streets. Work together with schools, school parents and children, community services and local residents to define design principles, times, exemptions and travel behaviour change activities and monitoring.

Complementary measures to encourage further modal shift

To encourage an increase in sustainable and active travel and a reduction in car use it is recommended, the following complementary measures should be implemented throughout the wider consultation area:

- more street trees and greening of public spaces and residential streets to improve the look and feel of the area and improve air quality locally.
- Introduce additional bike storage and parking.
- Introduce/ improve pedestrian crossing points at key locations to improve accessibility.

Sustainable travel behaviour

Improve communication regarding existing cycling training and help and offer further support to residents and businesses willing to shift to cycling through for instance by promoting existing cycle training and giving consideration to specific training sessions for women, older people, disabled people and BAME groups and organising awareness events. In addition, promote the existing cycle loan scheme. Evaluate demand for EV-charging points. Work with other organisations to consider measures to reduce the number of vehicles making deliveries and explore opportunities for servicing to be undertaken by more sustainable means.

Inclusive engagement strategy

Develop a clear engagement strategy for the recommended environmental measures including school streets. Include targeted activities for hard-to-reach groups such as children, younger adults and BAME group members.

Overall

It is recognised that for some protected groups that have to take journeys by motor vehicle, they may be disproportionately negatively impacted, however, the impact of longer journey times for some people is deemed to have been reduced by the improvements for the opportunity for sustainable and active travel provided by the proposals and the expected improvements to air quality, safety, noise and wellbeing benefits to these groups.

Action plan and monitoring

The table below is a draft action plan that can be used to shape and monitor an inclusive design and engagement process for the steps ahead. It also show when it is preferred that the EqIA is updated.

Recommendation	Key activity	Progress/ Timeline
Share information on consultation results and final proposals	Final consultation results and final proposals to be made available online and awareness raised through a press release, social media, and other existing communication channels.	**January 2022**
Report to Cabinet and Mayor	Presentation of the findings of the scheme and recommendations on improvements to be made	January 2022
Ensure that there is an engagement process for the recommended environmental measures including school streets. This should be in an accessible format and where groups with certain protected characteristics haven't participated in previous engagement actively seek their views	Share information on the final scheme and programme of the detailed design and works. Ensure that the opportunities for feedback on new designs are provided and advertised widely to ensure that those that want to be further engaged in the programme are able to do so. Information should be shared via existing channels including, website and social media. All feedback will be reviewed. Information letters delivered to properties in the direct vicinity of the works and notices put up in the area prior to works starting.	March – Sept 2022
Traffic order advertisement.	Ensure scheme is progressed in accordance with the statutory processes	early 2022

Continue to liaise with SNT, Met Police re safety in neighbourhood areas.	often local issues are raised via the Safer Neighbourhood Teams and Met Police ensure regular updates across the programme to identify where changes may cause conflict for the different user groups.	On-going
Continue Engagement with emergency services	continue discuss any impacts with the Emergency services as the scheme may change.	On-going
Undertake further surveys to obtain data to correlate with existing baseline data held prior to starting the scheme	Undertake surveys on a regular basis to understand the continued impacts of the scheme and to help inform other transport schemes within the borough. This may include but not limited to air quality, traffic counts, collisions, and vehicle speeds. This may also include new data sets such as levels of walking and cycling in the area.	On-going
Review of the uptake on the registered Lewisham blue badge exemption	Monitor the current number of registered Lewisham blue badge exemptions, and identify if there is an increase of blue badge exemption requests and those granted.	On-going

Appendix K Monitoring Report

Lewisham & Lee Green Low Traffic Neighbourhood

Date: November 2021

1. INTRODUCTION

1.1.1 The London Borough of Lewisham introduced the Lewisham and Lee Green Low Traffic Neighbourhood as a response to Government encouragement, following the outbreak of the COVID-19 pandemic.

1.1.2 The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians and urgently put measures like LTNs in place.

1.1.3 The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.

1.1.4 LTNs also aim to improve air quality and public health, reduce air and noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists.

1.1.5 The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. A copy of the strategy can be found here. The identified metrics were:

1.2 Automatic Traffic Count Data:

1.2.1 This is undertaken using pneumatic tubing that runs across the width of the road. This is installed on a temporary basis over a period of seven consecutive days to collect traffic data such as vehicle classification, vehicles flow count and vehicles speed data. It can also be undertaken via a radar device that attaches to street furniture, but is more commonly undertaken via pneumatic tubes.

1.3 Bus Journey Time Data:

1.3.1 Transport for London (TfL) collect network performance data on buses using automated recording equipment on the buses and on street furniture to understand the overall journey time of a route, minus the dwell time spent in bus stops. This data enabled the council to review and calculate the time it takes for a specific route journey, averaged over a period covering its entire length or pre-determined length between two points.

1.4 Air Quality Data

1.4.1 Air Quality Data is used to help communicate the severity of air quality levels for pollutants to the public and the risks they may carry. To determine air quality in an area, pollutant concentrations are measured, analysed and reported. The calculations are based on the average concentrations of a particular pollutant measured over a period.

1.4.2 There are two main forms of measurement device for air quality data:

1.4.3 Real time sensors, these are small sensors that can be installed on street furniture that offer the ability to 'live' track pollutant levels. They were first developed for workplaces, and they can give misleading results when used to measure the pollution that we experience in everyday London.

1.4.4 Diffusion tubes, also known as diffusive samplers, are widely used for indicative monitoring of ambient nitrogen dioxide (NO_2) in the context of review and assessment. They are particularly useful in areas of high NO_2 concentration particularly when dealing with sources such as traffic emissions, which do not change very much from day to day.

1.4.5 For further information on Air Quality in the borough please refer to https://lewisham.gov.uk/airquality.

1.4.6 It is important to note that any transport related data capture has limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. However data capture during a national pandemic is not representative of normal conditions, due to the tightening and easing of lockdown

measures by Government which have severely influenced travel behaviour; resulting in at times volatile results.

1.4.7 The monitoring data has been undertaken over a period that is not under 'normal' conditions with frequent changes in restrictions on movements and social distancing. In November 2021 Although conditions have now improved, as there are currently no restrictions on movement or social distancing, travel patterns are still likely to be different to pre pandemic levels with many people still working from home and choosing different modes and times to travel.

1.4.8 Therefore the data produced/ analysed in this report is to aid in the monitoring and evaluation of the scheme, with the knowledge that its holds some limitations.

1.4.9 The below timeline summarises the measures introduced as well as the COVID-19 restrictions introduced by the UK Government.

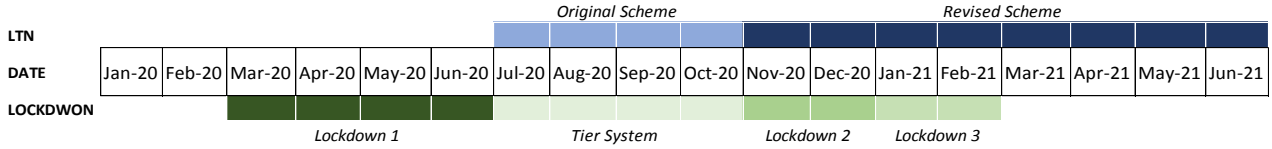


Figure 1 – Timeline of Measures and UK Government restrictions.

1.4.10 During this time there have been several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This has resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternate to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times.

1.4.11 As stated in para 1.4.7 travel patterns are still in flux with many people still working from home and establishments such as schools have and may continue to close depending on the level of Covid-19 infections and Government advice. We are only able to provide comments based on the data rather than more general observations.

2. AUTOMATIC TRAFFIC COUNT DATA:

2.1.1 Automatic Traffic Count data was available prior to the introduction of the LTN for some locations as part of a scheme that was being developed by the Council prior to the pandemic called the 'Healthy Neighbourhoods' scheme (further information on this scheme can be found here). Data for these locations was collected over a consecutive seven day period starting on the 23rd March 2019, however when the original scheme was being developed it was understood that this did not cover the entire area and to gain a better understanding in the time frames outlined by Government additional data was collected to provide indicative information based on street similar streets. This data was collected over a consecutive seven day period starting on the 25thJune 2020. From this point on this data will be referred to as pre-scheme data.

2.1.2 As a part of the original monitoring report which can be found here, an additional data capture was undertaken in October 2020over a consecutive seven day period starting on the 28th September 2020 This data forms a datum which covers the 'original LTN scheme' that was introduced in July 2020.

2.1.3 The scheme was revised in November 2020 for several reasons, one of the reasons was in response to resident concerns and data that indicated that vehicle flows, journey times and bus journey times could be increasing as a consequence of the scheme. The original scheme was therefore revised with the following changes:

- Manor Lane, the existing camera adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
- Manor Park, the existing camera adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will enforce vehicles who try to travel southbound.
- Cameras on Ennersdale Road and Dermody Road adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera will continue to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
- Leahurst Road, the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera to

enforce this restriction. The width restriction was replaced by a 7.5 tonne weight restriction which is also enforced by camera.

2.1.4 A final survey was undertaken in February 2021, over a consecutive seven day period starting on the 4th February 2021. These surveys were outlined in the monitoring report as a datum collection point which would provide an insight into the operation of the 'revised LTN scheme' as introduced in November 2020.

2.1.5 Traffic volume has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme. Comparable data that was available has been presented below (Table 1, Table 2). Additional surveys were undertaken during the course of the scheme however these are at locations that were identified during the course of the scheme and have no comparable pre-scheme data available (Table 3).

2.1.6 Table 1 below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that detail that average traffic volumes on the roads surveyed have reduced by approximately 69% between March 2019 and February 2021. March 2019 recorded an average of 3352 vehicles per day per road, before falling to 1227 in October 2020 during the original LTN scheme and 1038 in February 2021 during the revised LTN scheme. Morley Road, North of Dermody Road showed the greatest decrease of 8353 vehicles per day and Pitfold Road recorded the smallest decrease of 64 vehicles per day. None of these sites recorded an increase in volume.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Dallinger Road	1337	434	236
Cambridge Drive	1436	417	233
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
Average	**3352**	**1227**	**1038**
Difference	-	-2125	-2314
% Change from Mar 19	-	-63.39	-69.03

Table 1 – Pre-Scheme data collected in March 2019

Location	Before LTN Mar-19	Original Scheme Oct 20	Revised Scheme Feb 21
Within the LTN			
Ballinger Road	1337	434	236
Cambridge Drive	1436	417	233
Dorville Road West of Cambridge Drive	2626	644	380

Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555

2.1.7 Table 2 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and highlights that vehicle movements on these roads has reduced on average by approximately 20% between June 2020 and February 2021. In June 20 daily traffic volume was an average of 1867 across all roads, rising slightly to 1944 during the original LTN scheme in October 2020 and then falling to 1493 in the revised LTN scheme in February 2021. Belmont Park, Brandram Road and Springrice Road had the greatest decrease

in vehicle flow with a reduction of 1129, 1112 and 1312 vehicles per day respectively.

2.1.8 Four locations however recorded an average increase in traffic of 16% between June 2020 and February 2021, these were Benin Street +149 vehicle movements per day, Courthill Road +813 vehicle movements per day, Harvard Road +5 vehicle movements per day, Hither Green Lane +98 vehicle movements per day and Manor Lane Terrace (east of Abernathy Road) +105 vehicle movements per day.

2.1.9 Reviewing these locations further Benin Street, recorded its increase in vehicle movements off peak, with 85% of the increased movements being between 10:00 and 16:00. Peak travel times between 07:00 and 10:00 noted an average reduction of 4 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 13 vehicle movement an hour.

2.1.10 Courthill Road recorded its increase in vehicle movements throughout the entirety of the day, though during the June 2020 surveys it is noted that there was some data loss from the pneumatic tube recording device for the vehicles travelling westbound for a period of approximately 2.5 days. Given the limitation with time and the inability to redo the survey the data has been presented as an increase, acknowledging the data limitation.

2.1.11 Harvard Road recorded its increase in 5 vehicle movements during the hours of 02:00 and 04:00 and as such will not impact the overall vehicle movements on this road.

2.1.12 Hither Green Lane recorded its increase in vehicle movements during peak travel times, with 76% of the increased movements being between 07:00 -10:00 and 16:00-19:00. Peak travel times between 07:00 and 10:00 noted an average increase of 73 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 76 vehicle movement an hour.

2.1.13 Manor Lane Terrace recorded its largest increase in vehicle movements during off peak travel times, with 35% of the increased movements being between 14:00 -17:00. The remainder were randomly distributed throughout the rest of the day.

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	291	803	242
Belmont Park	2324	1358	1195
Benin Street	364	562	513
Blessington Road	933	1140	861
Brandram Road	2325	2199	1213
Campshill Road	1509	1427	1289
Courthill Road	7252	9804	8065
Dacre Park	1607	2033	919
George Lane	2347	1793	2049
Harvard Road	589	568	594
Hither Green Lane	7275	7690	7373
Lanier Road	1126	550	402
Longbridge Way	2157	2483	1203
Manor Lane Terrace, East of Abernethy Road	396	512	501
Manor Lane, South of Dallinger Road	4621	2389	3667
Minard Road	268	1131	231
Nightingale Grove	1524	1501	893
Old Road	667	343	282
Radford Road	648	672	540
Springbank Road North of Duncrievie Road	1574	2029	1136
Springbank Road, South of Torridon Road	1055	1559	938
Springrice Road	1910	2304	598
Thornford Road	2058	1920	1464
Torridon Road	3221	3080	2289
Wellmeadow Road, South of Hither Green Lane	214	262	175
Wellmeadow Road, South of Torridon Road	294	443	191
Average	**1867**	**1944**	**1493**
Difference	-	77	-374
% Change from Jun 20	-	4.12	-20.03

Table 2 – Pre-Scheme data collected in June 2020

Location	Before LTN Mar-19	Original Scheme Oct 20	Revised Scheme Feb 21
Within the LTN			
Ballinger Road	1337	434	236
Cambridge Drive	1436	417	233
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374

Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555

2.1.14 Although there is no comparable pre-scheme data Table 3 below outlines data for additional locations that was collected during the original LTN scheme and then again during the revised LTN scheme during October 2020 and February 2021 respectively. The data reveals that vehicle volume has fallen by an average of almost 800 cars a day, this is on average a 25% reduction. Only one location noted a small increase, Hither Green Lane North of Brightside Road +140 vehicles per day, just under 5%. It is however noteworthy that the increase observed north of Brightside Road on Hither Green Lane was not recorded at the survey location north of George Lane on Hither Green Lane. This location recorded a reduction in average daily movements of -407 vehicles per day, or just over 11%.

Location	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	13226	8931
Beacon Road West of Ardmere Road	548	283
Broadfield Road	866	591
Hither Green Lane North of Brightside Road	2930	3070
Hither Green Lane North of George Lane	3932	3525
Laleham Road North of Brownhill Road	3081	2438
Laleham Road North of Elmer Road	2052	1612
Minard Road	6143	4118
Torridon Road	481	280
Veradant Lane	391	209
Wellmeadow Road	289	218
Average	**3085**	**2298**
Difference		-788
% Change from Oct 20		-25.53%

Table 3 – Comparison of original scheme vs revised where no pre scheme data was captured

2.1.15 Table 4 below provides a snapshot of vehicle movements on the boundary roads; this data was captured using radar based traffic surveys as opposed to the pneumatic tubes as used in Tables 1, 2 and 3. Similar to the data recorded in Table 3 this data has no comparable data sets, inaccuracies in data and the cost of these surveys resulted in them not being repeated. The below table will however provide a snapshot of some results recorded.

Location	Before LTN Jun 20 Flow	Before LTN Jun 20 Speed
Brownhill Road	18762	21.1
Lee High Road near Burnt Ash Road	14924	20.0
Lee High Road near Manor Road	18952	21.2
Burnt Ash Hill near Glenmere Row	13731	23.2
Burnt Ash Hill near Kimbolton Close	12586	26.0

Table 4 – Snapshot of Radar data collected in June 2020

2.2 Traffic Speed Monitoring

2.2.1 Traffic speed was also monitored at the same 55 locations. Pre-scheme surveys can also be found from March 2019, and June 2020, when COVID-19 restrictions were in place. Comparable data that is

available has been presented below (Table 5, Table 6). Additional monitoring has taken place on other roads with no comparable pre-scheme data available (Table 7).

2.2.2 Table 5 below details vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have reduced by approximately 11%, or 2.1mph between March 2019 and February 2021, this reduction was also noted during the original scheme surveys in October 2020. Five locations however recorded a small increase in average speed of approximately 10%, or 1.5mph, though none of these locations noted speeds in excess of 20mph. They were recorded on Eastdown Park +2.9 mph to 18.4mph, Gilmore Road +1.9mph to 19.1mph, Leahurst Road (south of Longhurst Road) +2.1mph to 16.7mph, Leahurst Road (north of Ennersdale Road) +0.6mph to 13.9mph and Morley Road +0.3mph to 18.5mph.

2.2.3 Manor Park (both locations) and Southbrook Road recorded speeds in excess of 20mph at 20.6mph, 20.5mph and 22.5mph respectively, however noted a reduction on the pre-scheme March 2019 surveys. The speeds recorded on Manor Park (both locations) and Southbrook Road are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Ballinger Road	21.8	17.5	15.6
Cambridge Drive	23.4	19.9	15.3
Dorville Road West of Cambridge Drive	18.8	18.4	16
Dorville Road West of Leyland Road	19.6	18.8	18
Eastdown Park	15.5	18.5	18.4
Effingham Road	18.1	13	17.5
Ennersdale Road	19.3	17.1	17.2
Gilmore Road	17.2	16.3	19.1
Handen Road	19.8	18.6	18
Holme Lacey Road	20.1	13.7	13.3
Manor Lane Terrace	14.3	14.1	13
Leahurst Road South of Longhurst Road	14.6	12.9	16.7
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9
Leyland Road North of Osberton Road	19.3	11.3	14.6
Leyland Road North of Upwood Road	13.6	14.4	13.3
Longhurst Road	19.2	16	16
Manor Lane	19.6	16.4	15.5
Manor Park North of Northbrook Road	20.7	21.5	20.6
Manor Park West of Thornwood Road	24	21.4	20.5
Micheldever Road	24.4	20.6	19.9
Morley Road North of Dermody Road	18.2	16.1	18.5
Morley Road South of Lingards Road	17.4	14.9	15.4
Newstead Road	19.7	18.5	19.1
Pitfold Road	17.7	13.4	12
Southbrook Road	24.2	21	22.5
Staplehurst Road	17.1	17.8	16
Taunton Road	19.3	19	18.8
Upwood Road	17.5	15.9	16.1
Woodyates Road	21.5	19.8	17
Average	**18.9**	**16.9**	**16.8**
Difference	-	-2	-2.1
% Change from Mar 19	-	-10.58	-11.11

Table 5 – Pre-Scheme data collected in March 2019

Location	Before LTN Mar-19	Original Scheme Oct 20	Revised Scheme Feb 21
Within the LTN			
Ballinger Road	1337	434	236
Cambridge Drive	1436	417	233
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021

Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555

2.2.4 Table 6 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and shows that on average vehicle speeds on these roads have reduced by approximately 4.7%, or 0.8mph between June 2020 and February 2021.

2.2.5 Seven locations however did record a small increase in average speed of approximately 9%, or 1.4mph. They were recorded on Belmont Park +0.1mph to 18.1mph, Benin Street +2.9mph to 18.2mph, Blessington Road +0.5mph to 16mph, George Lane +0.3 mph to 14mph, Minard Road +2.1mph to 14.8mph, Radford Road +2.4mph to 17mph and Torridon Road +0.9mph to 21mph. Courthill Road and Springbank Road (south of Torridon Road) recorded speeds in excess of 20mph at 21.6mph and 21.5mph respectively, however noted a reduction on the pre-scheme June 2020 surveys. The speeds recorded at these locations are below the design speed

of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

2.2.6

Location	Before LTN Jun-20	Original Scheme Oct-20	Revised Scheme Feb-21
Within the LTN			
Ardgowan road	20.2	17.8	16.7
Belmont Park	18	17.2	18.1
Blessington Road	15.5	18.5	16
Brandram Road	19.6	20	18.1
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4
Manor Lane, South of Dallinger Road	20.2	20	19.5
Old Road	14.5	13.1	10.2
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4
Outside of the LTN			
Benin Street	15.3	14.8	18.2
Campshill Road	18.6	15.3	14.8
Courthill Road	21.7	19.9	21.6
Dacre Park	18.2	17.4	17
George Lane	13.7	14.2	14
Harvard Road	11.3	12	8.4
Hither Green Lane	20.9	19.5	18.7
Lanier Road	15.4	15.1	14.6
Longbridge Way	14.4	12.8	14.2
Minard Road	12.7	13.7	14.8
Nightingale Grove	17.2	15.6	16.2
Radford Road	14.6	17.6	17
Springbank Road North of Duncrievie Road	18.4	17	17.9
Springbank Road, South of Torridon Road	23	20.5	21.5
Springrice Road	15.8	14.9	14.7
Thornford Road	19.3	19.5	18.6
Torridon Road	20.1	21.1	21

Table 6 – Pre-Scheme data collected in June 2020

2.2.7 Table 7 below details the speed data collected from the locations where no comparable pre-scheme data was available. The data details that between the original LTN scheme in October 2020 and the revised scheme in February 2021 there has been a 0.64%, or 0.1mph reduction on the speeds recorded at the below locations.

2.2.8 Five of these locations however did note an increase in speed, they were recorded on Beacon Road +0.5 mph to 14.8mph, Hither Green Lane (north of Brightside Road) +2.9mmph to 22mph, Hither Green Lane (north of George Lane) +1.6mph to 20mph, Torridon Road +1.5mph to 18.8mph and Verdant Lane +1.9mph to 21.7mph.

2.2.9 Hither Green Lane (north of Brightside Road) and Verdant Lane recorded speeds in excess of 20mph at 22mph and 21.7mph respectively. The speeds recorded on Hither Green Lane (north of Brightside Road) and Verdant Lane are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	**Original Scheme Oct 20 (mph)**	**Revised Scheme Feb 21 (mph)**
Ardgowan Road	16.8	16.2
Beacon Road	14.3	14.8
Broadfield Road	18.1	12.3
Hither Green Lane North of Brightside Road	19.1	22.0
Hither Green Lane North of George Lane	18.4	20.0
Laleham Road North of Brownhill Road	18.3	18.1
Laleham Road North of Elmer Road	13.7	13.1
Minard Road	15.7	15.4
Torridon Road	17.3	18.8
Veradant Lane	19.8	21.7
Wellmeadow Road	15.6	13.5
Average	**17.0**	**16.9**
Difference		-0.1
% Change from Oct 20		-0.64%

Table 7 – Comparison of original scheme vs revised where no pre scheme data was captured

Location	**Before LTN Jun 20 Speed**
Brownhill Road	21.1
Lee High Road near Burnt Ash Road	20.0
Lee High Road near Manor Road	21.2
Burnt Ash Hill near Glenmere Row	23.2
Burnt Ash Hill near Kimbolton Close	26.0

2.3 Bus Journey Times

2.3.1 The Council has worked with Transport for London (TfL) who have been monitoring bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill/ Burnt Ash Road and Lee High Road/ Eltham Road, These routes were selected to provide an insight to the effects on key corridors that are on the boundary of the scheme.

2.3.2 Figure 2 below identifies the key corridors which TfL have provided data.

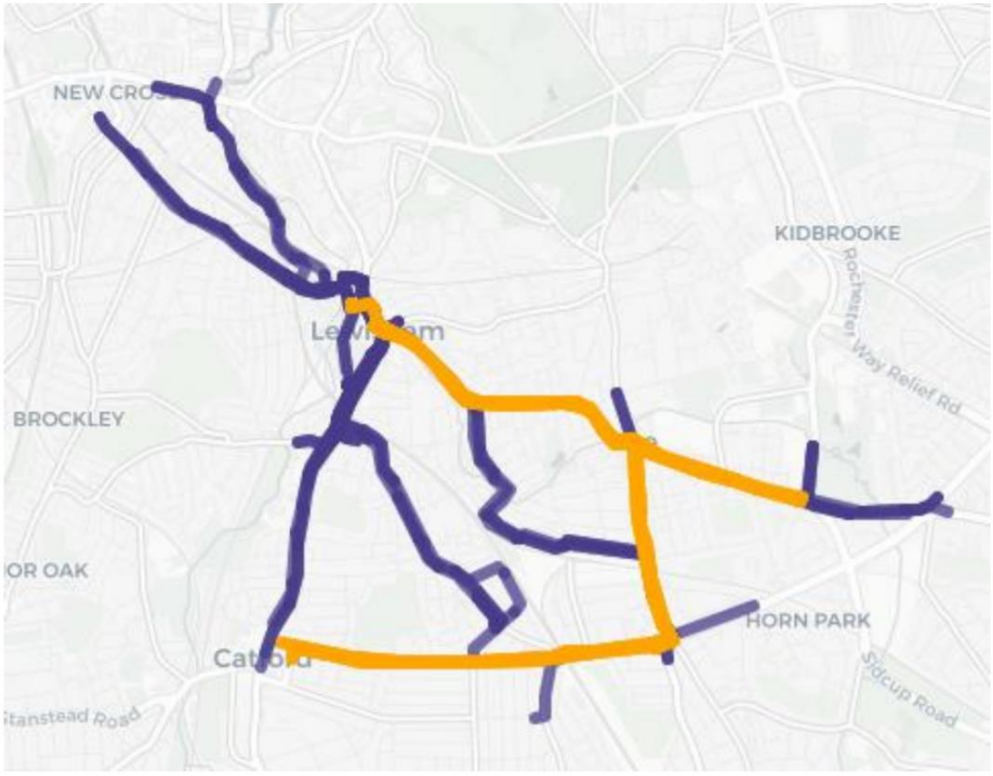


Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

2.3.3 The following data sets show the changes over time for bus journey times and traffic flow. We have selected the most recent data at the time of writing the report which includes up to the end of October 2021.

2.3.4 TfL data shows bus journey times on these corridors fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in

September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020

2.3.5 The below graphic, figure 3, details the changes in bus journey times for the week 20/09/2021 -24/09/2021. It details marginal delays of between 1 minute and 3 minutes per km along the A205 South Circular and 0.5minutes and 1 minute per km on Burnt Ash Hill. The following sections provide greater detail and changes over the last 18 months.

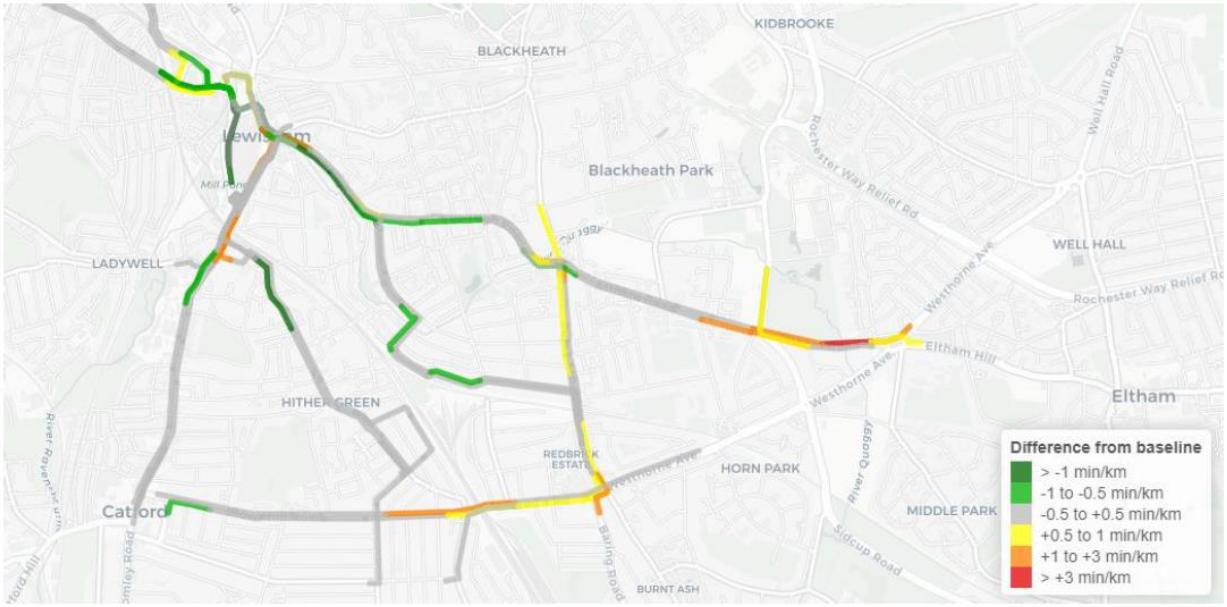


Figure 3 -the changes in bus journey times for the week 20/09/2021 -24/09/2021

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2.4 Brownhill Road

2.4.1 TfL data for the 12 hour average between 7am and 7pm on Brownhill Road eastbound (Figure 4) details pre-covid bus journey times averaged out at around 4.3 minutes per km for the above indicated route between Lewisham High Street and Burnt Ash Hill. In April 2020 this fell to under 3 minutes per Km as Covid-19 resulted in the first lockdown. As the original LTN launched in July 2020, journey times retuned to 4 minutes per Km on average, increasing to around 10 minutes per Km for the next few months, which coincided with the easing of restrictions/ the tier system. A increase in bus journey time was noted in September 2020, which coincided with the reopening of

schools, however from November 2020 journey times settled to roughly 5 minutes per Km coinciding with the revised LTN launch.

2.4.2 In 2021 a similar pattern was observed with increases in bus journey times after the relaxation of social distance restrictions. There is also an increase bus journey time around September with the beginning of the school term. Within the latest month (October 2021) the eastbound bus journey times are within the upper baseline figure recorded prior to the start of the Pandemic. Overall there is an average increase of 0.4 minutes per Km in comparison to pre-scheme average.

2.4.3 This data would suggest that there hasn't been a large migration of eastbound traffic from the scheme area on the A205.

2.4.4 The westbound (Figure 5) average bus journey times however has stayed the same over the same period. Pre-covid bus journey times were around 3.9 minutes per km, in March 2020 this increased to over 9 minutes per km but then fell to under 3 minutes per km until May 2020. June 2020 saw average bus journey times of 7 minutes per km, falling to around 4 minutes per km again in July 2020 when the original LTN scheme was introduced, until an increase of over 1.5 minutes per km in September 2020 when the schools reopened. When the scheme was revised in November 2020, bus times settled to around 4 minutes per km again.

2.4.5 In 2021 there has been less fluctuation and a more consistent bus journey time. The majority of 2021 has seen the bus journey time with the upper and lower bus journey times and in several instances over the past few months actually recording a journey time below the baseline value. In the last week bus journey times has match the times of 3.9 minutes per km. This would suggest that the impact on the A205 in both directions from the revised scheme has been minimal.

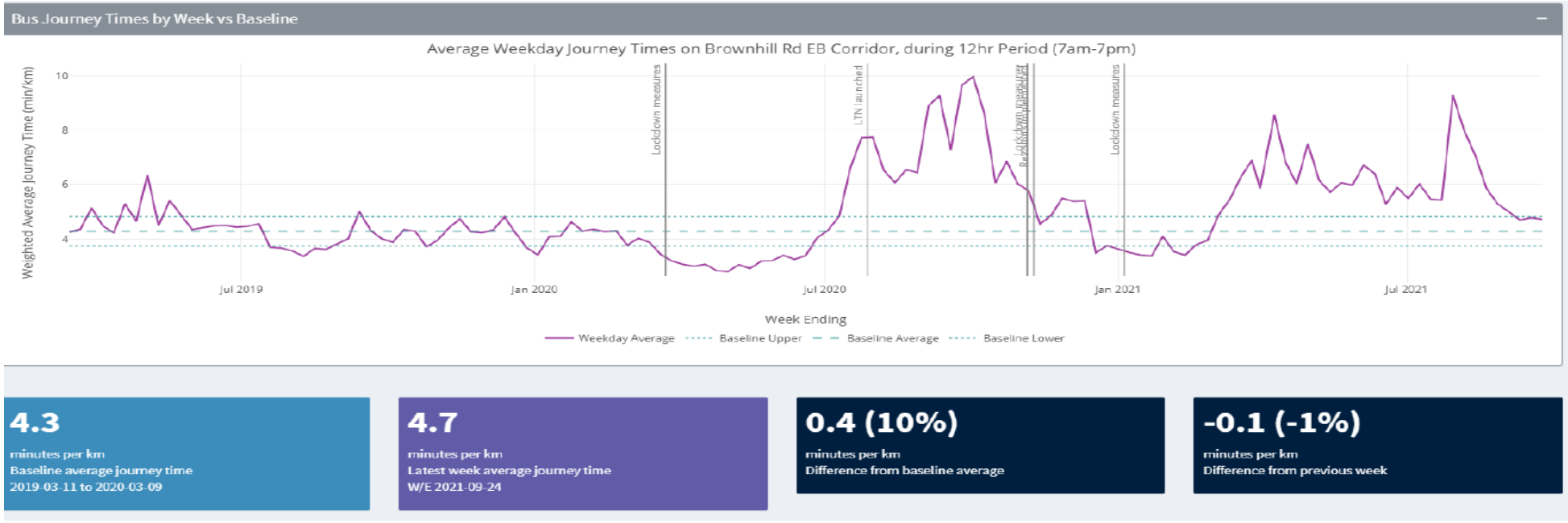

Figure 4 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

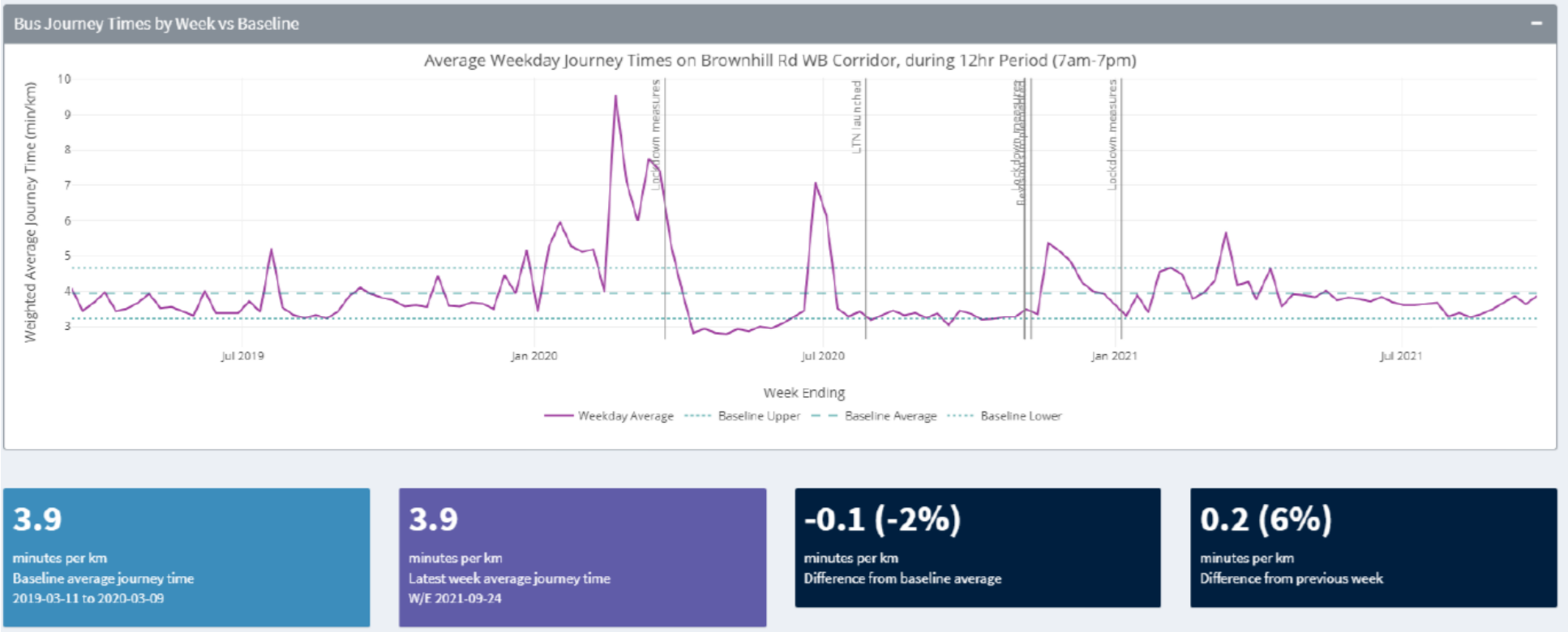

Figure 5 Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.6 The below graphics provide an update on vehicle traffic flows from TfL for the period to October 2021.

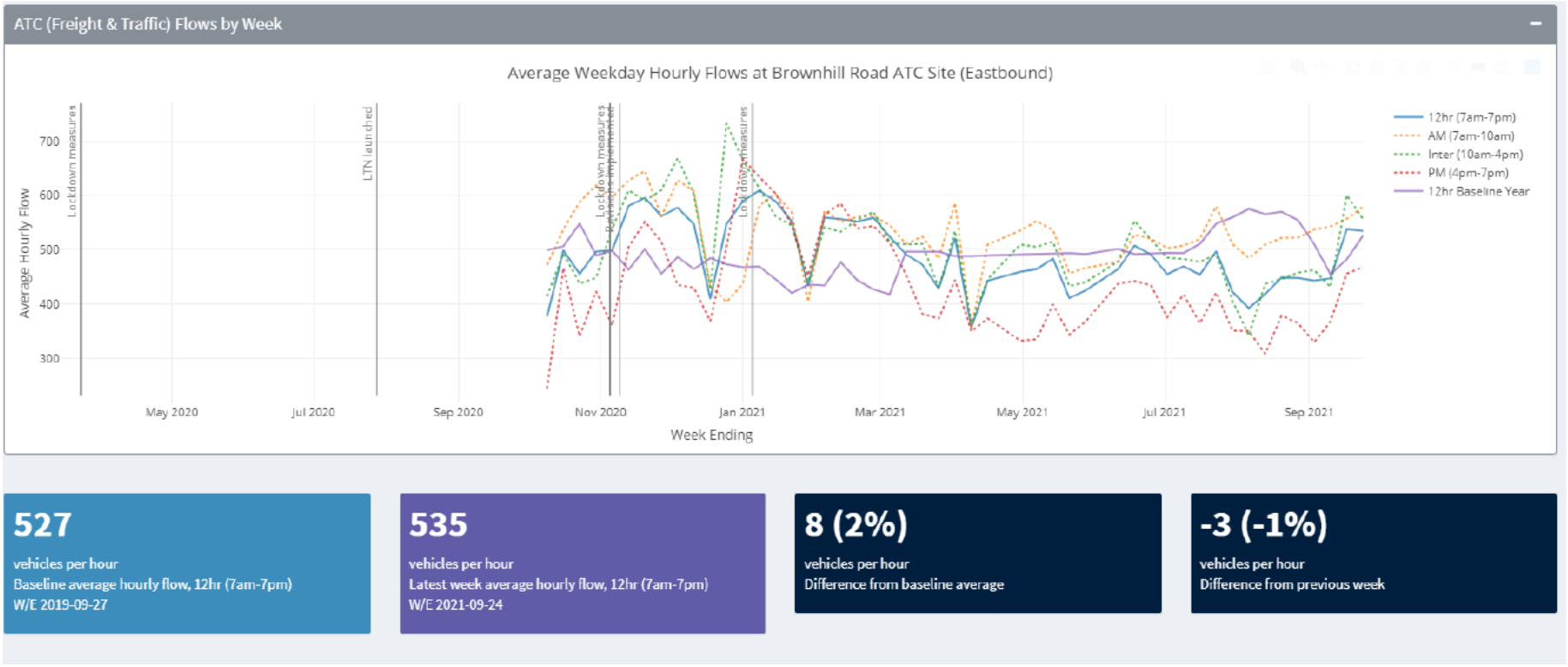

Figure 6 Traffic flow eastbound on A205 Brownhill Road (October 2021 snapshot)

2.4.7 The above graphic (Figure 6) details that under comparison the A205 eastbound is resulting in a small increase of 8 vehicles per hour compared to the baseline data set. Since April 2021 the 12 hour traffic flow eastbound has been operating lower than the 2019 12 hour baseline. Thus it can be concluded that since the easing of restrictions that traffic has not simply migrated on to the A205 and increased it exponentially as many responses to the public consultation have stated.

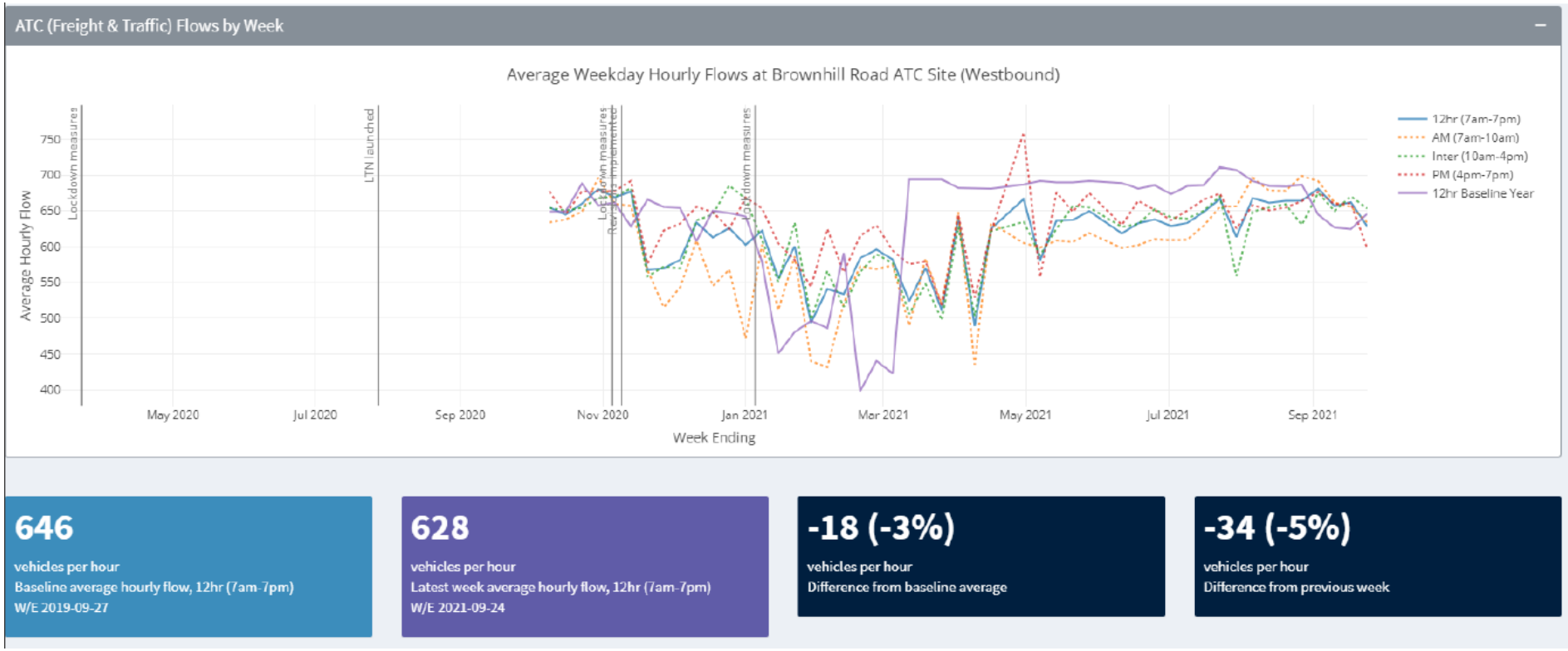

Figure 7 Traffic flow westbound on A205 Brownhill Road (October 2021 snapshot)

The westbound traffic flow details a very similar scenario and as of the October snapshot actually details a reduction of 18 vehicles per hour in vehicle flow when compared to the 2019 base line.

2.4.8 It can be seen from the above October snapshot (Figure 7) that the conditions recorded on the A205 for bus journey times and traffic flow do not align with responses to the public consultation that the situation is worse than it was prior to the pandemic.

2.5 Burnt Ash Hill/Burnt Ash Road.

2.5.1 For the Burnt Ash Hill / Burnt Ash Road corridor northbound (Figure 8), data indicated an average increase in northbound bus journey times of 0.5 minutes per km. The average journey times were 3.6 minutes per km pre-covid, this fell to around 2.5 minutes per km post covid until September 2020, coinciding with the reopening of schools. Journey times peaked at over 7 minutes per km in October 2020 before falling to around the 3.6 minute per km mark at the end of 2020.

2.5.2 In 2021 the bus journey times have been consistent and stayed between 3.2 and 4.5 minutes per km. In comparison to the latest week of data the journey time per km has increased by 0.5 minutes per km in comparison to pre-covid and scheme implementation average.

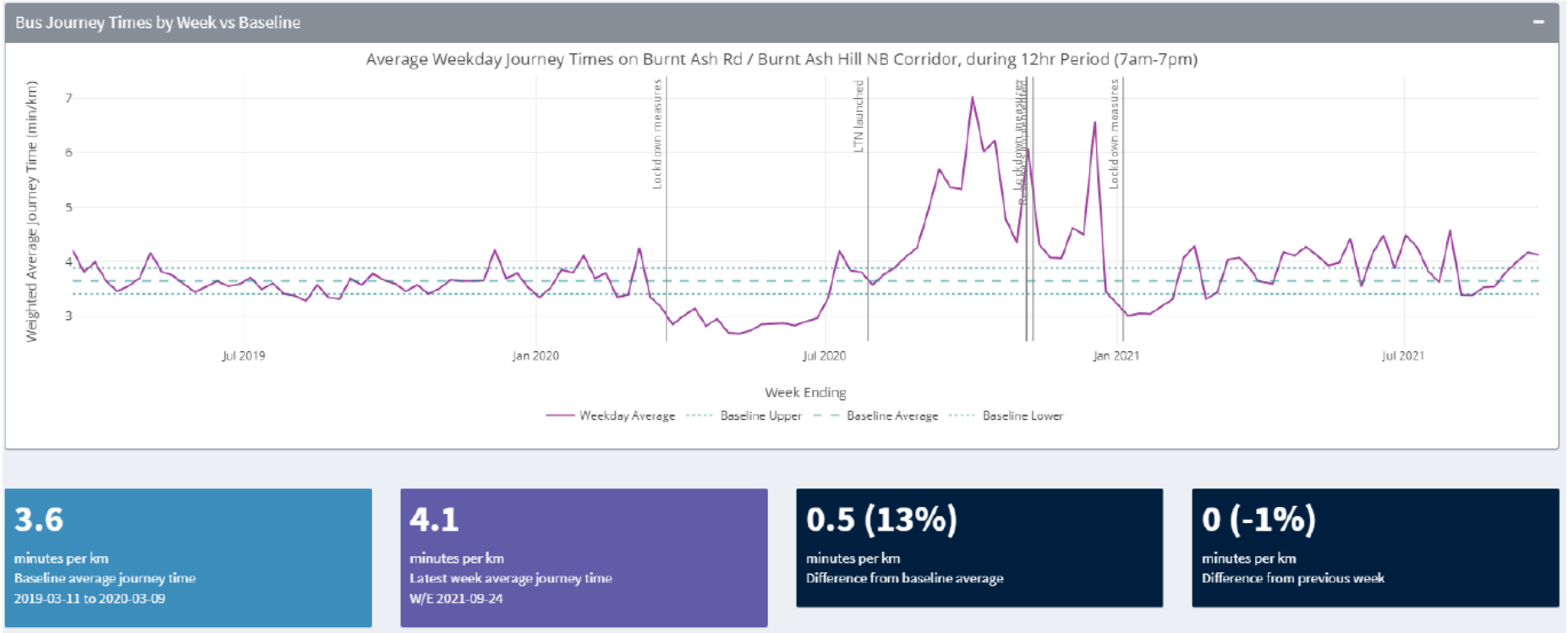

Figure 8 Bus Journey northbound on Burnt Ash Hill (October 2021 snapshot)

2.5.3 Recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor showed little no change in journey times when comparing pre-covid/pre-LTN and October 2021 (**Error! Reference source not found.**9) data. In January 2020 average bus journey times were 3 minutes per km, this fell for the next few months before reaching its lowest time of 2.5 minutes in June, the launch of the LTN. Journey times then increased on average each month until peaking in October 2020 at 7 minutes per km. After the LTN was revised in November 2020, journey times stabilised at around 3 minutes per km. This has continued throughout 2021.

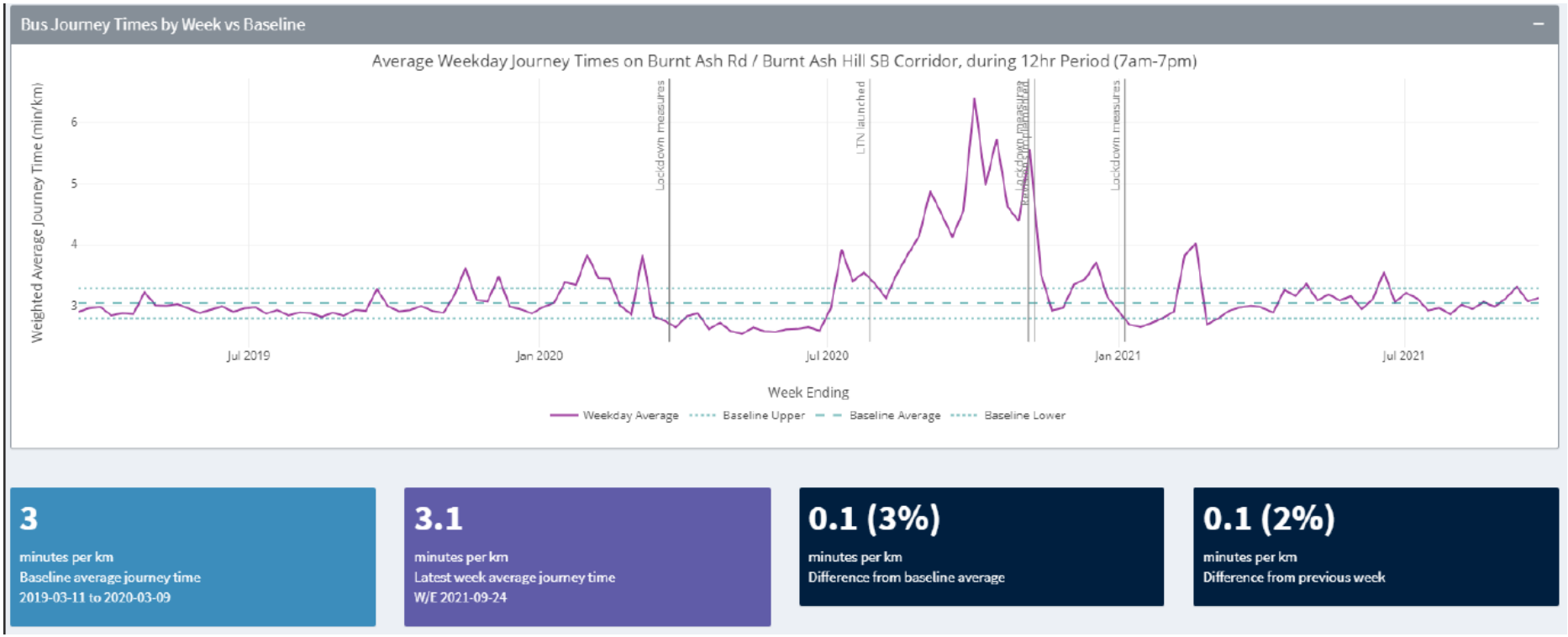

Figure 9 Bus Journey southbound on Burnt Ash Hill (October 2021 snapshot)

2.6 Lee High Road/Eltham Road

2.6.1 TfL data for the 12-hour average between 7am and 7pm on Lee High Road eastbound details pre-covid bus journey times averaged out at around 3.8 minutes per km. During the first lockdown this time reduce to below 3 minutes per km.

2.6.2 Journey times rose and peaked in July 2020, just after the launch of the original LTN reaching 5.2 minutes per km, before stabilising for the rest of the year between 4 and 4.5 minutes per km on average. In late January and

February, the average journey time dropped to under 3.5 minutes per km. Since then, the journey times have been consistently between 4 and 4.5 minutes per km. This is a 0.7 minute per km increase to the base line figure.

2.6.3 The Lee High Road Eastbound movement is only one of the boundary road which has shown a consistent increase in journey times after the inclusion of the LTN.

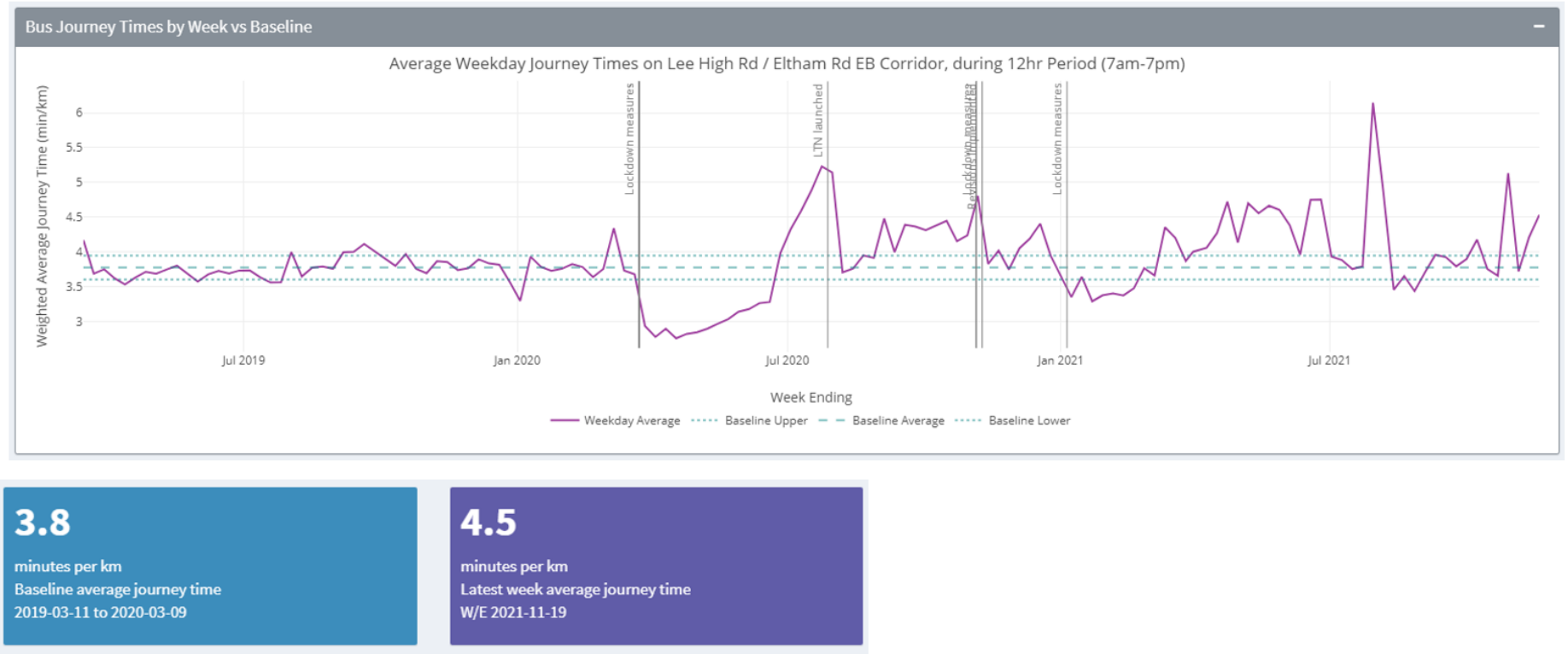

Figure 10 Average Weekday journey times on Lee High Rd Eastbound

2.6.4 TfL data for the 12-hour average between 7am and 7pm on Lee High Road westbound details pre-covid bus journey times averaged out at around 4 minutes per km. During the first lockdown this time reduce to below 2.8 minutes per km.

2.6.5 Journey times start to increase from April 2020, with an increase to the baseline of 4 minutes per km in July 2020 as the original LTN was implemented and peaking in September 2020 just under 6 minutes per km, coinciding with the return of schools.

2.6.6 In 2021 the average journey time per km rose from a low in January to peak at 5.5 minutes per km in July 2021. This drop dramatically in august to under 3.5 minutes per km. Since then it has remained consistently between the upper and lower baseline range of 3.5 and 4,5 minutes per km.

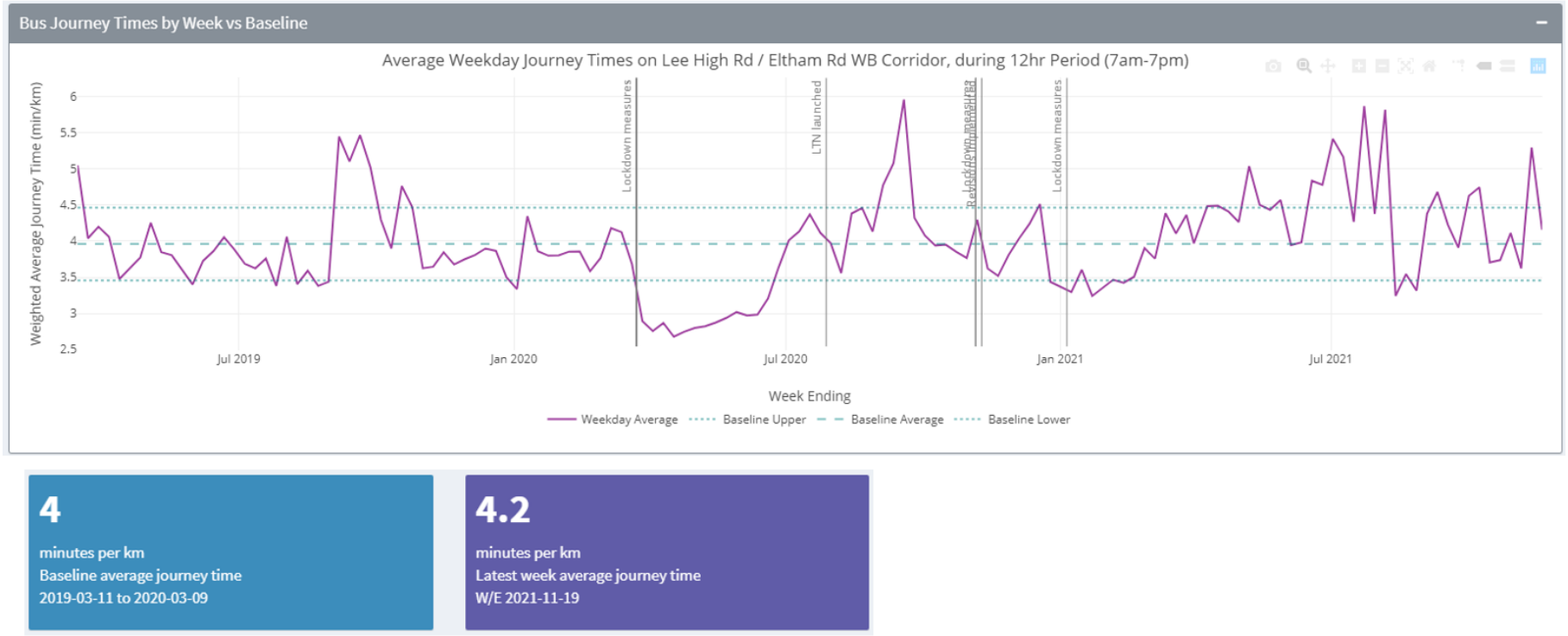

Figure 11 Average Weekday journey times on Lee High Rd Westbound

2.6.7 Bus Journey time data is under constant review with TfL and the data used within the report was the latest at the time of writing. TfL have advised that they are unable to determine the overall effects of the scheme as although

the above analysis investigates delays along the specific sections around the LTN, along the overall corridors the journey times have remained largely the same with little difference to no difference.

2.6.8 The data suggests that the vast majority of the metrics are all within baseline values that TfL use to monitor the TLRN.

2.7 Air Quality Data

2.7.1 The Council maintains a network of Nitrogen Dioxide (NO_2) diffusion tubes to assess pollution levels. NO_2 is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: www.lewisham.gov.uk/airquality

2.7.2 There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will have influenced people's travel patterns. Please note that some of the longer roads were subject to multiple survey locations. The data presented in the below section of this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved with the consultation and to ensure that data is presented, it should be noted that this data may be subject to change upon further investigation and validation.

2.7.3 The data presented in (Figure 12) below details the average NO_2 recorded within and around the Lewisham and Lee Green Low Traffic Neighbourhood. The data has been split to provide an average over four periods in time (with a minimum period of 3 months):

- **Pre pandemic** - to provide a baseline figure for what is 'normal' conditions;
- **Pandemic** - to understand what effect the pandemic and lockdown had;
- **Original scheme** - to understand the effects of the original LTN scheme; and
- **Revised scheme** – to understand the effects of the revises LTN scheme.

2.7.4 The data details that over the original LTN scheme a reduction on pre-pandemic levels across all surveyed locations was noted and that over the course of the two variations of the scheme, the LTN has had little to no impact on air quality in and around it.

2.7.5 Looking at the average NO_2 readings in **Error! Reference source not found.**12, there are no locations where NO_2 exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m^3).

2.7.6 Monitoring found that the overall mean NO_2 concentration for the whole network was 29.0 µg/ m^3 during the 'original LTN' period and 31.4 µg/m^3 during the 'revised LTN' period, this is an increase of 8.3%.

2.8 WHO Air Quality

2.8.1 The World Health Organization (WHO) have their own air quality guidelines for air quality levels. The LTN scheme was introduced back in July 2020 when the guidelines advised of a mean objective of 40 micrograms per cubic metre of air (40 µg/m^3). The have however recently been revised in September 2021 and the new guidelines advise of a mean objective of 25 micrograms per cubic metre of air (25 µg/m^3) mean over a 24 hour period. This new guideline differs to the EU/ UK legal limit as it is not a target, but guidance on what is acceptable. This adjusted figure however is a very ambitious guidance and would result in many streets in London not complying with.

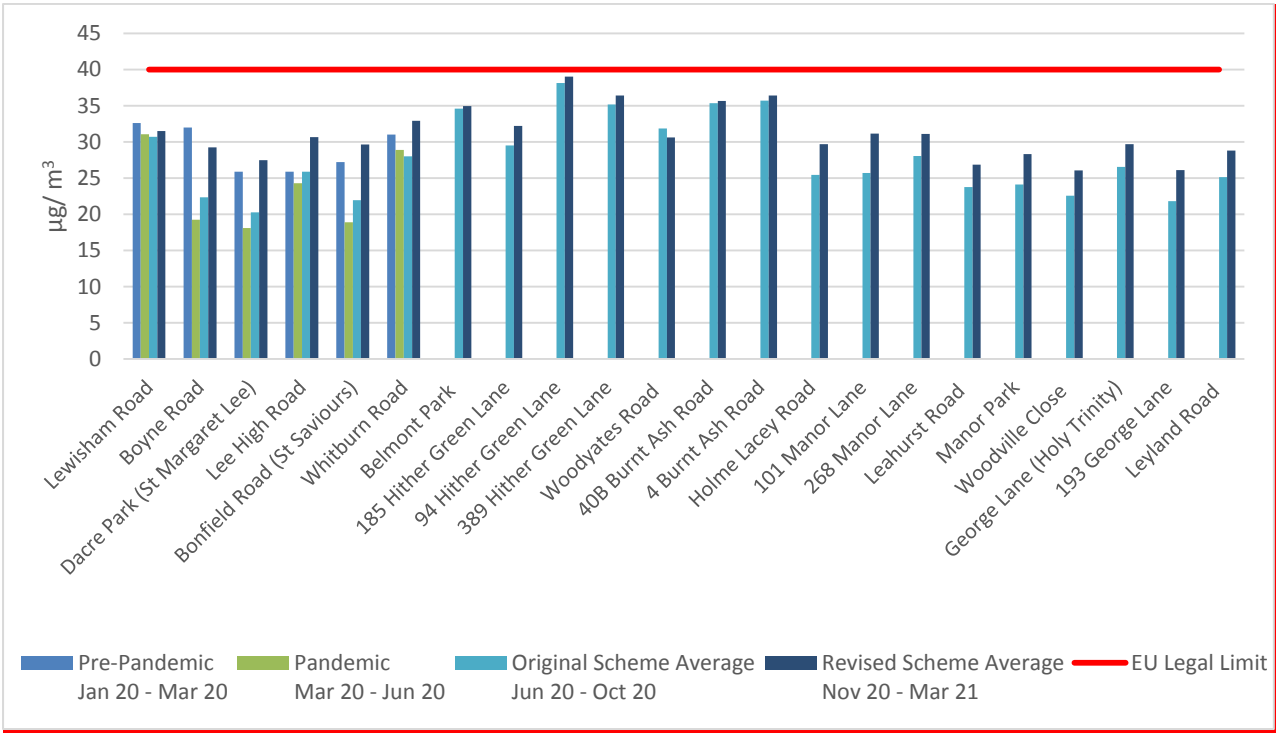

Figure 12 Mean NO2 concentrations within and on surrounding roads to the LTN

2.8.2 Air Quality monitoring of the A205 South Circular (**Error! Reference source not found.**13) indicates that air quality improved during the first lockdown when people's travel was restricted. The air quality is

now comparable to pre-pandemic levels as restrictions have been eased.

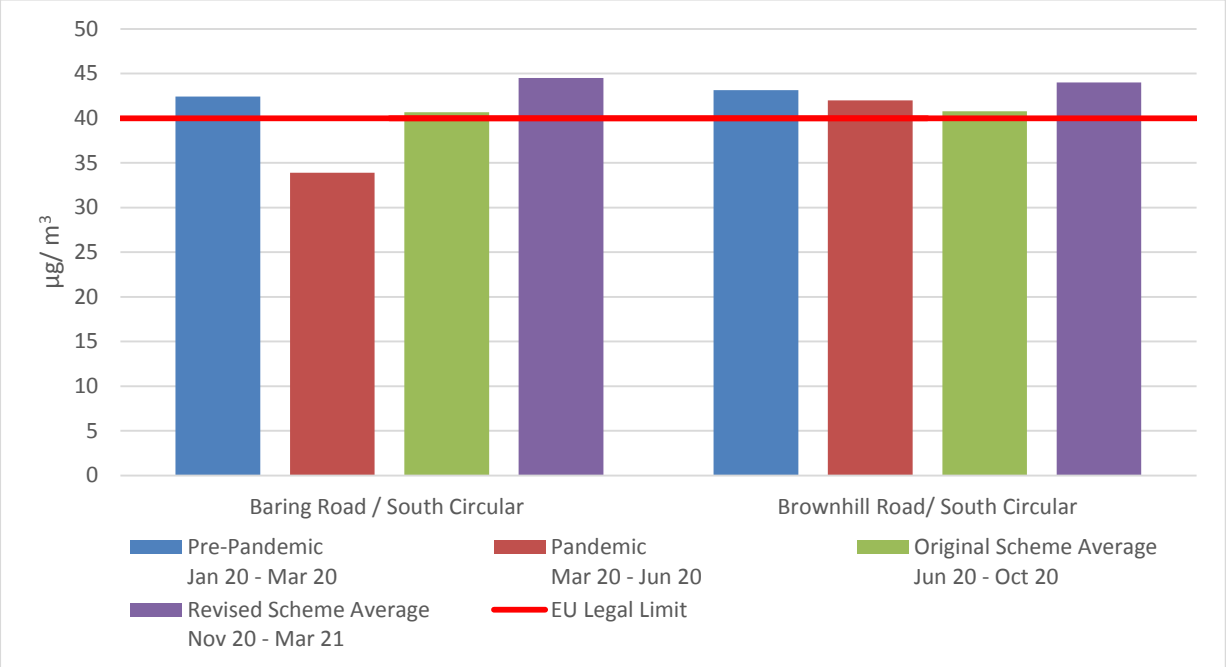

Figure 13 Mean NO2 concentrations on the South Circular

Readings from the live sensors installed within the borough can be found on the following here.

2.9 Emergency Services Response Times

2.9.1 Prior to the launch and during the Lewisham and Lee Green LTN, Council officers held regular meetings with the emergency services to discuss any emerging operational issues coming from police, fire and ambulance service representatives. Discussions at these meetings also covered impacts on emergency service.

2.9.2 At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme, but this has since been revised. However, it should be noted that similar to monitoring traffic data within a pandemic, the emergency services have been operating under different circumstances to 'normal'. Officers are therefore continuing to liaise with emergency services.