



AGENDA

OVERVIEW AND SCRUTINY BUSINESS PANEL

Date: TUESDAY, 4 OCTOBER 2022 at 7.05 pm

Civic Suite, Lewisham Town Hall, London SE6 4RU/Also Remotely

Enquiries to: Jasmine Kassim
Telephone: 0208 314 8577 (direct line)
Email: Jasmine.Kassim@lewisham.gov.uk

MEMBERS

Councillor Mark Ingleby	Chair	L
Councillor	Vice-Chair	Labour
Ese Erheriene		Co-op
Councillor Chris Best	Healthier Communities	Labour
		Co-op
Councillor	Safer & Stronger Communities	L
Ayesha Lahai-Taylor		
Councillor Joan Millbank	Labour Group Representative	L
Councillor	Housing	L
Stephen Penfold		
Councillor	Public Accounts	Labour
James Rathbone		Co-op
Councillor	Sustainable Development	Labour
James Royston		Co-op
Councillor Luke Sorba	Chair Children and Young People Select Committee	L
Councillor	Labour Group Representative	L
Eva Stamirowski		

Members are summoned to attend this meeting

Kim Wright
Chief Executive
Lewisham Town Hall
Catford
London SE6 4RU
Date: Monday, 26 September 2022



INVESTOR IN PEOPLE

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.

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Overview and Scrutiny Business Panel

Minutes

Date: 4 October 2022

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Senior Committee Manager

Outline and recommendations

Members are asked to consider minutes the meeting of the Overview and Scrutiny Business Panel of 19 July 2022, which were opened to the press and public

1. Recommendation

It is recommended that minutes of those parts of meetings of the Overview and Scrutiny Business Panel which were opened to the press and public on 19 July 2022 be confirmed and signed.

Kim Wright
Chief Executive,
Lewisham Town Hall,
Catford SE6 4RU

11 July 2022

MINUTES OF THE OVERVIEW AND SCRUTINY BUSINESS PANEL

Tuesday, 19 July 2022 at 7.05 pm

PRESENT: Councillors Mark Ingleby, Chris Best, Ayesha Lahai-Taylor, Joan Millbank, Stephen Penfold, James Rathbone, James Royston and Luke Sorba

MEMBERS ALSO JOINING VIRTUALLY:
Councillors Ese Ertheriene; and Eva Stamirowski.

OFFICER(S) JOINING THE MEETING VIRTUALLY:
Director of Finance; and Assistant Chief Executive

OFFICER(S) PRESENT IN PERSON:
Head of Overview & Scrutiny; and Senior Committee Manager

There was no apologies for absence

1. Minutes

RESOLVED that minutes of the Meeting of the Overview and Scrutiny Business Panel held on 28 June 2022 be confirmed as an accurate record, subject to the following:

Subject to the following amendments:

- Item 5, Line 6 – to add “and income generation opportunities after “wellbeing in the borough”
- Item 6 “Scrutiny Report” – to revise
 - Paragraph 4 to state: “Councillor Millbank asked when was the democracy review going to be reviewed?”
 - Paragraph 5 as follows: “Councillor Sorba stated that he was not in favour of task and finish group continuing until there had been a review within the scrutiny setting”

On matters arising, Councillor Chris Best followed up on information provided to the Panel that officers would seek legal advice on the need to undertake formal consultation on a report considered in ‘closed session’ relating to the Leisure Management contract.

2. Declarations of Interest

There were no interests declared at the meeting.

3. Open Session - Decisions by Mayor and Cabinet on 6 July 2022

Councillor Mark Ingleby, Chair of the Panel, informed Members that he had received a request from Councillor Chris Best to address the meeting on decisions taken by the Mayor and Cabinet on 6 July 2022 relating to the budget proposals.

Councillor Best asked questions on aspects of the decisions, which were summarised by the Director of Finance as follows:

1. General discussion around inflation, which was also considered at the Public Accounts Select Committee prior to the decisions by the Mayor and Cabinet; and
2. Specific point around some of the adults' social care activities, in the context of the scale of those budgets for social care across adults and children being close to over two-thirds of the Council's spending.

The Chair stated that the context for the questions were in relation to:

1. Statements that the Council's Medium Term Financial Statement (MTFS) had identified the need to make up to £36m of budget reductions over the next four years, on top of the £3.6 and £0.9m already put forward in 2021/22 and for 2023/24 and 2024/25; and
2. The Council's review of adult social care expenditure that had identified opportunities for making savings.

In response, the Director of Finance informed the Panel as follows:

1. The proposals upon which the Mayor and Cabinet decisions were based were written in May/June 2022 after the Government's spending review announcement. The Council's financial risks were modelled on assumptions made in January/February 2022. Thus, in terms of inflation, part of the assumption was that the Council would require services to manage contract negotiations with its suppliers. How much of that cost would be directly passed onto the Council's budget rather than dealt with at source would become clearer when considering pay settlements in the public sector context, and perhaps less in relation to running costs.
2. Discussions and negotiations were on-going, either as the Council retain and negotiate the contracts, or more specifically in adults social care space with the 'fair cost of care' consultation that would conclude in the autumn. So, there is a risk because the inflation figures are low, but the corresponding point would be to accept them at the point of negotiations by building them into the Council's budget. To some extent it is a circular challenge because if the Council spends the money, it will overspend this year and then commence by making bigger savings than already forecasted.
3. The Council have not had the delayed local authority settlement. The £10m savings that the Council had currently identified would have a few variables, and need to keep the MTFS under review through the autumn. Thus, the initial focus in this financial year would be to better understand how those costs would feed through for a clearer picture when monitoring. Monitoring will conclude in the autumn of 2022.
4. Inflation is clearly around pay and non-pay activities. There is a risk across all service areas. If the Council do not negotiate those figures down, it will put up the savings gap, but in this financial year, the budget management challenge is very much on doing everything it could to deliver those commitments it has already made within the budget. If the Council can do

that, there will be some mitigations for 2023/2024 budget to off-set the inflationary pressures and keep the gap of £10m and could even hopefully reduce it.

5. In terms of the allocation, the assumptions to be used are updates from the 2013/2014 indexes, even though the Council have now had the 2021 census.
6. Local authorities are lobbying the Government for funds due to financial pressures. Those pressures are not dissimilar to a particular service area. Therefore, the Council aim to use the £10m to respond to growth and manage the increase in demand for its services. Thus, there would be nothing particularly to adults' social care. However, discussions have highlighted some provisions around public-sector pay, adults' social care and utility cost for providers.
7. The Government has announced a move to a two-year settlement. The Council may get a two-year view in the autumn but at present, it is operating on a rolling one-year update. The Council will start to learn more about the accuracy of those numbers and how they will unfold in the local government settlement as it goes through the autumn budget to build towards the settlement in December. That will be late for delivering the budget in January 2023 for approval by Members in February/March 2023. However, the Council, as do other local authorities, will have to work with the timetable issued by the Government.

In response to the specific point relating to adults' social care, the Director of Finance advised the Panel as follows:

1. The Council's decision to engage Newton Europe to do its benchmarking estimated a £26m pressure. There is already a £10m gap. Monitoring of that is currently focussing on the £2m overspend in the 2022/2023 period. A large part of that relates to some delayed savings on the Newton Europe work that is ongoing, which would probably adapt the £2m overspend to be achieved the following year.
2. The way that the Council sets its budget is when a saving is agreed, as the Newton Europe one was, it would take the cash out of its budget at the start of the year. If there happens to be a problem in 2022/2023, the Council will see that pressure. If the Council is unable to deal with the pressure or they cannot be met from the corporate provisions that have been set aside in the £6m, the pressure would be carried forward into next year. The savings, if delivered into next year, will provide a balanced budget. However, the Council will have to find the overspend this year, potentially from reserves, and that point was made by the S151 Officer in a discussion at a meeting of the Public Accounts Select Committee.
3. In the short term, around delayed savings, or additional pressures, the Council will have to use its reserves to get through 2022/23, given the level of volatility in this year's budget.
4. The Council will deal with the volatility when setting its budget in January/February for 2023/2024, the timetable of which will coincide with the "fair cost of care" consultation
5. In the autumn, the Council will ensure that the range which different providers are putting towards some of these services at 3-15% are moderated in terms of their evidence to achieve consistency. From that

work, the Council will be able to model and revisit its Medium Term Financial Strategy.

Councillor Best thanked the Director of Finance for a comprehensive response. In a follow up comment about the tightness of the Government's timetable, the Director of Finance confirmed that processes were in place to minimise the impact because prior to the report going back to Mayor and Cabinet in the autumn, an updated version would have been considered by the Council's Executive Management Team, and thereafter presented to the Public Accounts Select Committee for scrutiny. The Panel also received confirmation that the Council was represented in the Government's lobbying network by virtue of the appointment of the Cabinet Member of Finance and Strategy as the London Labour Party Lead on these matters.

Councillor Rathbone commented that the Director of Finance had provided a comprehensive assessment of the budget. It was confirmed that the modelling around the assumptions was one of the lines of enquiry discussed at the Public and Accounts Select Committee, and there is obviously a significant risk. However, if inflationary pressures are greater than anticipated, officers have modelled for that risk because the Council was holding on to £20m of earmarked reserves to deal with unexpected pressures in year.

Commenting on concerns expressed at previous meetings about the high cost relating to the Newton Europe's investments, Councillor Sorba sought assurance about the forecasted savings on the contract considering the current budget figures. In response, the Director of Finance informed the Panel that fees were significantly capped. The latest monitoring report showed that the Council was on track to achieve anticipated savings in the range of £8m to £12m. Projected savings around the £12 mark will take longer, depending on decision-making in the future regarding cashable and cost-avoidance elements.

RESOVED that the report be noted.

4. Scrutiny Work Programme Report

The Head of Overview and Scrutiny reported as follows

- The select committees have all met and the work programmes they are putting forward are contained in the meeting pack.
- I think they present a broad and varied programme of scrutiny over the course of the year and are focussed on key policy issues.
- The panel is asked to review and agree them and make sure they don't duplicate each other in any way, so a co-ordinated overall programme is agreed.
- From this meeting onwards, you will be asked to review them at each meeting so progress can be checked.

The following were also noted at the meeting:

- **Housing** – Selective licensing item will be brought forward to September
- **CYP** – Will be doing more engagement at meetings now we are post pandemic; and will be looking at the cost of living in November (once it has been considered at OSC at a strategic level in September) and is likely to consider things like the household support fund and eligibility for free school meals.
- **HCSC** – Will be doing engagement between meetings, including on the Healthcare and Wellbeing Charter
- **SDSC** – Has prioritised and tried to stick to no more than two substantive items per meeting but will look to do things between meetings
- **PASC** – Chair has met with senior officers in overspending areas in the run up to the next meeting and will keep the Chairs of relevant committees updated (CYP and HCSC)
- **SSCSC** – Consideration of the Safe Lewisham Plan will include an update on VAWG strategies.

RESOLVED that the report be noted

The meeting closed at 8.20p.m.

Chair



Overview and Scrutiny Business Panel

Declarations of Interest

Date: 4 October 2022

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive

Outline and recommendations

Members are asked to declare any personal interest they have in any item on the agenda.

1. Summary

1.1. Members must declare any personal interest they have in any item on the agenda. There are three types of personal interest referred to in the Council's Member Code of Conduct:

- (1) Disclosable pecuniary interests
- (2) Other registerable interests
- (3) Non-registerable interests.

1.2. Further information on these is provided in the body of this report.

2. Recommendation

2.1. Members are asked to declare any personal interest they have in any item on the agenda.

3. Disclosable pecuniary interests

3.1 These are defined by regulation as:

- (a) Employment, trade, profession or vocation of a relevant person* for profit or gain
- (b) Sponsorship –payment or provision of any other financial benefit (other than by the Council) within the 12 months prior to giving notice for inclusion in the register in respect of expenses incurred by you in carrying out duties as a member or towards your election expenses (including payment or financial benefit from a Trade Union).
- (c) Undischarged contracts between a relevant person* (or a firm in which they are a partner or a body corporate in which they are a director, or in the securities of which they have a beneficial interest) and the Council for goods, services or works.
- (d) Beneficial interests in land in the borough.
- (e) Licence to occupy land in the borough for one month or more.
- (f) Corporate tenancies – any tenancy, where to the member’s knowledge, the Council is landlord and the tenant is a firm in which the relevant person* is a partner, a body corporate in which they are a director, or in the securities of which they have a beneficial interest.
- (g) Beneficial interest in securities of a body where:
 - (a) that body to the member’s knowledge has a place of business or land in the borough; and
 - (b) either:
 - (i) the total nominal value of the securities exceeds £25,000 or 1/100 of the total issued share capital of that body; or
 - (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person* has a beneficial interest exceeds 1/100 of the total issued share capital of that class.

*A relevant person is the member, their spouse or civil partner, or a person with whom they live as spouse or civil partner.

4. Other registerable interests

4.1 The Lewisham Member Code of Conduct requires members also to register the following interests:

- (a) Membership or position of control or management in a body to which you were appointed or nominated by the Council
- (b) Any body exercising functions of a public nature or directed to charitable purposes, or whose principal purposes include the influence of public opinion or policy, including any political party
- (c) Any person from whom you have received a gift or hospitality with an estimated value of at least £25.

5. Non registerable interests

- 5.1. Occasions may arise when a matter under consideration would or would be likely to affect the wellbeing of a member, their family, friend or close associate more than it would affect the wellbeing of those in the local area generally, but which is not required to be registered in the Register of Members' Interests (for example a matter concerning the closure of a school at which a Member's child attends).

6. Declaration and impact of interest on members' participation

- 6.1. Where a member has any registerable interest in a matter and they are present at a meeting at which that matter is to be discussed, they must declare the nature of the interest at the earliest opportunity and in any event before the matter is considered. The declaration will be recorded in the minutes of the meeting. If the matter is a disclosable pecuniary interest the member must take not part in consideration of the matter and withdraw from the room before it is considered. They must not seek improperly to influence the decision in any way. **Failure to declare such an interest which has not already been entered in the Register of Members' Interests, or participation where such an interest exists, is liable to prosecution and on conviction carries a fine of up to £5000**
- 6.2. Where a member has a registerable interest which falls short of a disclosable pecuniary interest they must still declare the nature of the interest to the meeting at the earliest opportunity and in any event before the matter is considered, but they may stay in the room, participate in consideration of the matter and vote on it unless paragraph 6.3 below applies.
- 6.3. Where a member has a registerable interest which falls short of a disclosable pecuniary interest, the member must consider whether a reasonable member of the public in possession of the facts would think that their interest is so significant that it would be likely to impair the member's judgement of the public interest. If so, the member must withdraw and take no part in consideration of the matter nor seek to influence the outcome improperly.
- 6.4. If a non-registerable interest arises which affects the wellbeing of a member, their, family, friend or close associate more than it would affect those in the local area generally, then the provisions relating to the declarations of interest and withdrawal apply as if it were a registerable interest.
- 6.5. Decisions relating to declarations of interests are for the member's personal judgement, though in cases of doubt they may wish to seek the advice of the Monitoring Officer.

7. Sensitive information

- 7.1. There are special provisions relating to sensitive interests. These are interests the disclosure of which would be likely to expose the member to risk of violence or intimidation where the Monitoring Officer has agreed that such interest need not be registered. Members with such an interest are referred to the Code and advised to seek advice from the Monitoring Officer in advance.

8. Exempt categories

- 8.1. There are exemptions to these provisions allowing members to participate in decisions notwithstanding interests that would otherwise prevent them doing so. These include:-
- (a) Housing – holding a tenancy or lease with the Council unless the matter relates to your particular tenancy or lease; (subject to arrears exception)
 - (b) School meals, school transport and travelling expenses; if you are a parent or

guardian of a child in full time education, or a school governor unless the matter relates particularly to the school your child attends or of which you are a governor

- (c) Statutory sick pay; if you are in receipt
- (d) Allowances, payment or indemnity for members
- (e) Ceremonial honours for members
- (f) Setting Council Tax or precept (subject to arrears exception).



Overview and Scrutiny Business Panel

Decisions made by Mayor and Cabinet

Date: 19 July 2022

Key decision: Yes

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Head of Governance & Committees

Outline and recommendations

Members are asked to consider decisions taken at a meeting of the Mayor and Cabinet held on 21 September 2022 in open session

1. Recommendation

To consider decisions taken by the Mayor and Cabinet on 21 September 2022, which will come into force on 5 October 2022, unless called in by the Overview and Scrutiny Business Panel on 4 October 2022.

2. Background

- 2.1 The notice of the decision made by the Mayor and Cabinet on 21 September 2022 in respect of this report is attached.
- 2.2 Under the provisions of Standing Orders Part IV E 14, Members may call in an executive decision within 7 days. If this report is not called in, the decisions will come into force on 20 July 2022.
- 2.3 A request has been received to consider decision A15: "Lewisham and Lee Green Local Transport Network Monitoring Update".

Decisions taken by the Mayor and Cabinet on Wednesday, 21 September 2022

Agenda Item No	Topic	Decision
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Part A – Items considered in public

A1	Declaration of Interests	No declarations were made.
A2	Minutes	Agreed.
A3	Matters Raised by Scrutiny and other Constitutional Bodies	Mayor and Cabinet agreed: <ol style="list-style-type: none"> 1. The response to the recommendations of the Overview and Scrutiny Committee arising from “Future Lewisham – an economically sound future”; 2. The response to the recommendations of the Sustainable Development Select Committee on the flood risk management strategy; 3. The response to the recommendations of the Housing Retrofit Task and Finish Group; and 4. Officers should apply for funding from the Government’s Social Housing Decarbonisation Fund Wave 2 and Public Sector Decarbonisation Scheme Phase 3 and that decision making on the details of the bids be delegated to the Executive Director for Housing Regeneration and Public Realm in consultation with the Executive Director for Corporate Resources.
A4	Young Mayor's Budget	It was MOVED, SECONDED and RESOLVED to agree the Lewisham Young Mayor's budget proposals set out in section 8 of the report.
A5	Permission to procure for the provision of Temporary Agency Staff/Managed Service Provider	It was MOVED, SECONDED and RESOLVED to approve: <ul style="list-style-type: none"> • The re-procurement of an external provider to deliver an Agency Worker Supply Service to the Council. The terms of the contract would be two years, with an optional two year extension commencing on 1 April 2023; • The approach of a direct award via the London Collaboration Contracts under the ESPO MSTAR 3 Framework Agreement.
A6	Authority to Procure NHS health checks provision	It was MOVED, SECONDED and RESOLVED to permit officers to undertake an open tender exercise to procure an NHS Health Checks programme for a period of three years from April 2023 with an option to extend for a further 2 years. The Contract Value is £325,000 per annum,

Decisions taken by the Mayor and Cabinet on Wednesday, 21 September 2022

Agenda Item No	Topic	Decision
		and total contract value of £1,625,000 over 5 years.
A7	Maximising Wellbeing of Carers	It was MOVED , SECONDED and RESOLVED to permit procurement of the Maximising Wellbeing of (unpaid) Carer service and extension of the existing carer contracts for a period of three months.
A8	Request to extend three Children and Family Centre contracts and client record system for 12 months from 1 April '23 - 31 March '24	It was MOVED , SECONDED and RESOLVED to authorise an extension of one-year to three contracts providing Children and Family Centre services, from the 1st April 2023 to the 31st March 2024 at a total value of £1,670,000: <ul style="list-style-type: none"> • Extension of the contract with Early Years Alliance (previously known as Pre School Learning Alliance) at a cost of £1.3m; • Extension of the contract with Downderry School at a cost of £200,000; and • Extension of the contract with Eliot Bank and Kelvin Grove at a cost of £170,000.
A9	Watergate Special School Expansion budget approval and approval to procure	It was MOVED , SECONDED and RESOLVED to: <ul style="list-style-type: none"> • Approve the procurement of capital works contract to deliver the Watergate School Expansion Works. Note the procurement route to be used in order to deliver the capital works for the expansion of Watergate school • Approve the allocation for the use of additional grant funding S106 funding to the budget; • Approve and agree the revised scope, anticipated timescales and indicative total budget to deliver the works, on the understanding that a further report will be presented for the award of the construction contract once the works have been procured.
A10	Permission to Procure for refurbishment works and registered provider for Supported Accommodation for Young People for	It was MOVED , SECONDED and RESOLVED to approve: <ul style="list-style-type: none"> • The commencement of the procurement process to secure a suitably qualified Main Contractor to carry out conversion and refurbishment works at the two sites; at a pre-tender

Decisions taken by the Mayor and Cabinet on Wednesday, 21 September 2022

Agenda Item No	Topic	Decision
	Site 1 and Site 2	<p>estimated value set out in the part 2 report, a tier two contract classification and using the process set out in the part 1 report;</p> <ul style="list-style-type: none"> • The commencement of the procurement process to provide Children and Young People and Leaving Care Service a new registered provider to manage both buildings (leasehold) and to provide a high level of support service to 16 & 17 year old children in care and 18+ care leavers, over a three year period with an option to extend for a further two years commencing in or around July 2023 depending on the completion of refurbishment works; and • Delegation of authority to the Executive Director for Children and Young People (in consultation with the Executive Director for Housing, Regeneration and Public Realm) to award both contracts following the procurement process as set out in the report.
A11	Lewisham Homes Business Plan	It was MOVED , SECONDED and RESOLVED to approve the Lewisham Homes' Annual Business Plan for 2022/23.
A12	Approval for the Local Development Scheme (LDS)	This item was deferred for consideration at a later meeting.
A13	Approval of the Lewisham Local Plan - Regulation 19 Proposed Submission document for public consultation	This item was deferred for consideration at a later meeting.
A14	Approval for Contract Award - Works contract for the former Catford Constitutional Club	<p>It was MOVED, SECONDED and RESOLVED:</p> <ul style="list-style-type: none"> • To authorise the award of a contract to Claremont Refurbishment Ltd to undertake refurbishment works at the former CCC, for a fixed-price contract value of up to £2,100,709.10 and approve the delegation of the final contract value and terms to the Executive Director of Housing, Regeneration and Public Realm; • To grant approval for the revised total budget envelope for the scheme, details of which are contained within Part 2 of the report; and

Decisions taken by the Mayor and Cabinet on Wednesday, 21 September 2022

Agenda Item No	Topic	Decision
		<ul style="list-style-type: none"> To note the shortfall in the total project budget as set out in detail in Part 2 of the report, to be funded via a contribution from the Catford Regeneration Partnership Limited (CRPL), as outlined in the revised CRPL business plan update report (Item 16 on the agenda).
A15	Lewisham and Lee Green LTN Monitoring Update	<p>It was MOVED, SECONDED and RESOLVED to:</p> <ul style="list-style-type: none"> Note the findings of the data monitoring and agree further monitoring in April 2023 for continued assessment of the LTN; Note the update on the delivery of complementary measures within the LTN and the surrounding area.
A16	Catford Regeneration Partnership Ltd Update	<p>It was MOVED, SECONDED and RESOLVED to:</p> <ul style="list-style-type: none"> Note the update on the delivery plan and latest cashflow position of the company at the end March 2022 following approval of the Business Plan in July 2021; Delegate authority to the Exec Director for Corporate Resources to agree the final terms of the loan needed to support the cashflow and that it will be similar to all previous loan facilities granted to the Company; Note a number of key areas of challenge for the company over the coming years; Note that a new Business Plan will be presented to Mayor and Cabinet in the New Year; and Ask that Catford Regeneration Partnership Limited (CRPL) consider investing £400k into the Council's regeneration of the Catford Constitution Club.
A17	Exclusion of the Press and Public	There was no need to exclude the press and public since the Part 2 reports were considered in conjunction with the corresponding items in Part 1 of the agenda.
A18	Contract Award - former Catford	Considered in conjunction with the Part 1 report

Decisions taken by the Mayor and Cabinet on Wednesday, 21 September 2022

Agenda Item No	Topic	Decision
	Constitution Club Contractor - Part 2	
A19	Watergate School expansion project: approval to procure and budget allocation Part 2	Considered in conjunction with the Part 1 report
A20	Permission to Procure for refurbishment works and a registered provider for Supported Accommodation for Young People - Site 1 and Site 2. Part 2	Considered in conjunction with the Part 1 report



Mayor and Cabinet

Lewisham and Lee Green LTN Monitoring Update

Date: 14 September 2022

Key decision: No

Class: Part 1

Ward(s) affected: Lee Green, Lewisham Central and Hither Green

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

Outline and recommendations

This report outlines to Mayor and Cabinet the monitoring for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN) as requested and recommended in the 12th January 2022 Mayor and Cabinet meeting. The report provides an update on a range of information collected over the last 6 months to assess the performance of the LTN.

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

- i. Note the findings of the data monitoring and agree further monitoring should take place in April 2023 for continued assessment of the LTN.
- ii. Note the update on the delivery of complementary measures within the LTN and the surrounding area.

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

12th January 2022– Approval to retain Lewisham and Lee Green LTN at Mayor and Cabinet

24th May 2022 – Approval given to make the Permanent Traffic Orders via delegated powers

27th May 2022 – Permanent Traffic Orders published to retain Lewisham and Lee Green LTN

1. Summary

- 1.1. On 12th January 2022 a report was presented to Mayor and Cabinet on the Lewisham and Lee Green Low Traffic Neighbourhood: Consultation and next steps.
- 1.2. Having considered an open officer report the Mayor and Cabinet agreed that:
 - A. the findings of the review of the LTN, including the data monitoring and feedback from the public consultation be noted;
 - B. the Equalities Impact Assessment (EqIA) and specific equalities considerations summarised in section 8 of the report and the full EqIA be received;
 - C. proposals for a permanent traffic order retaining the revised Lewisham and Lee Green LTN be published, and that the statutory processes be conducted;
 - D. 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;
 - E. officers work with schools in the LTN area to implement traditional school streets, where schools are supportive;
 - F. 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
 - G. approval be given to continue to monitor the area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality and bus

Is this report easy to understand?

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journey times;

- H. officers using their existing delegated powers to implement the above recommendations and deliver the package of complementary measures.
- 1.3. This report addresses parts E, F and G of the January 2022 decision, providing an update on the most recent monitoring of the scheme and how the scheme is performing against its objectives.
 - 1.4. The report also provides information regarding the progress and forward timeline on implementing the complementary measures

2. Recommendation

- 2.1. For the reasons set out in this report it is recommended that Mayor and Cabinet:
 - i. Note the findings of the data monitoring and agree further monitoring should take place in April 2023 for continued assessment of the LTN.
 - ii. Note the update on the complementary measures within the LTN and the surrounding area.

3. Policy Context

- 3.1 The introduction of the LTN is consistent with the Council's policy framework, as well as wider regional and national policies and priorities. These policies and how the LTN supports their aim and ambitions have been detailed in [the 12th January 2022 Mayor and Cabinet report](#).
- 3.2 The LTN implementation fits within the Lewisham 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.
- 3.3 The LTN implementation has supported the objectives of other local policies including but not limited to the Future Lewisham (2021), Climate Emergency action Plan (2020), Air Quality Action Plan 2022-27 and Cycling Strategy (2017).
- 3.4 The LTN implementation is also consistent with key London wide policies such as the Mayor of London's Transport Strategy (MTS) (2018), which 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. The MTS also sets out the goal that by 2041 all deaths and serious injuries will be eliminated from London's road network, which is supported by the Vision Zero Action Plan. In 2022, the Mayor of London released an updated pathway for London to achieve net zero by 2030. The Mayor indicated an Accelerated Green pathway will be required in order to achieve net zero, for which one of the key requirements is a 27 per cent reduction in car vehicle kilometres travelled by 2030. Other regional policies include the Healthy Streets for London (2017) and London Environment Strategy (2018).

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4. Background

- 4.1. 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 make urgent and significant changes to their road layouts to give more space to cyclists and pedestrians through measures like LTNs, schools streets and cycleways.
- 4.2. 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 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 maintaining and improving through movement for pedestrians and cyclists.
- 4.3. 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 several 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.
- 4.4. 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.
- 4.5. As a result of the changes, the level of concerns raised by residents and those who travelled through the revised LTN significantly reduced.
- 4.6. 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 public consultation formed part of a review of the LTN alongside data collected as part of the monitoring of the scheme, including air quality data, traffic counts, traffic speed data, bus journey times and the impact on emergency services. This information has been considered in the context of the Council's longer-term ambitions to inform the recommendations about the future of the LTN.
- 4.7. The review undertaken 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 change and encourage people to travel more sustainably.
- 4.8. On 12th January 2022 a report was taken to Mayor and Cabinet which outlined the outcome of the review of the Lewisham and Lee Green LTN, including data monitoring and feedback from the public consultation. This information was used to set out the recommendations regarding the future of the Lewisham and Lee Green LTN which were approved. These recommendations are set out in paragraph 1.2 of this report.
- 4.9. The statutory traffic order process commenced on 25th March 2022 in accordance with the 1996 Regulations. The statutory process closed on 22nd April 2022. An additional 7 days beyond the statutory 21 days was provided to ensure all stakeholders had sufficient time to respond as this included the Easter Weekend. This provided all stakeholders with 28 days to object, comment or request further information.
- 4.10. During the statutory process outlined above, 211 objections were received from 208 objectors. Of the objections received, 130 were identical campaign responses.
- 4.11. The Director of Public Realm (as decision maker through delegated powers)

conscientiously considered the views expressed by the statutory consultees as well as from those that formally responded to the statutory process and made the decision to make the traffic orders, which gave permanent effect to the Lewisham and Lee Green Low Traffic Neighbourhood scheme under the provisions of section 124, Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 regulations 23 and 24.

- 4.12. The permanent orders were published on the 27th May 2022.
- 4.13. During the period of the pandemic traffic levels across wider London area has varied with changes in restrictions placed on public movements. Recent surveys suggest that the level of traffic has increased again but is still on average around 5% lower than in 2019.
- 4.14. Since the LTN has been in place London's Ultra Low Emission Zone (ULEZ) has been expanded and from October 2021 it covers the area within the north and south circular roads. [TfL's six month impact report](#) highlights that compliance levels with ULEZ emission standards have increased to 93.8 per cent in May 2022, up from 86.9 per cent in the weeks before the zone expanded. There were also around 21,000 fewer vehicles in the zone compared to pre-scheme levels. Furthermore, NO₂ concentrations in inner London are estimated to be 20 per cent lower than they would have been without the ULEZ and its expansion.
- 4.15. There has recently been a public consultation on proposals to further expand the ULEZ boundary to cover almost the whole of London, expanding to the current Low Emission Zone boundary. Should this proposal be agreed by the Mayor of London the whole of the borough of Lewisham would be covered by the scheme, including the south circular, and could improve air quality along these heavily congested key routes.

5. Data monitoring

- 5.1. 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.
- 5.2. 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
 - Collision levels
- 5.3. Due to the timescales and expectations set by central government when the LTN was first implemented, 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 schemes.
- 5.4. 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

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monitoring sites were added to capture data for the LTN.

- 5.5. 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.
- 5.6. The Council has also collected 'after' monitoring data to give a comparative picture of the changes observed since the implementation of the LTN. Traffic counts and speed surveys were commissioned in:
 - September / October 2020 to assess the impact of the original scheme
 - February 2021 for the revised scheme
 - April 2022 to assess under limited Covid restrictions.
- 5.7. During this time air quality continued to be monitored and officers worked with TfL to understand the impact on bus journey times.
- 5.8. The previous reports that outline the baseline data and the subsequent monitoring in detail can be found in Appendix A, Monitoring Strategy June 2021, Appendix B Monitoring Report November 2021, and Appendix C Monitoring Report September 2022.
- 5.9. An update on the four main categories can be found below.
Air quality data
- 5.10. 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
- 5.11. 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.
- 5.12. The data presented in this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved and requirement for the latest information to be presented, it should be noted that this data may be subject to change upon further investigation and validation.
- 5.13. The monitoring Network shows that the overall mean NO₂ concentration was 29.0 ug/m³ during the original LTN period rising to 31.4ug/m³ for the revised LTN. An increase of 8.3%. Recently, during a period of limited Covid restrictions (November 2021 to March 2022), the figure reduced to 29.6ug/m³.
- 5.14. The data that has been collected and represented in Figure 11 of the monitoring report (see Appendix C) of 22 sites in and around the LTN shows there was an overall reduction on pre-pandemic levels of NO₂ across surveyed locations with the original LTN scheme, and over the course of the two variations of the scheme, the LTN has had little to no impact on the air quality in and around it.
- 5.15. In the latest provisional data for these 22 sites, which are closely monitored with diffusion tubes, all level of concentrations have reduced with the exception of Lewisham Road, although it remains below pre-pandemic level and Leahurst Road.
- 5.16. There are no locations where NO₂ exceeded the EU Legal limit of 40 micrograms per cubic metre of air (40 µg/m³), based on the average NO₂ readings.

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- 5.17. The World Health Organization (WHO) have their own air quality guidelines for air quality levels. When 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 $\mu\text{g}/\text{m}^3$). The guidelines were revised in September 2021 and now advise of a mean objective of 25 micrograms per cubic metre of air (25 $\mu\text{g}/\text{m}^3$) 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.
- 5.18. Air quality monitoring on the A205 South Circular at the two locations for Baring Road and Brownhill Road indicates that air quality improved during the first of the lockdown when people's travel was restricted. The air quality recorded in the periods of the original scheme had improved in comparison to pre-pandemic levels however during the initial stages of the revised scheme (July to October 2020) the air quality got worse and was back to pre-pandemic levels. The latest data is an average between November 2021 to March 2022 shows the air quality has again improved and is now better than the pre-covid and pre-LTN levels.

Traffic level monitoring

- 5.19. The latest survey data has been collected in April 2022, over a consecutive seven-day period. These surveys are located in similar positions to previous collections and provide an indication of how the scheme is operating with limited covid restrictions.
- 5.20. While collecting the latest traffic counts and vehicle speed data with the use of automatic traffic counts a number of sites were subject to repeated vandalism with the cutting of the equipment. Although the equipment was replaced several times this has resulted in some missing data and some data collected over a different 7 day period.
- 5.21. 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.
- 5.22. 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 monitoring 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.
- 5.23. 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 survey was undertaken in February 2021 to provide an insight into the operation of the 'revised LTN' as introduced in November 2020 and recently surveys have been undertaken in April 2022 to understand the impact under limited covid restrictions.
- 5.24. During the monitoring period, 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

alternative to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times. 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.

- 5.25. 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 other surveys were completed 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.
- 5.26. The latest survey information is represented in tables, 1, 2 and 3 of the monitoring report found in Appendix C. These tables detail pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that average traffic volumes on the roads surveyed have reduced by approximately 67.7% between March 2019 and February 2021. March 2019 recorded an average of 3,220 vehicles per day per road, before falling to 1,249 in October 2020 during the original LTN scheme and 1,040 in February 2021 during the revised LTN scheme. In the latest recorded counts, the average has increased since February 2021 to 1,860 vehicles per day per road however this is still a 42% reduction on the pre-scheme and pre-covid March 2019 figures. In context to the wider London area traffic levels, recent figures have shown that there is currently an average 5% reduction on pre-pandemic levels.
- 5.27. All roads, with the exception of Leahurst Road (North of Ennersdale Road), Leyland Road (North of Upwood Road) and Morley Road (South of Lingards Road), have less vehicle traffic now in comparison to pre-scheme in March 2019.
- 5.28. It should be noted that school streets are being implemented on Leahurst Road which will help to reduce vehicle numbers during the peak periods.
- 5.29. Where we have only comparisons with pre scheme but not pre covid data, the vehicle movements on these roads has increased on average by approximately 2% between June 2020 and April 2022. In June 2020 while restrictions were in place,
- 5.30. Daily traffic volume was an average of 1,879 across all roads, rising slightly to 1,941 during the original LTN scheme in October 2020, falling to 1,507 in the revised LTN scheme in February 2021 and has risen to 1,919 in 2022.
- 5.31. The biggest increase in volumes were George Lane and Manor Lane (south of Dallinger Road) however there was a similar vehicle decrease on Springrice Road which is adjacent to George Lane. There was also a comparable reduction in the vehicle numbers for Springbank Road to that of the increase in Manor Lane. This could suggest the overall level of traffic in these outer roads to the LTN has been consistent but different routes are being taken showing the variations we are finding.
- 5.32. Our last set of comparable data is for locations where surveys were originally taken after both covid and LTN implementation. Therefore, this data is a comparison between traffic volumes during the time of the pandemic and traffic now. Overall comparing the data across these roads suggest that there is a 30% increase in traffic in comparison to during the pandemic. Across the wider London area there was an approximately 25% reduction in traffic levels during 2020 and this has risen to near normal levels in 2022. Therefore the recorded data within Lewisham has followed the expected pattern that as the level of covid restrictions on movements are relaxed more trips are likely to be taken.

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Traffic speed monitoring

- 5.33. The latest survey information is represented in Tables 4 and 5 of the monitoring report found in Appendix C. These detail vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have decreased by approximately 5.4%, or 1 mph between March 2019 and April 2022.
- 5.34. In April 2022 the biggest increase in speed was on Leyland Road (north of Upwood Road) where there was a 10 mph increase on average speeds. Although there have been no change to its one-way nature, one-way roads such as Leyland Road can sometimes lead to higher speeds. It should be noted this is a location where vandalism has seen the modal filter un officially reopened and the speed could be related to vehicles illegally travelling quickly through the restriction. The introduction of ANPR cameras could have a positive impact on reducing vehicle speeds. The biggest decrease has been on Holme Lacey Road where vehicle speed have reduced to an average of 15 mph from 20 mph.
- 5.35. Average vehicle speeds for locations where pre-scheme data was recorded in June 2020 and highlights that on average vehicle speeds on these roads have decreased by approximately 0.5 mph between June 2020 and April 2022.
- 5.36. The biggest decrease of vehicle speeds was seen in Campshill Road of more than 3 mph and the largest increase in speed was in Radford Road although it should be noted this still remains below the speed limit of 20 mph.

Bus journey times

- 5.37. 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 March 2019 to July 2022.
- 5.38. 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. This pattern has continued across to the first half of 2022.
- 5.39. TfL data for Brownhill Road shows in 2022 the average eastbound bus journey times have fluctuated within January and for a short temporary period reached a journey time high of 10 minutes per km in early February, however from mid February to July average journey times have been below the average set in 2019 prior to Covid and the LTN implementation. Within the first week of July there again has been a recorded increase in journey times. These rapid short term spikes in average journey times are likely to be due to incidents on other parts of the network which then have a knock on effect to the eastbound movement on the A205 rather than the LTN. For instance, in the first week of February 2022 Thames Water were required to undertake works on the A205 carriageway and multi-way temporary traffic signals were in place. Similarly, in mid-June Transport for London undertook carriageway repairs and again required multi-way temporary traffic signals. Both of which match the large spike in average bus journey times.
- 5.40. In 2022 the Westbound bus journey times have stayed consistently between the upper and lower baseline bus journey time range. In the last week (mid July) this has increased to 4.4 minutes per km but again within the range of expected fluctuations.
- 5.41. The results suggest the westbound bus journey times have been unaffected by the introduction of the LTN as little change has occurred.

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- 5.42. For the Burnt Ash Hill / Burnt Ash Road northbound corridor 2021 data indicated journey times have been consistently within the baseline range from pre-covid and pre-LTN of 3.2 and 4.5 minutes per km.
- 5.43. In 2022, the trends have been similar with short infrequent peaks in journey times. The overall trend is around or slightly above the upper baseline. This suggests there has been a slight increase in journey time for northbound traffic in comparison to pre-covid and pre-LTN.
- 5.44. In the southbound corridor, after the LTN was revised in November 2020, journey times stabilised at around 3 minutes per km. This has continued throughout 2021 and 2022. The data suggest there has been no impact on southbound bus journey times along Burnt Ash Road since the implementation of the LTN.
- 5.45. For the Lee High Road / Eltham Road corridor in 2022, other than a short peak in early February 2022, the bus journey time has remained consistent and currently matches the baseline figure recorded pre-Covid and pre-LTN. This would assume the LTN has not impacted on the bus journey times on the Lee High Road.

Emergency services response times

- 5.46. Prior to the launch, during and since the implementation of 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.
- 5.47. 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 which are being implemented this year.

Collision levels

- 5.48. Using collision data provided by TfL, we have reviewed collision data within the consultation area. To note this data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the Police. Damage only collisions are not included. Data is as reported to the Metropolitan Police, in accordance with the STATS19 national reporting system. Data is collected by the Police at the scene of a collision or in some cases reported by a member of the public at a police station, then processed and passed by the Police to TfL for checking and analysis.
- 5.49. When reviewing collision data, it is normal practice to look at three to five year trends. This is therefore an initial review to understand any emerging patterns. The latest collision data available at the time of the report is up to the 31st December 2021. This being 18 months after the start of the original LTN implementation of July 2020. To make a comparison we have therefore used data for 18 months prior to the introduction of the scheme. This being January 2019 to June 2020.
- 5.50. The table below shows the level of collisions by road type and collision severity for both pre and post LTN for the consultation area.

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	Pre LTN			Post LTN			Change
	Slight	KSI	Total	Slight	KSI	Total	
All Roads	316	48	364	267	42	309	-55
Borough road	99	14	113	83	12	95	-18
TLRN	217	34	251	184	30	214	-37

5.51. The initial data shows that there has been a reduction in collisions in both categories on borough roads and the TLRN (roads managed by TfL). This includes a reduction of 12% of Killed or Seriously injured collisions in the area.

Future monitoring

5.52. In line with the January 2022 Mayor and Cabinet report and usual practices it is important that the scheme and its impact continues to be monitored and assessed. Particularly as we are in the recovery phase from the pandemic and travel patterns and behaviours and re-establishing.

5.53. The recommendations of this report include undertaking additional monitoring following the implementation of the environmental complementary measures. This will require funding within the 2023/24 financial year of approximately £20K.

6. Design and Implementation Update

6.1. The introduction of a new package of complementary environmental measures was approved at Mayor and Cabinet in January 2022 as outlined in paragraph 1.2.

6.2. These additional measures are being introduced in and around the LTN to further support people to walk and cycle, and to create safer and greener streets.

6.3. These measures have been progressed in the LTN and surrounding area:

Complementary measure	Amount	Timeline
Benches	10 locations identified	From w/c 22 nd August
Electric vehicle charging points	12 locations have been identified following requests from the public	3 have already been installed with the remaining 9 to be in place by March 2023
Bike hangars	20 locations have been identified following the public requests to use existing hangers within the area	Due to delivery restraints these are being implemented in phases. 5 hangars in August, 7 hangars in October and 8 hangars in November.
Trees	35 locations have been identified	These will be implemented during the planting season of October 2022 to March 2023

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- 6.4. Discussions have been held with the five schools in the area to develop, design and agree timings for school streets in the area. Trinity C of E Primary School is being developed for implementation in September. The other four schools (Brindishe Lee, Brindishe Manor, St Saviour's RC, and St Winifred's RC) are being developed for implementation during October half term.
- 6.5. One of the key approved recommendations as set-out in paragraph 1.2 is conversion of the physical modal filters within the Lewisham and Lee Green LTN to automatic number plate recognition (ANPR) camera enforcement and that Lewisham blue badge holders and emergency services are exempt. Following the completion of the statutory traffic order process, designs have been completed and these conversions are expected to be implemented by the end of September 2022.

7. Conclusion

- 7.1. 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 always possible to differentiate the impact of the LTN from the wider changes in traffic flow and composition which will have resulted from the restrictions.
- 7.2. So far, the overall data has shown:
- With a few exceptions, traffic levels in the LTN and surrounding area have decreased, despite London-wide traffic levels being up compared to during the pandemic levels.
 - Vehicle speeds have reduced on average by 5.4% on roads in and around the LTN compared with March 2019, and are below the 20mph speed limit in the majority of cases.
 - Air quality has continued to remain below the 40 µg/m³ across the area and has improved in 20 of the 22 sites monitored when compared to pre-LTN levels.
 - Bus journey times have continued to operate within a comparable time prior to the LTN being implemented. The Eastbound journey times along the Brownhill Road are the most impacted with higher than average journey times during 2021 but in the last three months this has operated with average journey times lower than before the LTN being implemented.
 - A reduction in the number of collisions, including a 12% reduction in Killed and Seriously injured collisions within the consultation area.
- 7.3. 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.
- 7.4. The latest data suggests the revised Lewisham and Lee Green LTN is continuing to meet its aims, is in line with the Council's corporate objectives and policies, as well as wider London policies, despite some negative impacts being observed.
- 7.5. The implementation of the approved additional complementary measures as mentioned in section 6 of this report will continue 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.
- 7.6. It is expected these measures will support the continuing success of the LTN, and will encourage further traffic reduction, improve air quality, and increase mode shift towards walking and cycling.
- 7.7. It is recommended that after the implementation of these measures further monitoring

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is undertaken to assess any impacts, and potentially help develop practices for the rest of the borough

8. Financial implications

- 8.1. This report largely reflects the impact of spending already incurred in respect of the LTN implementation.
- 8.2. There is one recommendation to extend the monitoring of the Lewisham and Lee Green LTN through the financial year 2023/24. The cost of the additional monitoring is expected to be in the region of £20k and will be required in 2023/24.
- 8.3. Officers will seek additional funding from TfL through the Local Implementation Plan (LIP) as these changes reflect London-wide policy ambitions. However, should an external contribution to these costs not be secured then commitments within the Highways service budget for 2023/24 will be reviewed and these costs met from existing budgets without the need for an additional call on Council's resources.

9. Legal implications

- 9.1. The report notes the findings of the data monitoring and agrees that further monitoring should take place in April 2023 for continued assessment of the LTN and notes the update on the delivery of complementary measures within the LTN and the surrounding area.
- 9.2. The LTN was introduced and amended by way of the making of traffic management orders. 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. Any amendments to the LTN required as a result of the monitoring outcomes would also have to follow those procedures.
- 9.3. 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'.
- 9.4. The matters set out in S122(2) are:-
 - the desirability of securing and maintaining reasonable access to premises;
 - 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;
 - the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - 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
 - any other matters appearing to the local authority to be relevant.
- 9.5. The Council has various powers to introduce the complementary measures outlined in the report.
- 9.6. 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

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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 exercising their network management duty under the Act.

9.7. 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.

9.8. On the 1 April 2022, 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 13 November 2020 and 30 July 2021.

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

9.10. 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

9.11. In addition, TfL issued their Streetspace for London guidance in May 2020 now with March 2021 amendments and 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.

9.12. 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.

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

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

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

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

- 9.14. 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.
- 9.15. 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>.
- 9.16. 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
- 9.17. 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>.

10. Equalities implications

- 10.1. A full Equalities Impact Assessment (EqIA) has been carried out on the Lewisham and Lee Green Low Traffic Neighbourhood as part of the approval set out in the Mayor and Cabinet report on 12th January 2022.

11. Climate change and environmental implications

- 11.1. 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.
- 11.2. The results of the monitoring have shown that vehicle numbers within and around the LTN continue to be below that prior to its implementation. By encouraging more journeys to be made by walking and cycling rather than private transport will help to

protect against the negative impacts associated with vehicular traffic. The air quality levels have also reduced since the implementation of the LTN.

- 11.3. Further environmental measures and keeping traffic and congestion to a minimum will help maintain the improved air quality. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

12. Crime and disorder implications

- 12.1. There continues to be 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 changing of the remaining physical modal filters to camera enforced variants is expected to reduce levels of vandalism and relevant operational costs.

13. Health and wellbeing implications

- 13.1. 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. The lower traffic volumes are thought to have given people greater confidence to cycle, that they may not otherwise have.

14. Background papers

- 14.1. Mayor and Cabinet report. Lewisham and Lee Green Low Traffic Neighbourhood: Consultation and next steps.
<https://councilmeetings.lewisham.gov.uk/mgAi.aspx?ID=31225#mgDocuments>

15. Glossary

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

Term	Definition
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.
Mayor's Transport Strategy	The Mayor of London's Transport Strategy sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and jobs.
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.

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Term	Definition
TfL	Transport for London
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.
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.
ULEZ	Ultra Low Emission Zone - an area of a city that you must pay to enter if you are driving a vehicle that produces more than stated emission standards

16. Report author(s) and contact

- 16.1. Zahur Khan, Director of Public Realm, zahur.khan@lewisham.gov.uk
- 16.2. Louise McBride, Head of Strategic Transport louise.mcbride@lewisham.gov.uk

17. Appendices

- A. Monitoring Strategy June 2021
- B. Monitoring report November 2021
- C. Monitoring report September 2022

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 (NO₂) in the context of review and assessment. They are particularly useful in areas of high NO₂ 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.

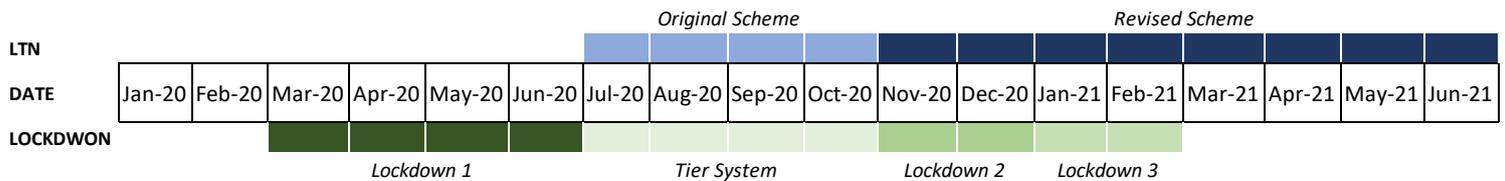


Figure 1 – Timeline of Measures and UK Government restrictions.

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 25th June 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 Duncrive 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 Duncricvie 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.

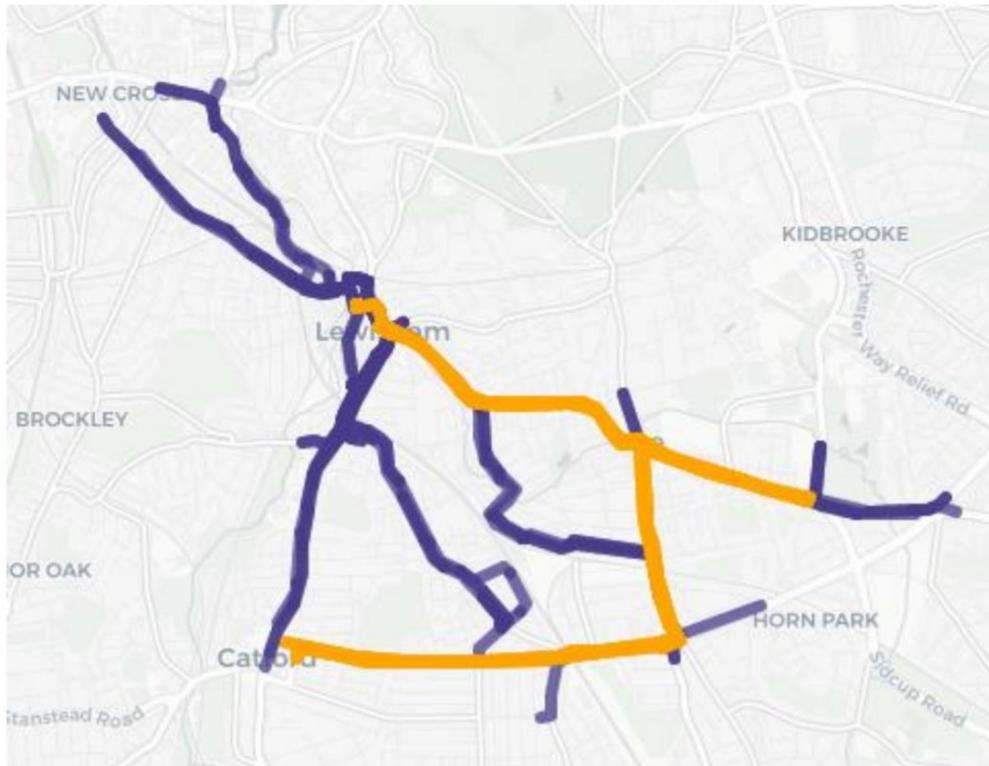


Figure 2 – Key bus corridors around the LTN that have been assessed (orange).

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 returned 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.

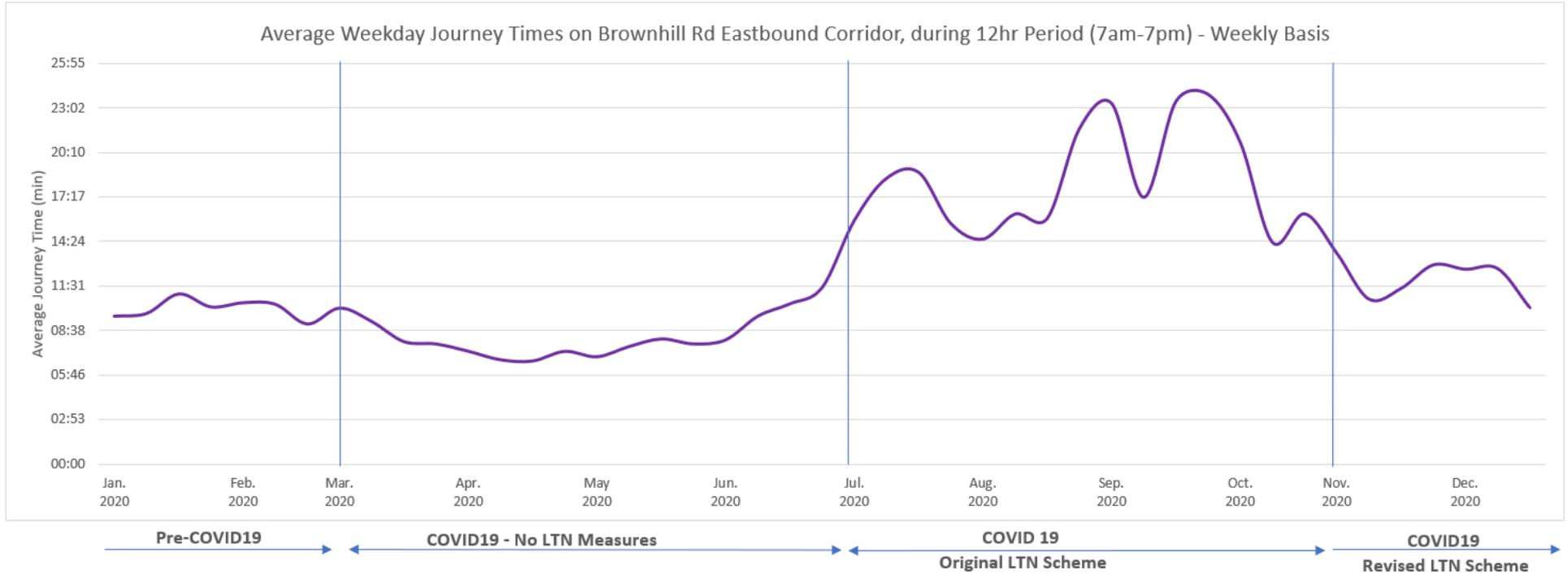


Figure 3: Average Weekday Journey Times on Brownhill Rd EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

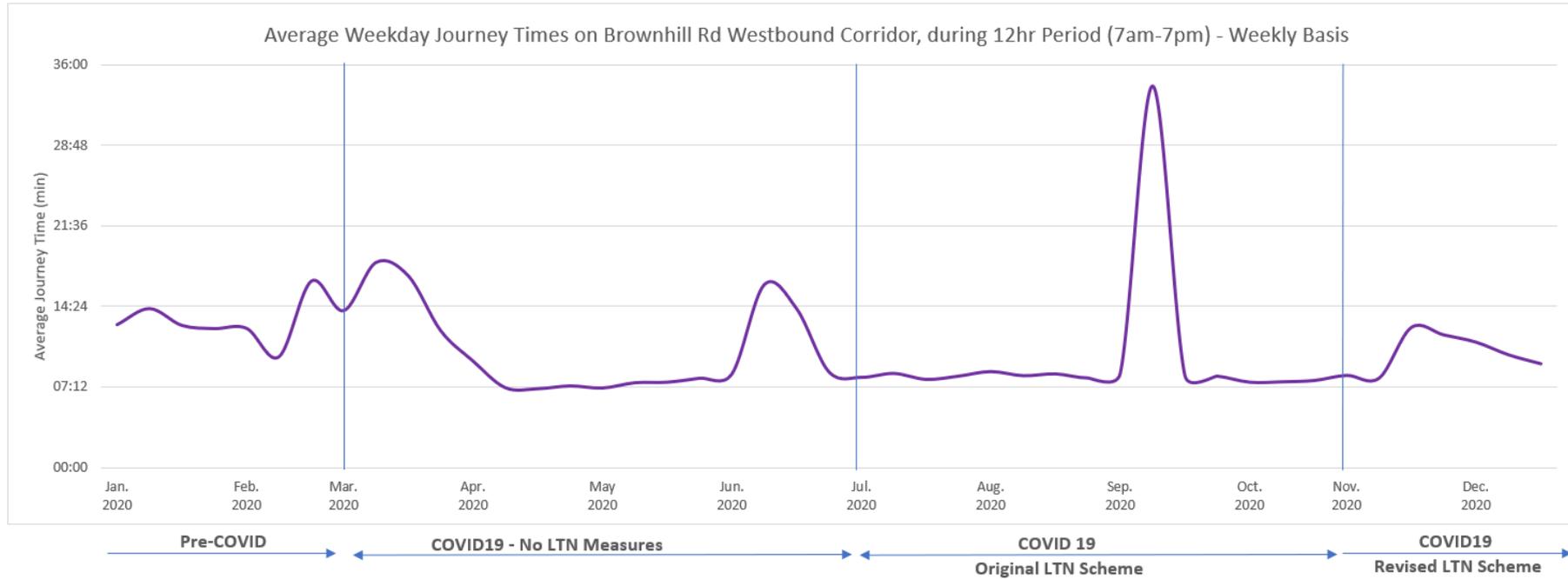


Figure 4: Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am -7pm) - Weekly Basis

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.

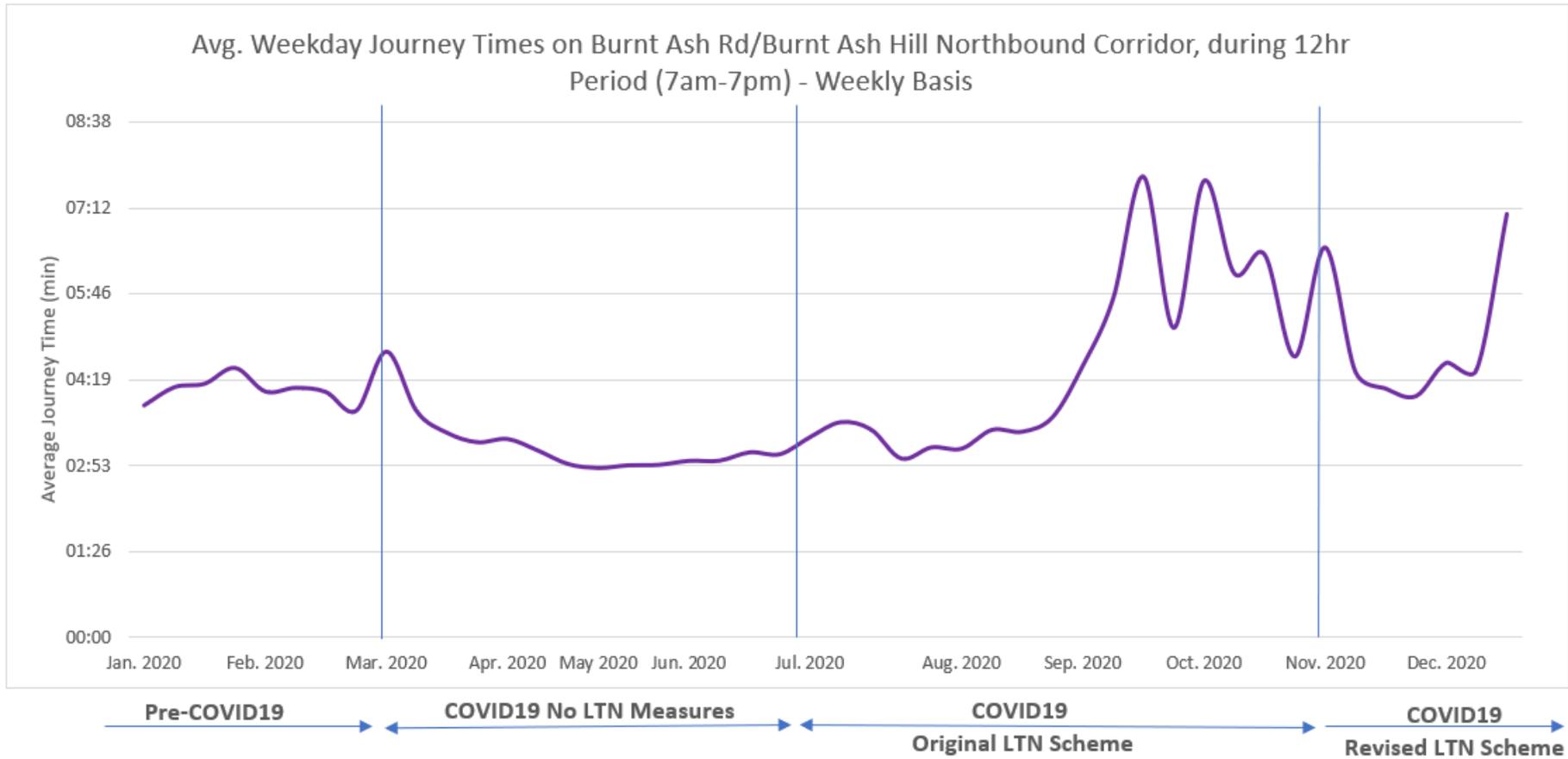


Figure 5: Avg. Weekday Journey Times on Burnt Ash Rd/Burnt Ash Hill NB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

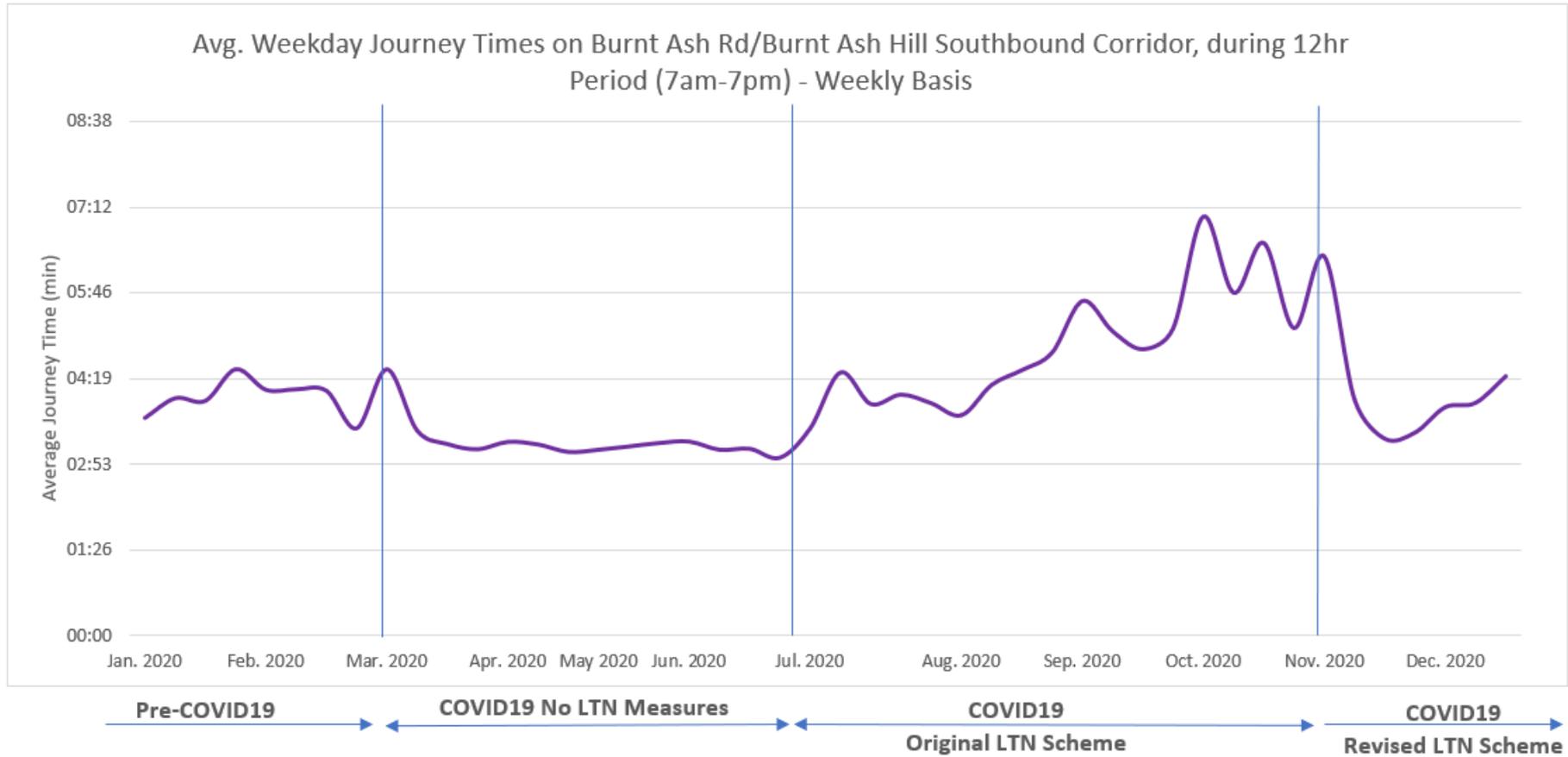


Figure 6: Avg. Weekday Journey Times on Burnt Ash Rd/Burnt Ash Hill SB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

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.

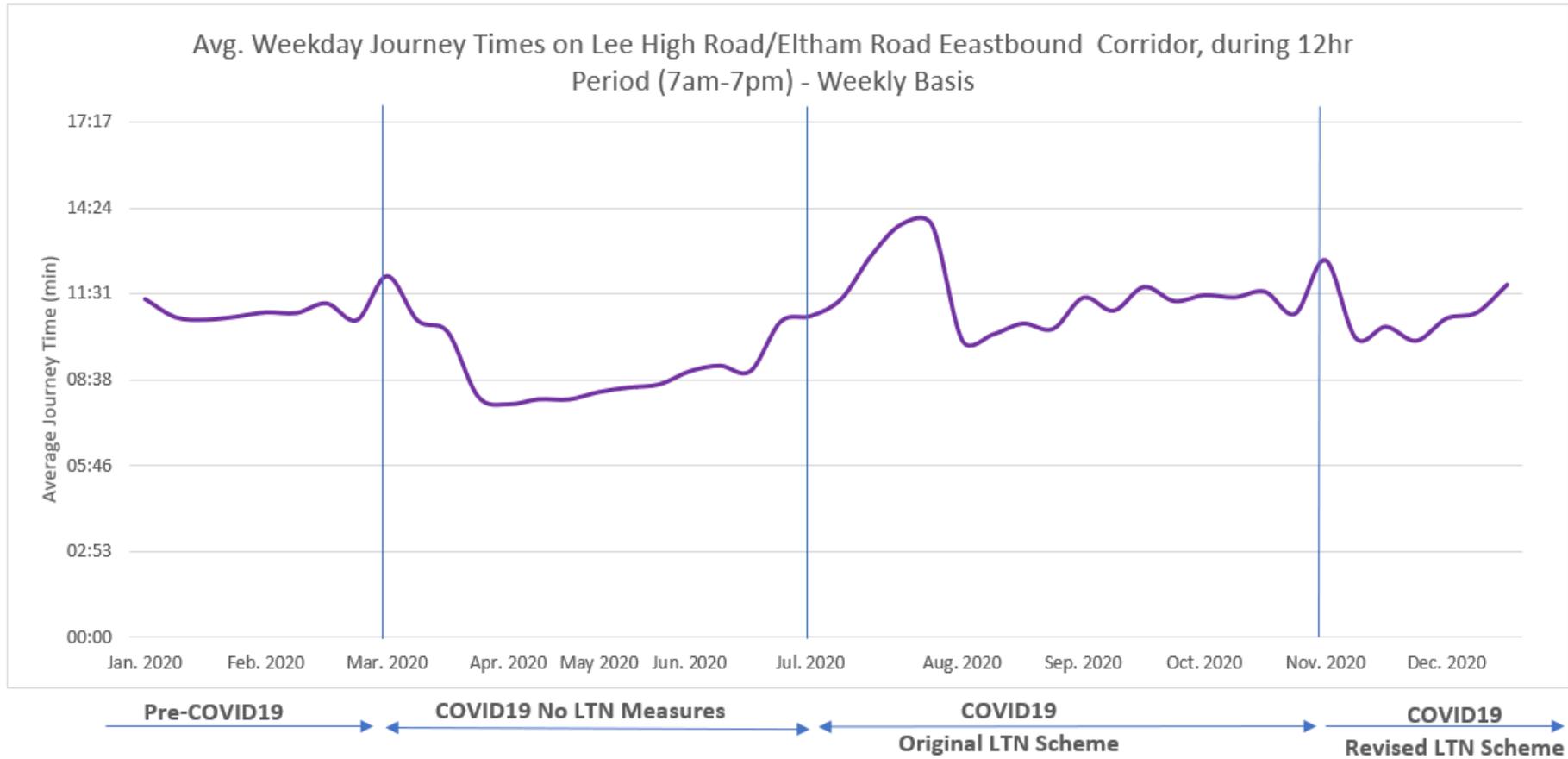


Figure 7: Avg. Weekday Journey Times on Lee High Road/Eltham Road EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

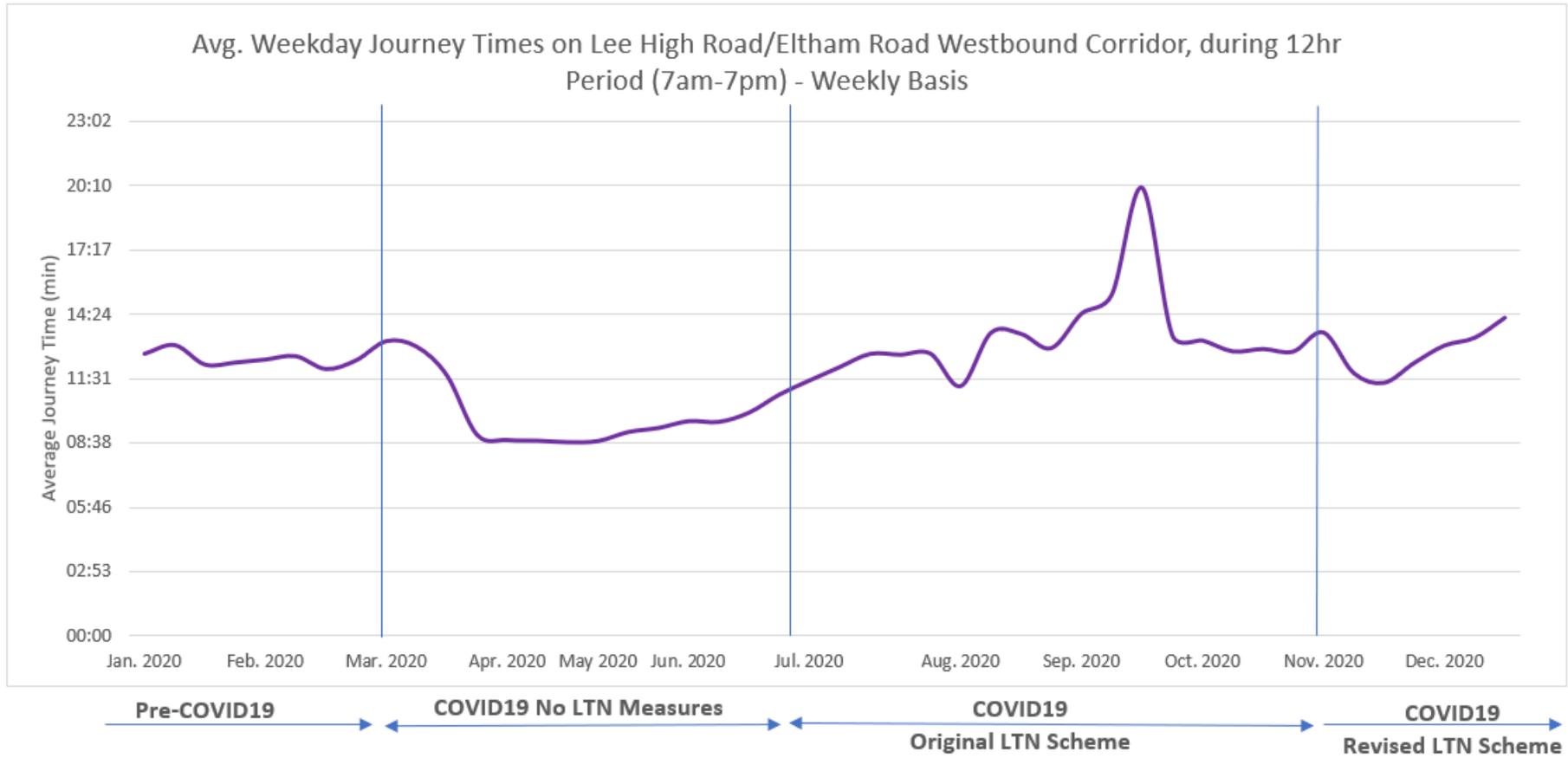


Figure 8: Avg. Weekday Journey Times on Lee High Road/Eltham Road WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

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 (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 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 NO₂ 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 revised 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 NO₂ readings in Figure 9, there are no locations where NO₂ exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m³).

Monitoring found that the overall mean NO₂ 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, this is an increase of 8.3%.

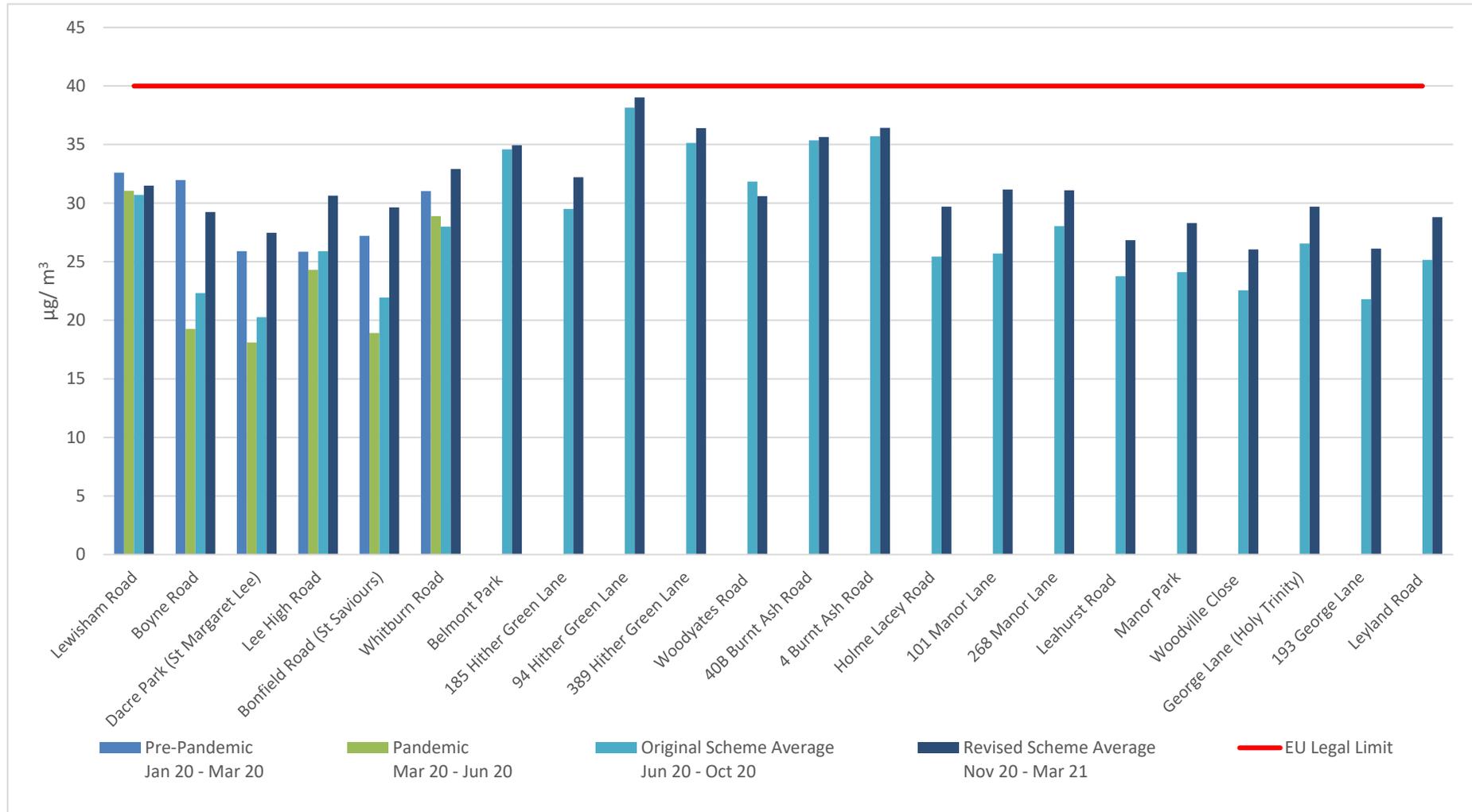


Figure 9: Mean NO₂ concentrations within and on surrounding roads to the LTN

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.

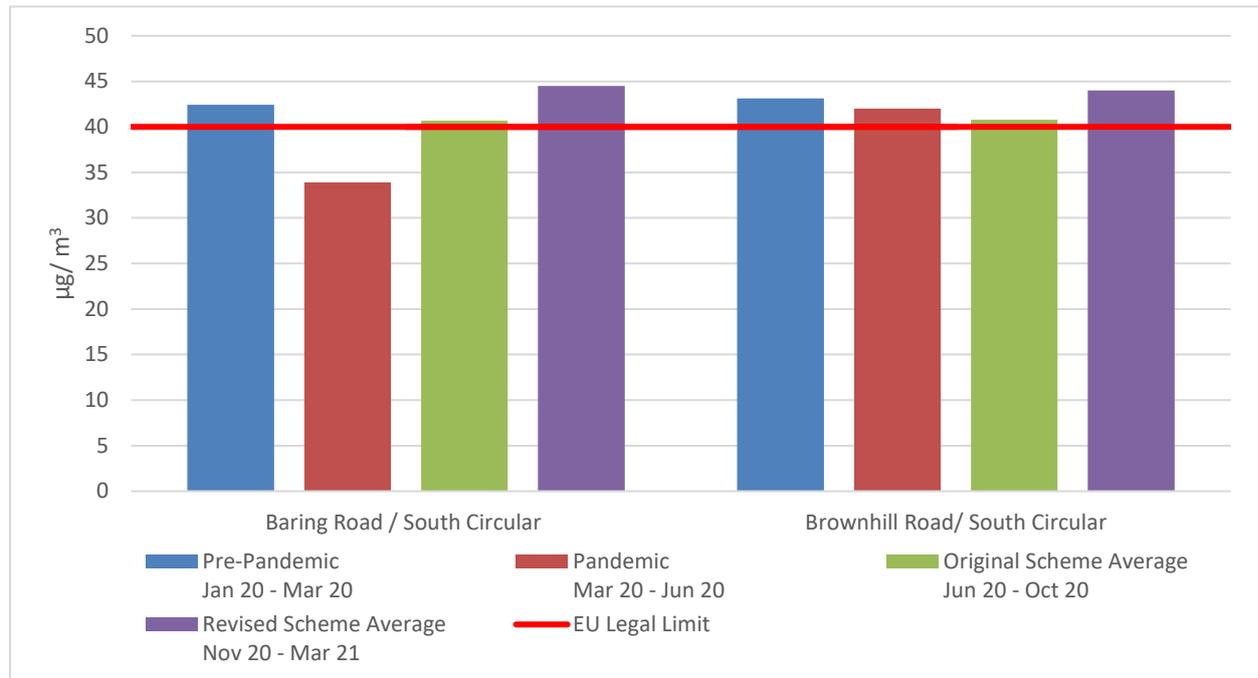


Figure 10: Mean NO₂ concentrations on the South Circular

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.

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 (NO₂) in the context of review and assessment. They are particularly useful in areas of high NO₂ 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 25th June 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 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.
- 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
<i>Within the LTN</i>			
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 Duncrive 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
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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 Torrison Road +0.9mph to 21mph. Courthill Road and Springbank Road (south of Torrison 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 Duncrive 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.

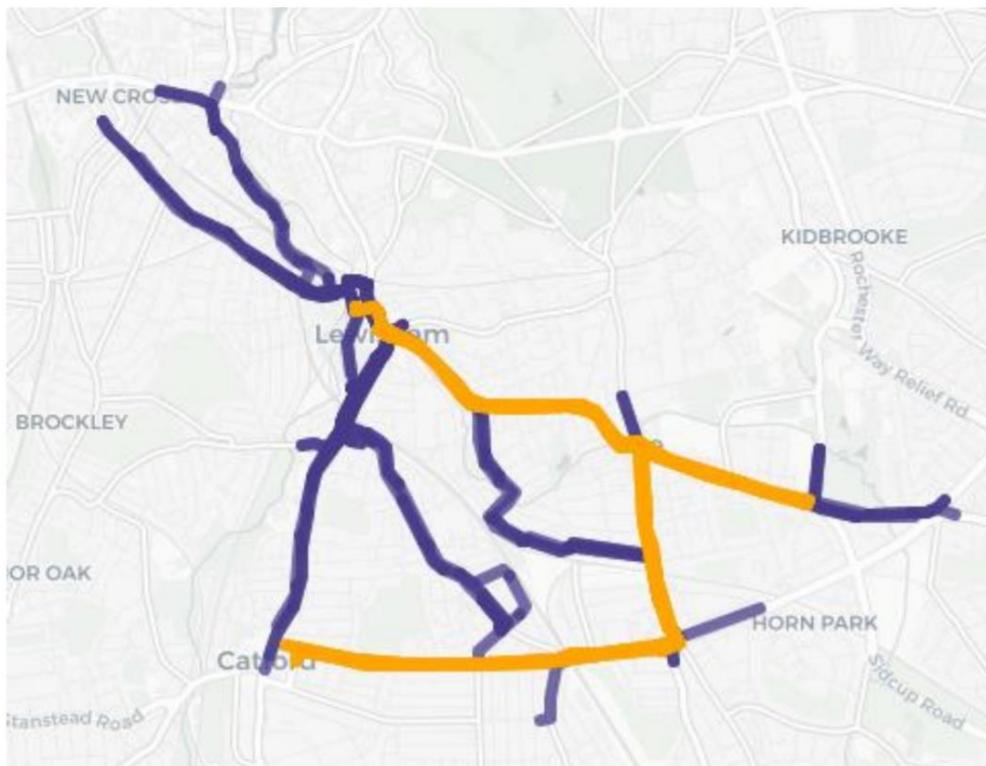


Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

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.

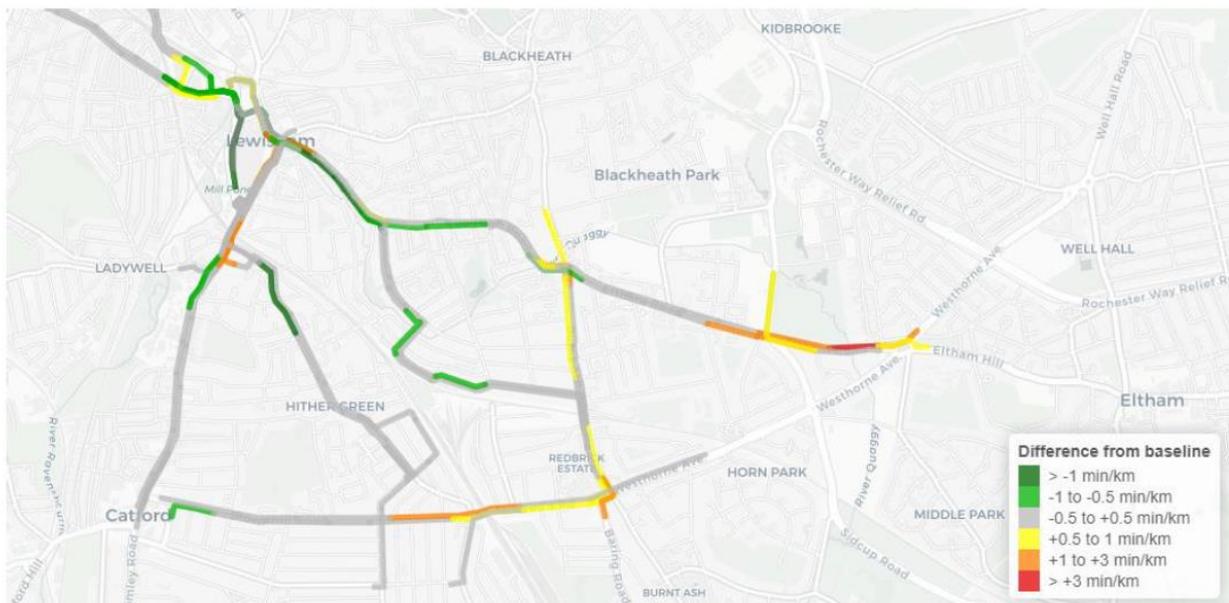


Figure 3 -the changes in bus journey times for the week 20/09/2021 -24/09/2021

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 returned 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.

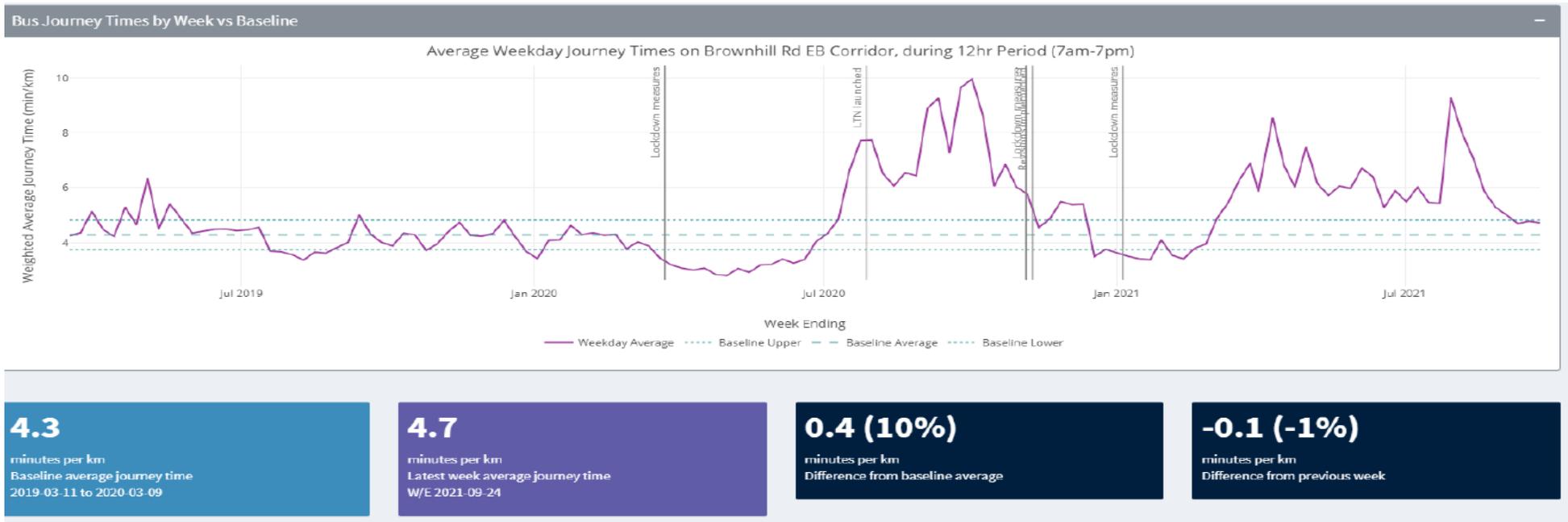


Figure 4 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

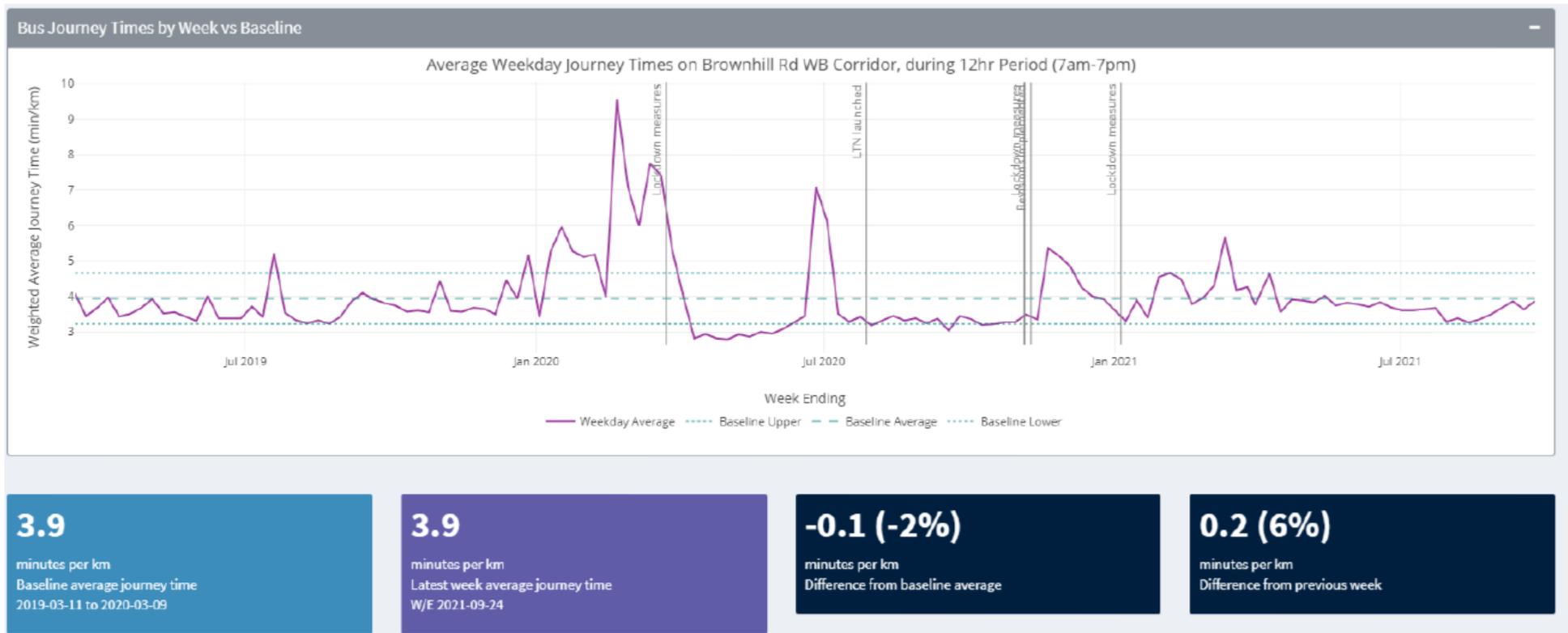


Figure 5 Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.6 The below graphics provide an update on vehicle traffic flows from TfL for the period to October 2021.

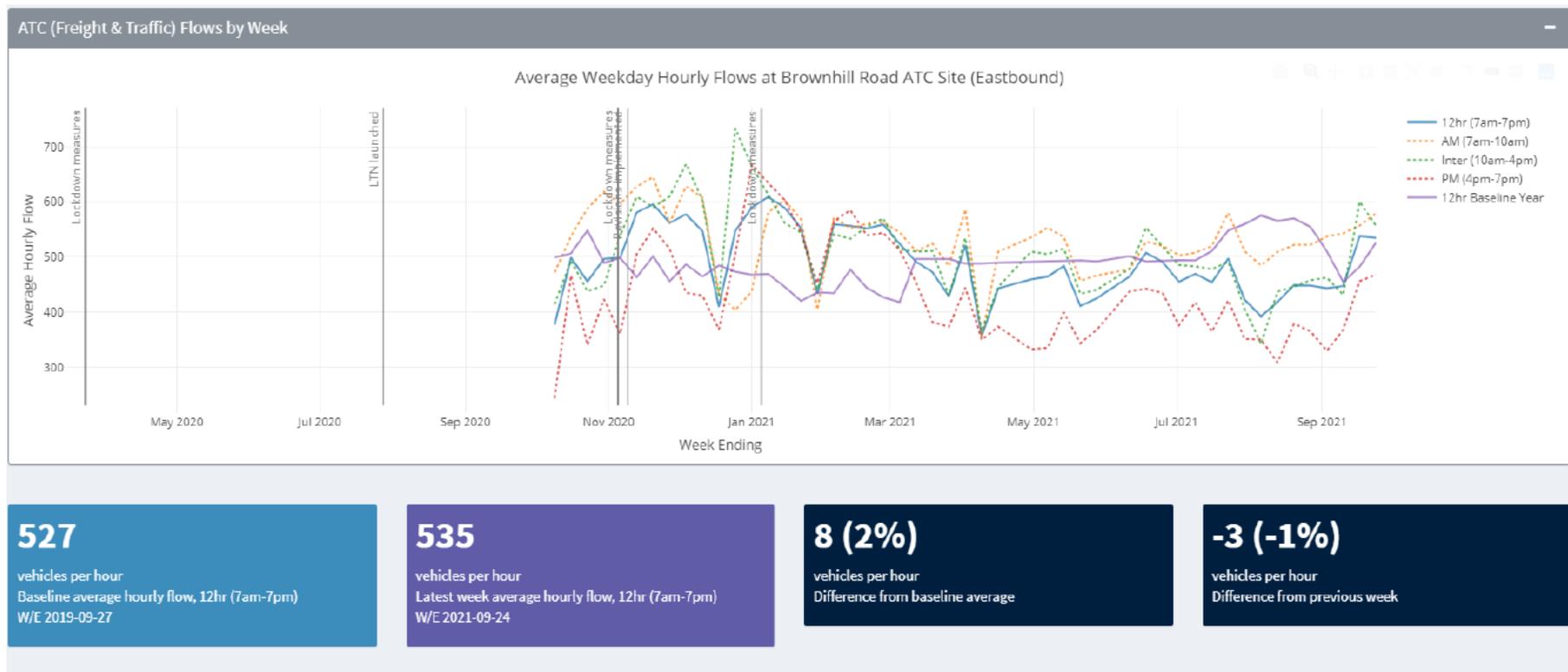


Figure 6 Traffic flow eastbound on A205 Brownhill Road (October 2021 snapshot)

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.

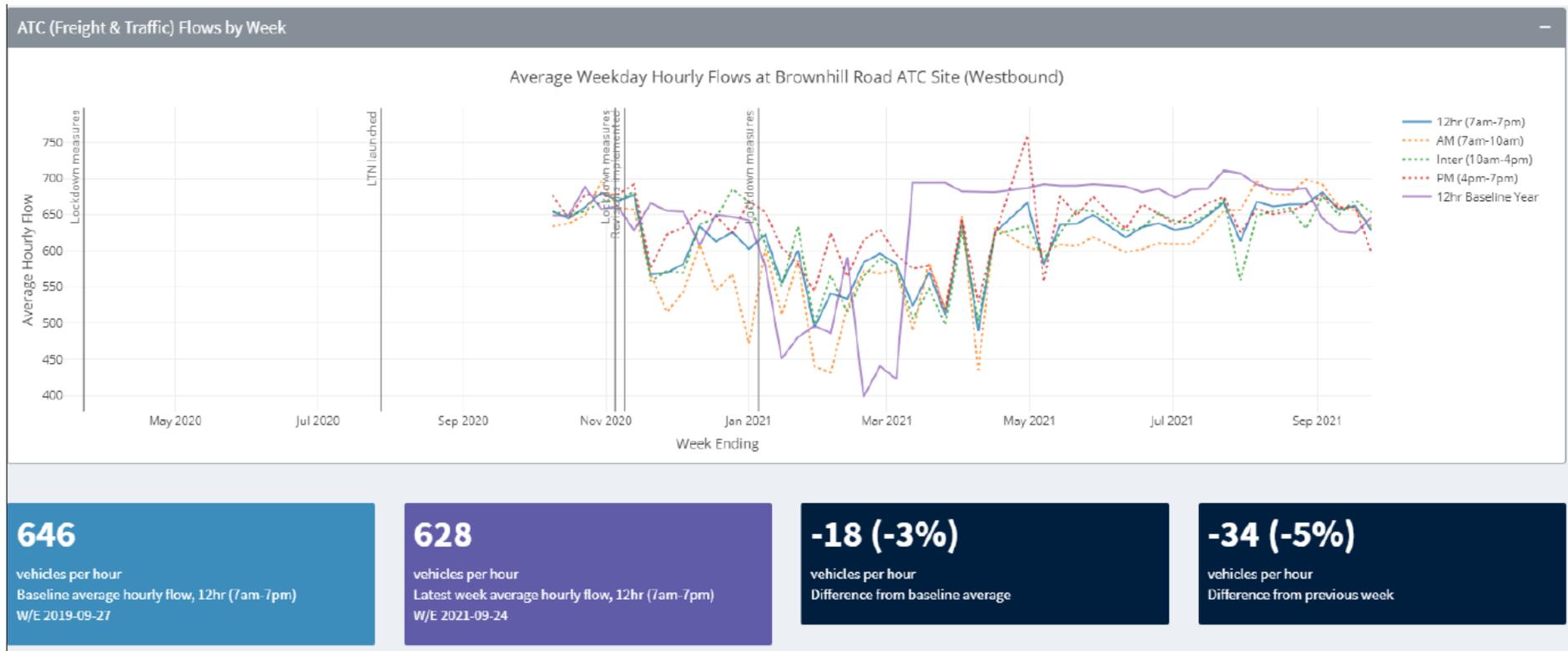


Figure 7 Traffic flow westbound on A205 Brownhill Road (October 2021 snapshot)

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.

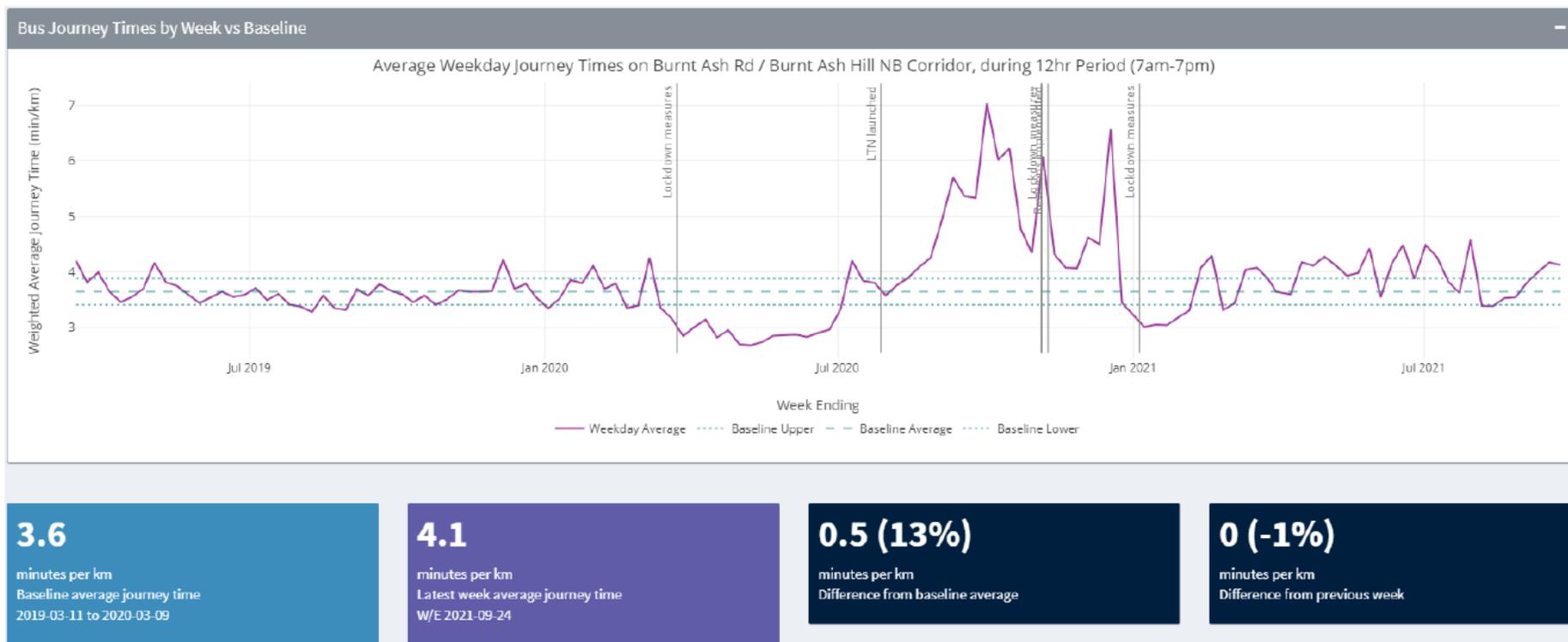


Figure 8 Bus Journey northbound on Burnt Ash Hill (October 2021 snapshot)

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.

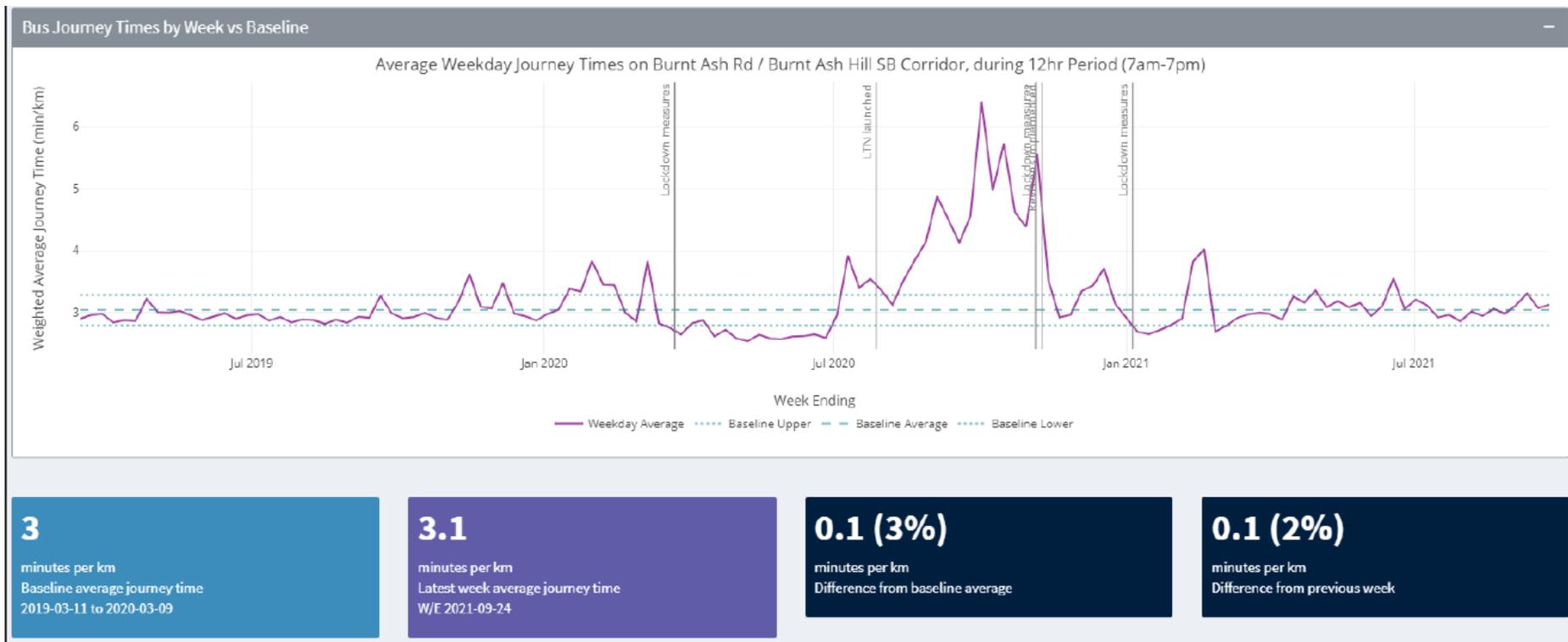


Figure 9 Bus Journey southbound on Burnt Ash Hill (October 2021 snapshot)

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.

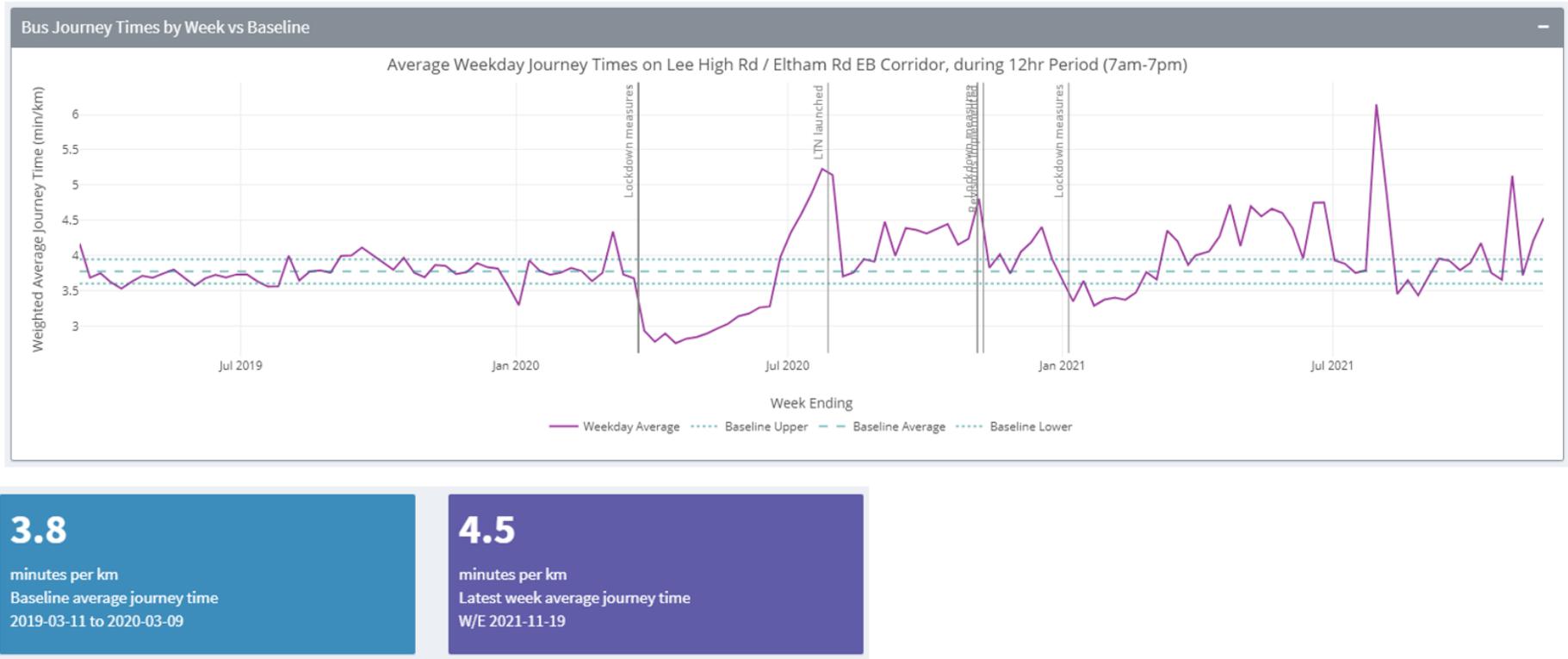
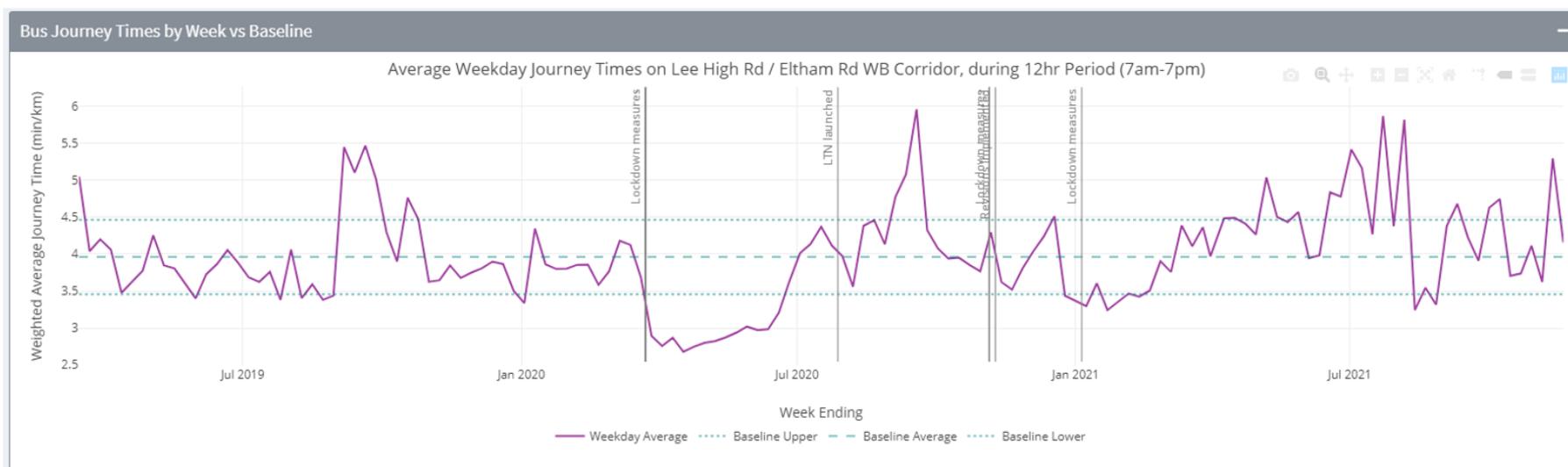


Figure 10 Average Weekday journey times on Lee High Rd Eastbound

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.



<p>4 minutes per km Baseline average journey time 2019-03-11 to 2020-03-09</p>	<p>4.2 minutes per km Latest week average journey time W/E 2021-11-19</p>
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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 (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
- 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 NO₂ 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 revised 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 NO₂ readings in **Error! Reference source not found.12**, there are no locations where NO₂ exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m³).

2.7.6 Monitoring found that the overall mean NO₂ 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, 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/m³). They 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/m³) 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.

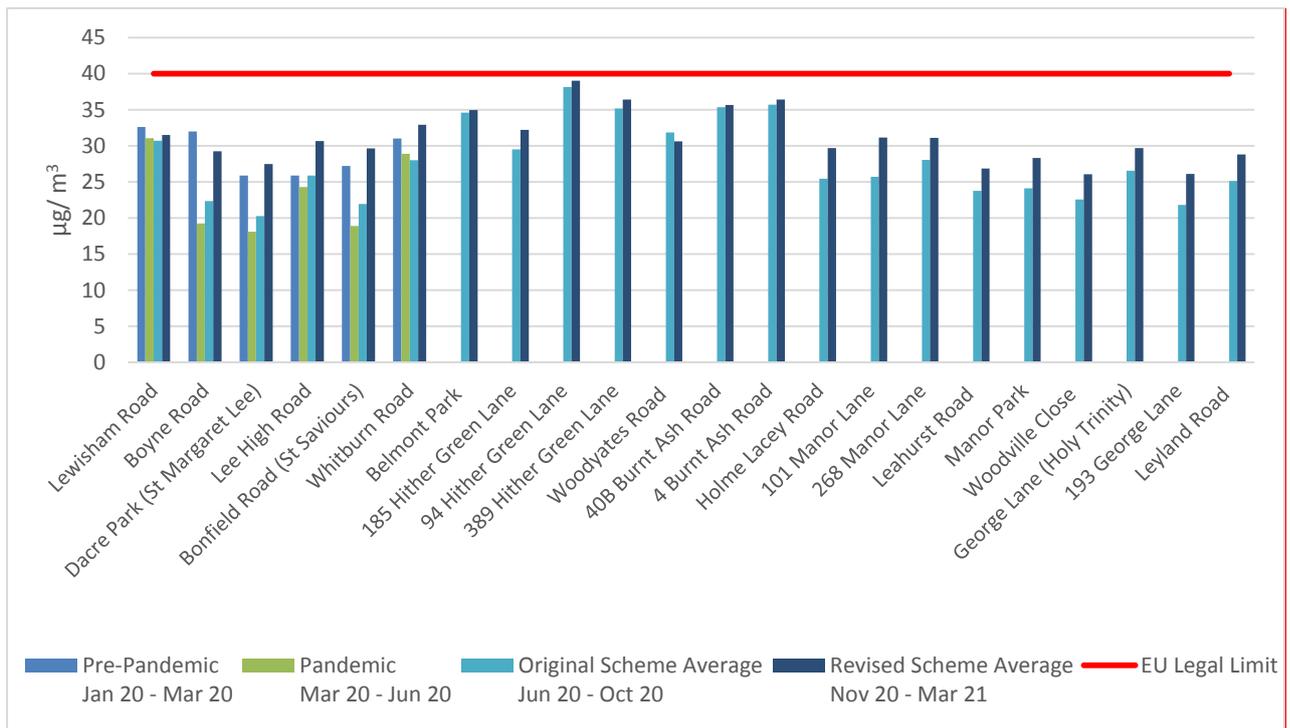


Figure 12 Mean NO₂ concentrations within and on surrounding roads to the LTN

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.

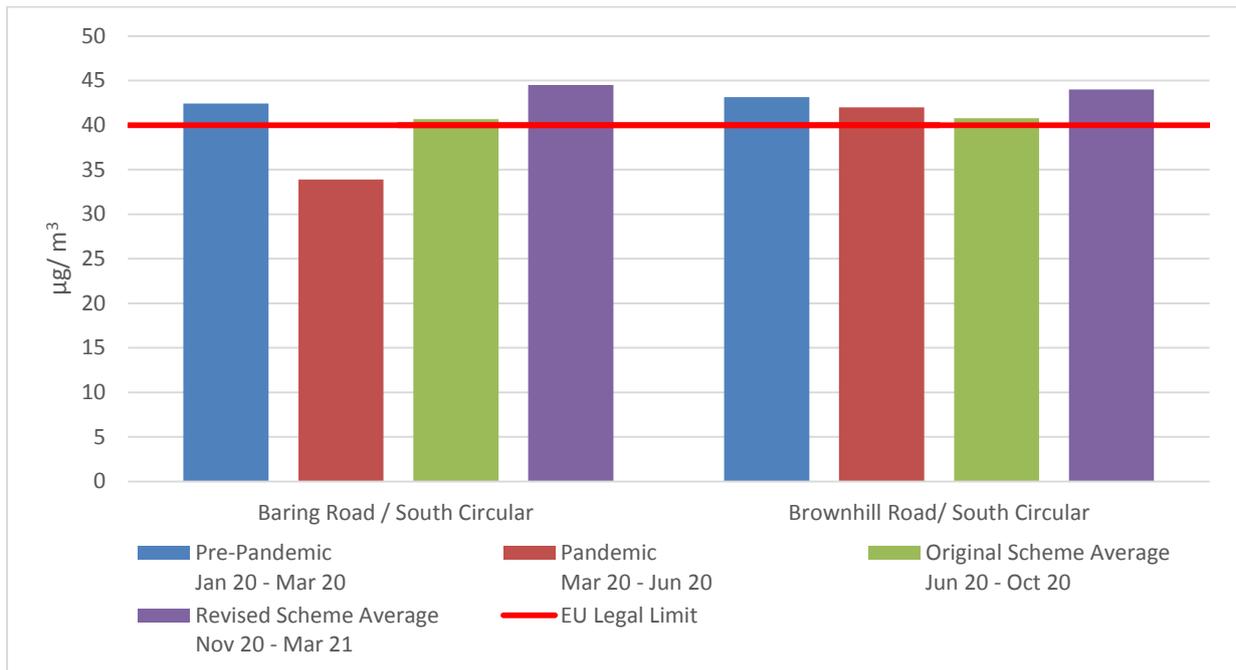


Figure 13 Mean NO2 concentrations on the South Circular

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.

Appendix C – Monitoring Report – September 2022

Lewisham & Lee Green Low Traffic Neighbourhood

Date: September 2022

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](#).
- 1.1.6 In January 2022 as part of the report presented to Mayor and Cabinet, an update monitoring report was provided which included latest data collected which was from November 2021. This can be found at [Lewisham Council - Agenda for Mayor and Cabinet on Wednesday, 12th January, 2022, 6.00 pm](#).
- 1.1.7 As part of Mayor and Cabinet approval was given for the publishing of permanent traffic orders retaining the revised Lewisham and Lee Green LTN, it was also agreed that there be continual monitoring of the area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality and bus journey times.

1.2 Data limitations

- 1.2.1 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 even more tumultuous, due to the tightening and easing of lockdown measures by Government which have severely influenced travel behaviour; resulting in at times volatile results.

1.2.2 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. 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.

1.2.3 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.

1.2.4 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.

1.2.5 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.

1.2.6 While collecting traffic counts and vehicle speed data, with the use of automatic traffic counts, a number of sites were subject to vandalism with the cutting of the equipment. Although the equipment was replaced several times this has meant that some data is missing and collected over a different 7 day period.

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 25th June 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 2021 over a consecutive seven day period starting on the 28th September 2021. 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 on main roads, 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 was installed to enforce this restriction. The width restriction was replaced by a 7.5 tonne weigh restriction which is also enforced by

camera.

- 2.1.4 A 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 The latest survey data has been collected in April 2022, over a consecutive seven-day period. These surveys are located in similar position to previous collections and provide an indication of how the scheme is operating within a post covid normal.
- 2.1.6 Overall 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).
- 2.1.7 Table 1 below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that average traffic volumes on the roads surveyed have reduced by approximately 67.7% between March 2019 and February 2021. March 2019 recorded an average of 3,220 vehicles per day per road, before falling to 1,249 in October 2020 during the original LTN scheme and 1040 in February 2021 during the revised LTN scheme. In the latest recorded counts, the average has increased since February 2021 to 1,860 vehicles per day per road however this is still a 42% reduction on the pre-scheme March 2019 figures.
- 2.1.8 All roads, with the exception of Leahurst Road (North of Ennersdale Road), Leyland Road (North of Upwood Road) and Morley Road (South of Lingards Road), have less vehicle traffic now in comparison to pre-scheme in March 2019.

Table 1: Pre-count scheme data 2019 comparison

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Dallinger Road	1337	434	236	282
Cambridge Drive	1436	417	233	346
Eastdown Park	8970	4165	3782	6321
Effingham Road	947	619	374	711
Ennersdale Road	8895	1532	1674	3174
Gilmore Road	3153	3235	1671	2964
Handen Road	1797	895	614	1193
Holme Lacey Road	1523	379	161	214
Manor Lane Terrace	1274	903	634	507
Leahurst Road North of Ennersdale Road	2002	1025	1148	2487
Leyland Road North of Osberton Road	813	147	296	286
Leyland Road North of Upwood Road	276	251	133	286
Longhurst Road	3911	607	961	2181
Manor Lane	2642	332	255	343
Manor Park North of Northbrook Road	3839	1429	1653	2521
Manor Park West of Thornwood Road	3923	1611	1181	2564
Micheldever Road	3193	1108	952	1956
Morley Road North of Dermody Road	10672	2337	2318	3980
Morley Road South of Lingards Road	3883	2764	2414	3998
Newstead Road	1673	881	668	1460
Pitfold Road	245	240	181	147
Southbrook Road	4369	2543	1759	3460
Staplehurst Road	4761	1154	1339	2988
Taunton Road	2781	1484	1184	2192
Upwood Road	3403	1255	667	1217
Woodyates Road	1998	734	555	569

Average	3220	1249	1040	1860
Difference to Mar 2019		-1971	-2180	-1360
% Change from Mar 19		-61.20	-67.70	-42.25

2.1.9 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 increased on average by approximately 2% between June 2020 and April 2022.

2.1.10 In June 2020 daily traffic volume was an average of 1,879 across all roads, rising slightly to 1,941 during the original LTN scheme in October 2020,

falling to 1,507 in the revised LTN scheme in February 2021 and has risen to 1,919 in 2022.

2.1.11 The biggest increase in volumes were George Lane and Manor Lane (south of Dallinger Road) however there were also decreases on adjacent roads which include Springrice Road and Springbank Road. This could suggest the overall level of traffic in these outer roads to the LTN has been consistent but different routes are being taken.

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Ardgowan Road	291	803	242	302
Belmont Park	2324	1358	1195	1824
Benin Street	364	562	513	152
Blessington Road	933	1140	861	966
Brandram Road	2325	2199	1213	2088
Campshill Road	1509	1427	1289	2086
Courthill Road	7252	9804	8065	7975
Dacre Park	1607	2033	919	1309
George Lane	2347	1793	2049	3589
Harvard Road	589	568	594	553
Hither Green Lane	7275	7690	7373	7973
Lanier Road	1126	550	402	840
Longbridge Way	2157	2483	1203	904
Manor Lane Terrace, East of Abernethy Road	396	512	501	507
Manor Lane, South of Dallinger Road	4621	2389	3667	5955
Minard Road	268	1131	231	375
Nightingale Grove	1524	1501	893	2127
Old Road	667	343	282	384
Radford Road	648	672	540	690
Springbank Road, South of Torridon Road	1055	1559	938	575
Springrice Road	1910	2304	598	617
Thornford Road	2058	1920	1464	2275
Torridon Road	3221	3080	2289	3344
Wellmeadow Road, South of Hither Green Lane	214	262	175	255
Wellmeadow Road, South of Torridon Road	294	443	191	321
Average	1879	1941	1507	1919
Difference	-	62	-372	40
% Change from Jun 20	-	3.30	-19.77	2

Table 2 – Pre-Scheme data collected in June 2020

- 2.1.12 Although there is no comparable pre-scheme data Table 3 below outlines data for additional locations that was collected during the original LTN scheme, then repeated during the revised LTN scheme and the recent data collected in April 2022. This data is a comparison between traffic volumes during the time of the pandemic and traffic now. Overall comparing the data across these roads suggest that there is a 30% increase in traffic since the pandemic.
- 2.1.13 Across all of these roads there has been large shift in traffic patterns with some increase and other decreasing. It is assumed that part of change is due to the relaxing of pandemic restrictions and an expected rise and others are due to a switch from undertaking local short journeys to longer journeys and commuter trips.
- 2.1.14 The largest increases have been seen on Verdant Lane and Hither Green Lane, which assume these are vehicle heading North/South.

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

Location	Original Scheme Oct 20	Revised scheme Feb 21	Apr-22
Ardgowan Road	13226	8931	712
Beacon Road West of Ardmere Road	548	283	461
Broadfield Road	866	591	301
Hither Green North of Brightside Road	2930	3070	11142
Hither Green Lane North of George Lane	3932	3525	10715
Laleham Road North of Brownhill Road	3081	2438	2848
Laleham Road North of Elmer Road	2052	1612	1183
Minard Road	6143	4118	587
Torridon Road	481	280	1148
Veradant Lane	391	209	15552
Wellmeadow Road	289	218	321
Average	3085	2298	4088
Difference	-	-788	1003
% Change from Jun 20	-	-25.53	33

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 4, Table 5).

2.2.2 Table 4 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 decrease by approximately 5.4%, or 1mph between March 2019 and April 2022.

2.2.3 However, it is to note that speeds have increased from 2021 during the period of covid restrictions but have reduced since the implementation of the LTN.

2.2.4 In April 2022 the biggest increase in speed was on Leyland Road (north of upwood Road) where there was a 10 mph increase. As this is a one-way road, this may be the reason of the increase in vehicle speed. The biggest decrease has been on Holme Lacey Road where vehicle speed has reduced to an average of 15 mph from 20mph.

Table 4 – Pre-Scheme data collected in March 2019 vs April 2022

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Dallinger Road	21.8	17.5	15.6	17.9
Cambridge Drive	23.4	19.9	15.3	21.2
Eastdown Park	15.5	18.5	18.4	16.3
Effingham Road	18.1	13	17.5	15.3
Ennersdale Road	19.3	17.1	17.2	17.4
Gilmore Road	17.2	16.3	19.1	19.25
Holme Lacey Road	20.1	13.7	13.3	15.75
Manor Lane Terrace	14.3	14.1	13	14.05
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9	14.15
Leyland Road North of Upwood Road	13.6	14.4	13.3	24.55
Longhurst Road	19.2	16	16	17.6
Manor Lane	19.6	16.4	15.5	18.35
Manor Park North of Northbrook Road	20.7	21.5	20.6	20
Manor Park West of Thornwood Road	24	21.4	20.5	20.65
Micheldever Road	24.4	20.6	19.9	20.6
Morley Road North of Dermody Road	18.2	16.1	18.5	16.35
Morley Road South of Lingards Road	17.4	14.9	15.4	17.85
Newstead Road	19.7	18.5	19.1	19.7

Pitfold Road	17.7	13.4	12	16.65
Southbrook Road	24.2	21	22.5	21.05
Taunton Road	19.3	19	18.8	17
Upwood Road	17.5	15.9	16.1	16.7
Average	19.0	16.9	16.8	18.1

2.2.5 Table 5 below details average vehicle speeds for locations where pre-scheme data was recorded in June 2020 and highlights that on average vehicle speeds on these roads have decrease by approximately 0.5 mph between June 2020 and April 2022.

2.2.6 The biggest decrease of vehicle speeds was seen in Campshill Road of more than 3 mph and the largest increase in volume was in Radford Road although it should be noted this still remains below the speed limit of 20 mph.

Table 5 Traffic speeds pre scheme june 2022

Location	Before LTN June 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Ardgowan Road	20.2	17.8	16.7	12.9
Belmont Park	18	17.2	18.1	24
Benin Street	15.3	14.8	18.2	17.8
Brandram Road	19.6	20	18.1	19.3
Campshill Road	18.6	15.3	14.8	15.25
Courthill Road	21.7	19.9	21.6	16.6
George Lane	13.7	14.2	14	14.15
Harvard Road	11.3	12	8.4	8.5
Hither Green Lane	20.9	19.5	18.7	22.05
Lanier Road	15.4	15.1	14.6	15.8
Longbridge Way	14.4	12.8	14.2	13.75
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4	14.05
Manor Lane, South of Dallinger Road	20.2	20	19.5	18.35
Minard Road	12.7	13.7	14.8	15.3
Nightingale Grove	17.2	15.6	16.2	16.4

Old Road	14.5	13.1	10.2	12.3
Radford Road	14.6	17.6	17	18.5
Springbank Road, South of Torridon Road	23	20.5	21.5	21.45
Springrice Road	15.8	14.9	14.7	15
Thornford Road	19.3	19.5	18.6	19.5
Torridon Road	20.1	21.1	21	21.4
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7	13.25
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4	13.5
Average	17.0	16.3	16.1	16.5

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.

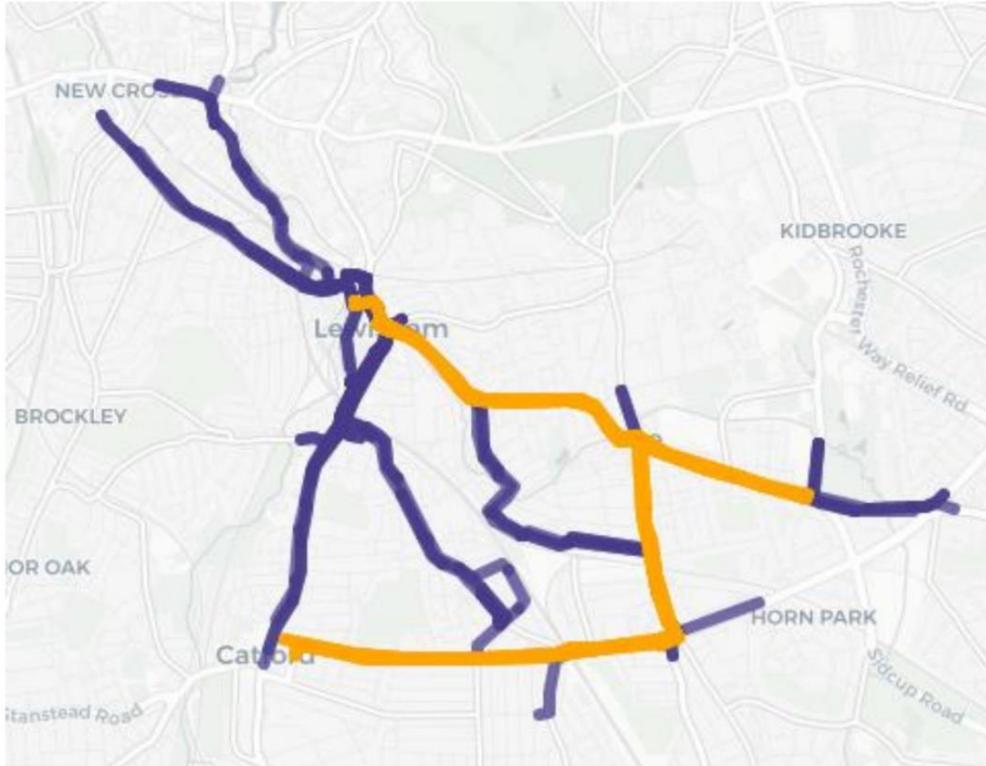


Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

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 mid July 2022.

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. This pattern has continued across to the first half of 2022.

2.4 Brownhill Road

2.4.1 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 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 returned 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. An 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 times around September with the beginning of the school term.
- 2.4.3 In 2022 the average Eastbound bus journey times have fluctuated within January and for a short temporary period reached a journey time high of 10 minutes per km in early February, however from mid February to July average journey times have been below the average set in 2019 prior to covid and the LTN implementation. Within the first week of July there again has been a recorded increase in journey time. These rapid short term spikes in average journey times are likely to be due to incidents on other parts of the network which then have a knock on effect to the eastbound movement on the A205 rather than the LTN. For instance, in the first week of February Thames Water were required to undertake works on the A205 carriageway and multi-way temporary signals were in place. Similarly, in mid June Transport for London undertook carriageway repairs and again required multi-way temporary signals. Both of which match the large spike in average bus journey multi-way temporary signals.
- 2.4.4 This data would suggest that at times the average weekday bus journey time is running slightly higher especially in late 2021 however the average on the last 3 months has been below average.

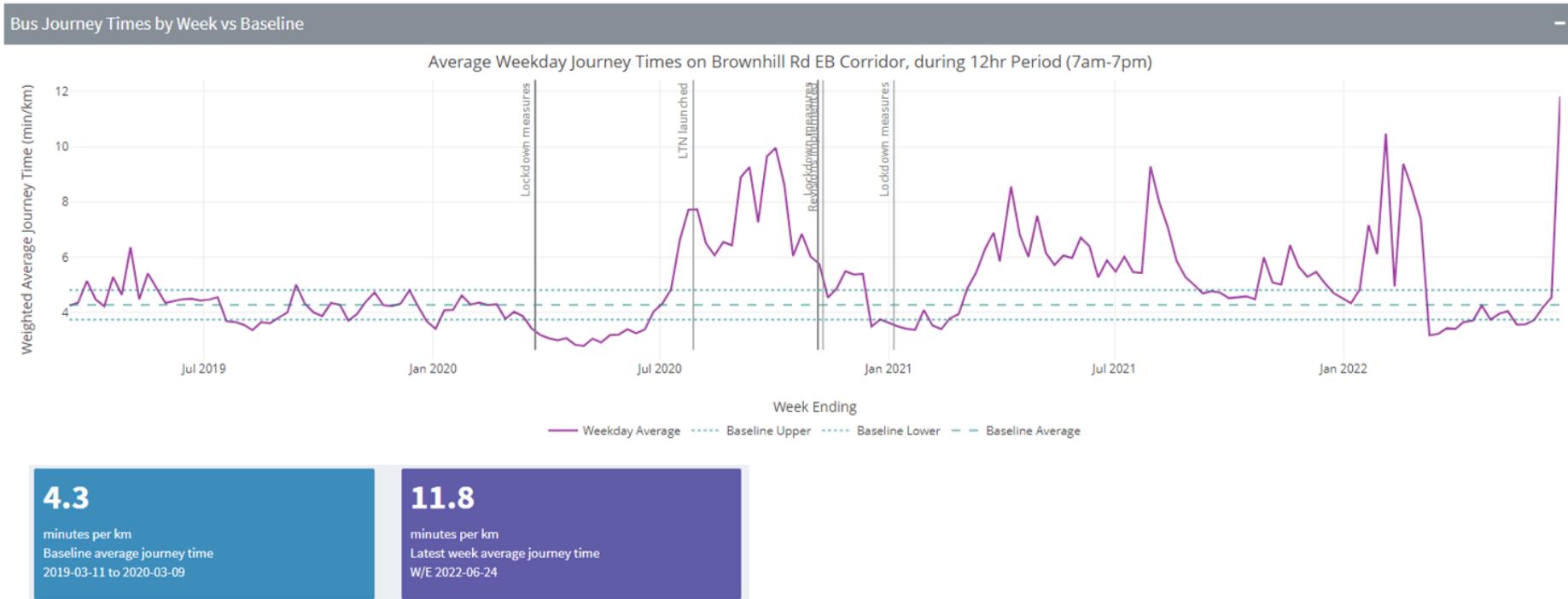
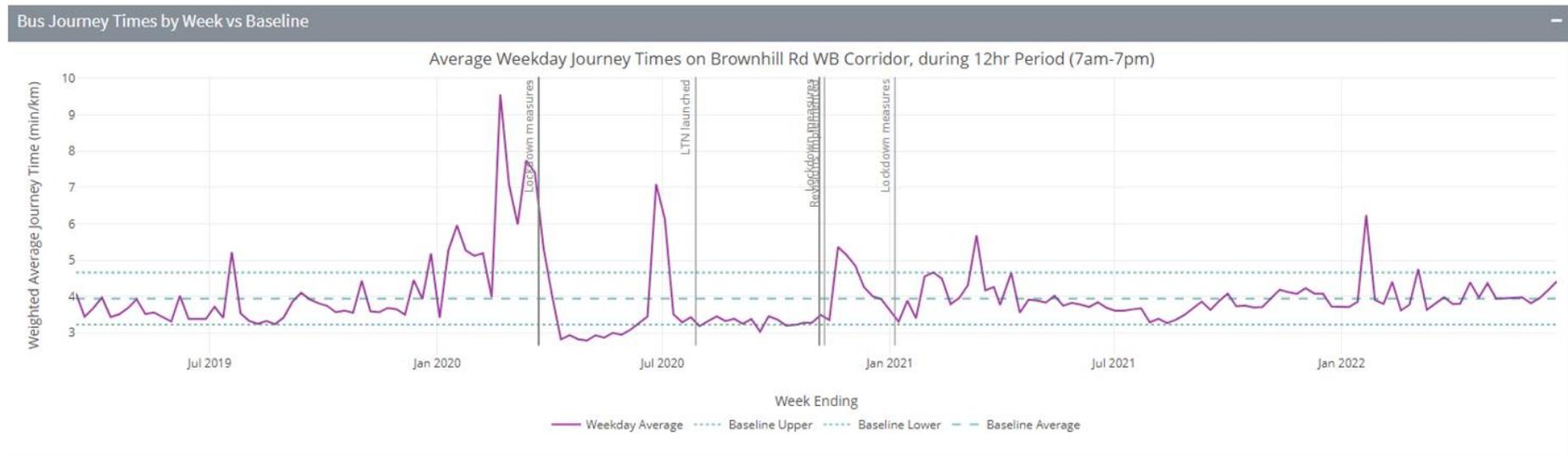


Figure 3 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

2.4.5 The westbound (Figure 4) 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.

- 2.4.6 In 2021 there has been less fluctuation and a more consistent bus journey time. The majority of 2021 has seen the bus journey time within the upper and lower baseline bus journey time average and in several instances actually recording a journey time below the baseline value.
- 2.4.7 In 2022 the Westbound bus journey times have stayed consistently between the upper and lower baseline bus journey time range. In the last week (mid July) this has increased to 4.4 minutes per km but again within the range of expected fluctuations.
- 2.4.8 The results suggest the westbound bus journey times have been unaffected by the introduction of the LTN as little change has occurred.



3.9 minutes per km Baseline average journey time 2019-03-11 to 2020-03-09	4.4 minutes per km Latest week average journey time W/E 2022-06-24
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Figure 4 Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.9 The below graphics provide an update on vehicle traffic flows from TfL for the period to October 2021.

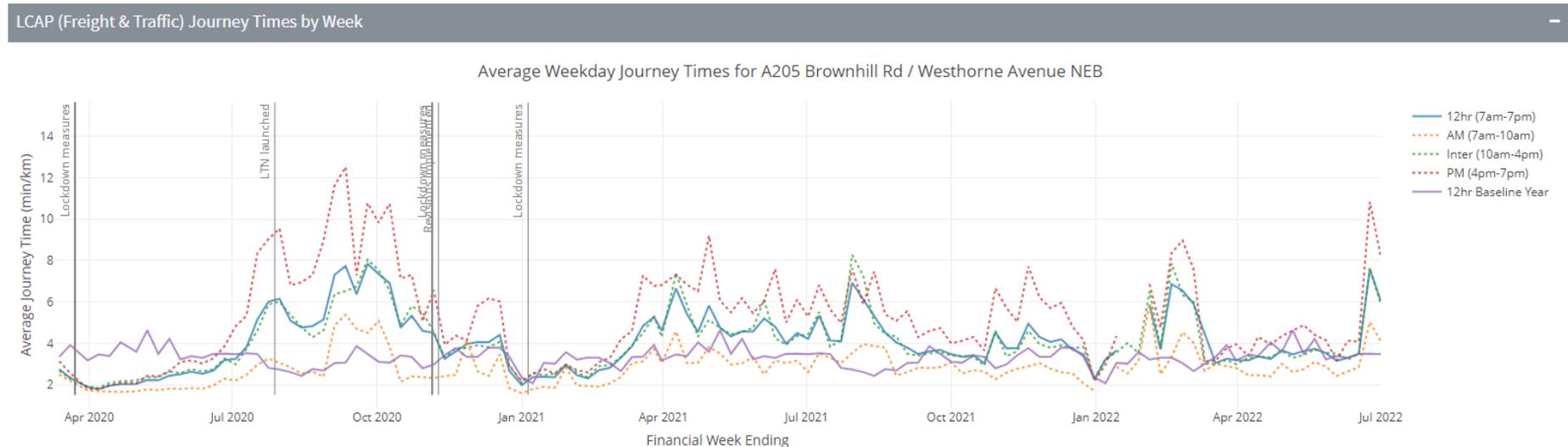


Figure 5 Traffic flow eastbound on A205 Brownhill Road (July 2022 snapshot)

2.4.10 Figure 5 analyses the weekday journey time trend on the A205 Brownhill Road / Westhorne Avenue NEB, separately showing the various data depending on what time of the day the data was obtained. During the various periods of Covid 19 restrictions there was large increases and decreases in journey times. From April 2021 the 12 hour average remained consistent but higher than the pre-covid and LTN implementation. However, since August 2021 the 12-hour average journey time for has fallen to approx. 3 mins per km similar to prior to the LTN implementation. In line with the bus data this has spiked for the recent week which suggest this is from an incident on the network rather than a longer-term project like the LTN.

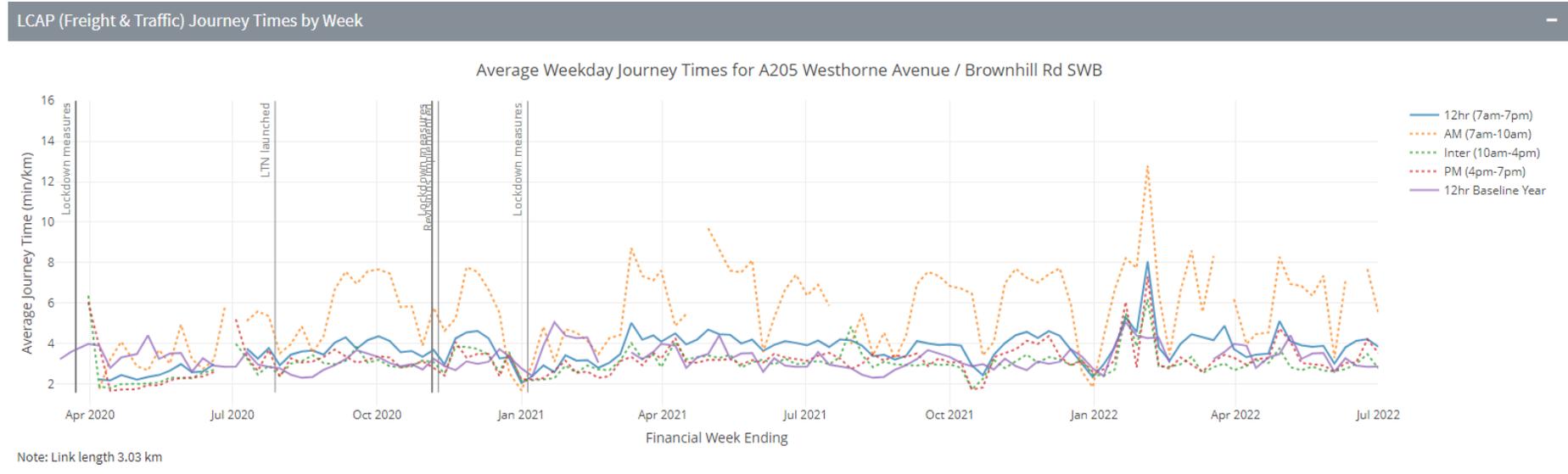


Figure 6 Traffic flow westbound on A205 Brownhill Road (July 2022 snapshot)

2.4.11 Figure 6 shows analyses the weekday journey time trend on the A205 Brownhill Road / Westhorne Avenue SWB, separately showing the various data depending on what time of the day the data was obtained. Similar to the bus journey time data the 12 hour average hasn't changed greatly, however this breakdown shows that there has been large impacts in the morning more than any other time of the day. Overall the trend continues to be a consist journey time from pre-covid and pre TLN to now.

2.5 Burnt Ash Hill/Burnt Ash Road.

2.5.1 Figure 7 shows data for average weekday journey times on the Burnt Ash Hill/Burnt Ash Road corridor northbound. 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 consistently been within the upper and lower baseline averages of 3.2 and 4.5 minutes per km with a maximum of 1 min per km above the pre-covid average for short period of time.

2.5.3 In 2022, the trend has been similar with short peaks in journey times. The overall trend is around or slightly above the upper baseline. This suggests in there has been a slight increase in journey time for northbound traffic in comparison to pre-covid and pre-LTN.



Figure 7 Bus Journey northbound on Burnt Ash Hill (July 2022 snapshot)

2.5.4 Figure 8 shows recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor. There has been little or no change in journey times when comparing pre-covid/pre-LTN with 2021 and 2022 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 and 2022.

2.5.5 The data suggest there has been no impact on south bound bus journey times along Burnt Ash Road since the implementation of the LTN.

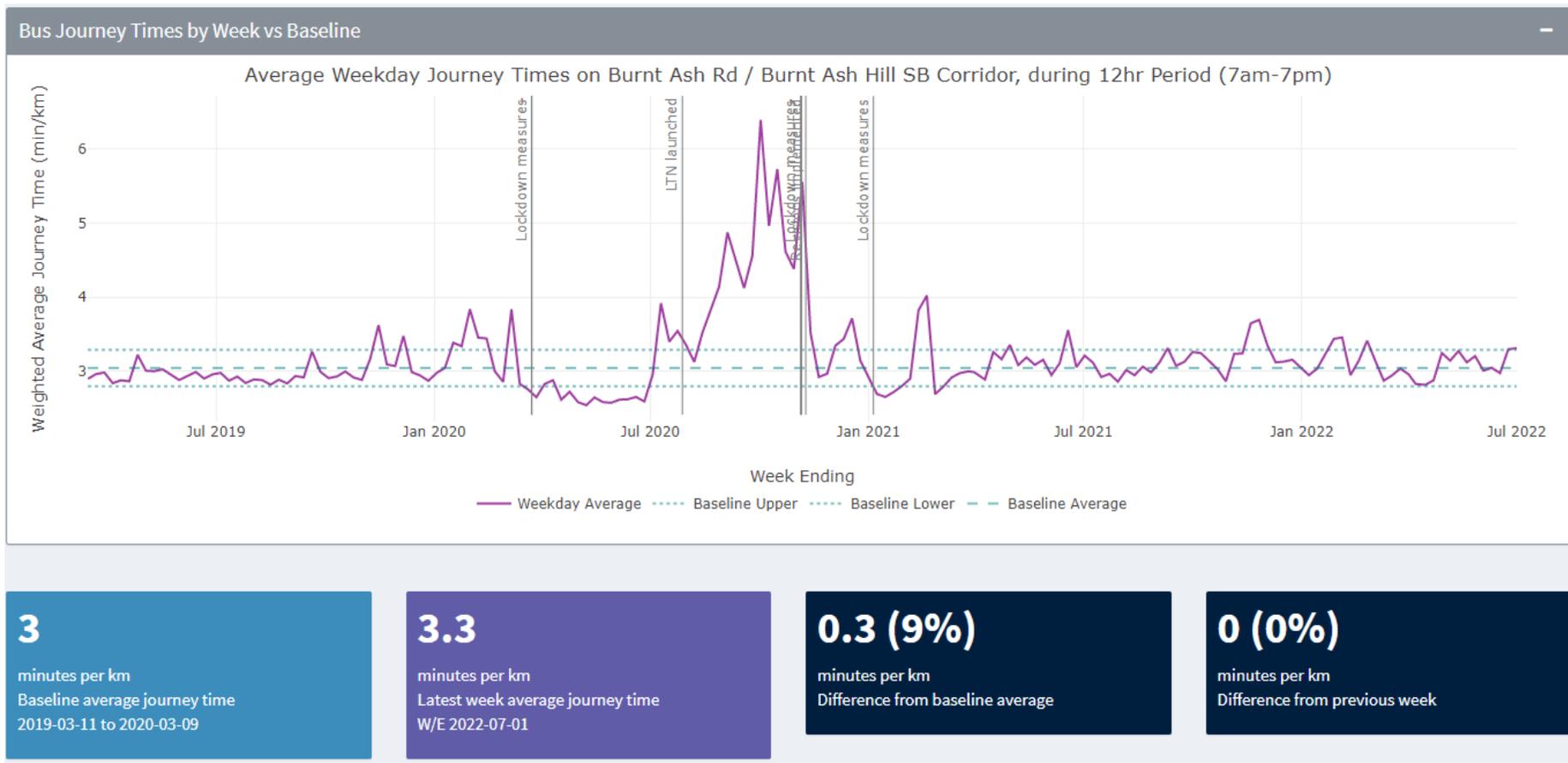


Figure 8 Bus Journey southbound on Burnt Ash Hill (July 2022 snapshot)

2.6 Lee High Road/Eltham Road

- 2.6.1 Figure 9 shows 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 reduced to below 3 minutes per km. 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.
- 2.6.2 Across the three-year study period journey times increased up to a peak of just over 6 minutes per km in July 2021, however, journey times have now fallen again to an average of 3.8 minutes per km again in July 2022.

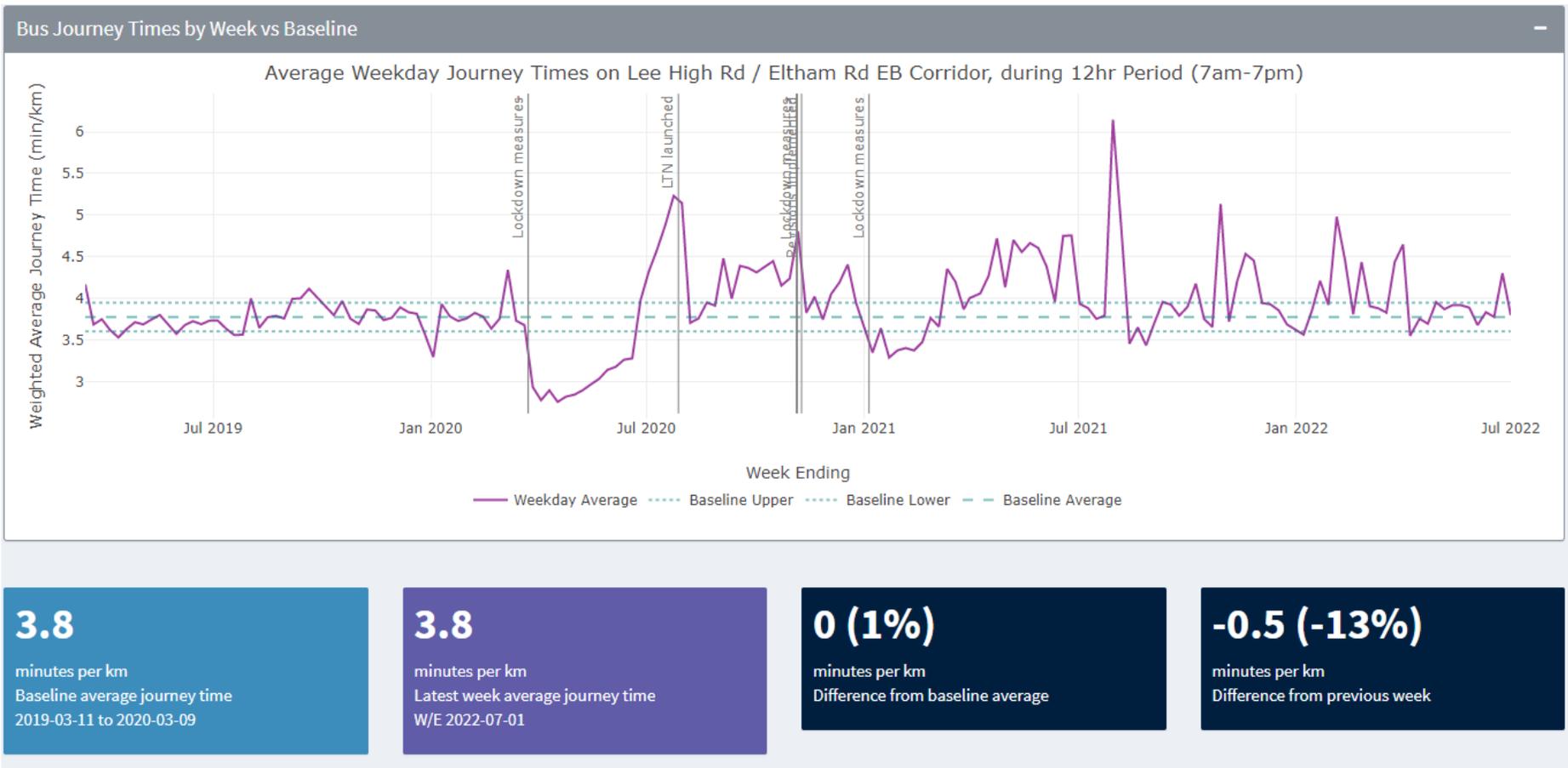


Figure 9 Average Weekday journey times on Lee High Rd Eastbound

- 2.6.3 Figure 10 shows 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.
- 2.6.4 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.

- 2.6.5 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 dropped dramatically in August to under 3.5 minutes per km. Since then, it has fluctuated between the upper and lower baseline range of 3.5 and 4.5 minutes per km with a low in December 2021 well below the lower baseline.
- 2.6.6 In 2022, other than a short peak in early February, the bus journey time has remained consistent and current matches the baseline figure recorded pre-covid and pre-LTN. This would assume the LTN has not impacted on the bus journey times for the west bound corridor on the Lee High Road.

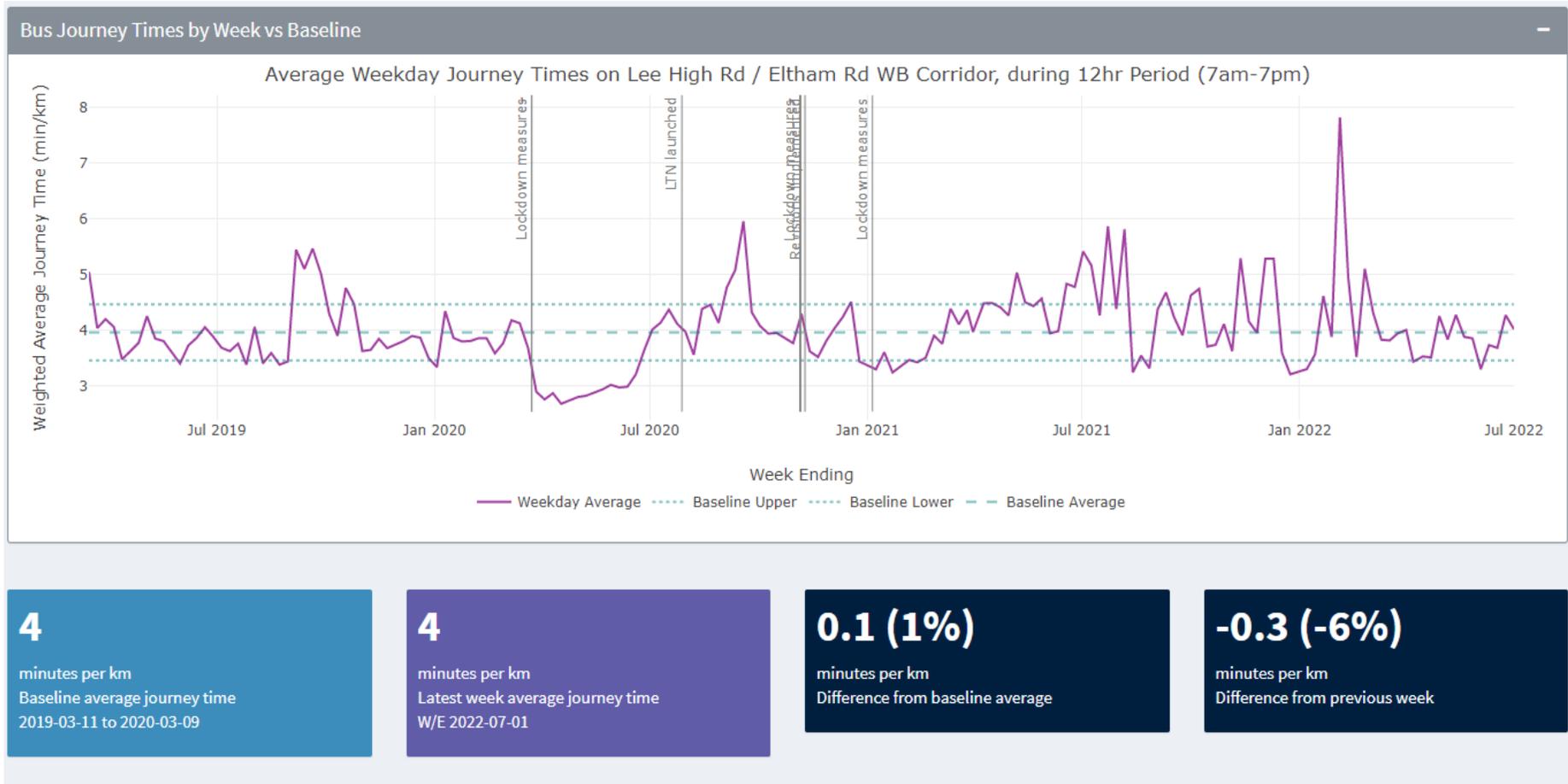


Figure 10 Average Weekday journey times on Lee High Rd Westbound

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 (July 2022). 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 (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
- 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 11) below details the average NO₂ recorded within and around the Lewisham and Lee Green Low Traffic Neighbourhood. The data has been split to provide an average over five 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.
 - **Limited Covid restrictions**” – to understand the effects with limited restrictions on movement
- 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. This continues to be the pattern with the latest set of data.
- 2.7.5 Looking at the average NO₂ readings in **Error! Reference source not found**.11, there are no locations where NO₂ exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m³).

2.7.6 Monitoring found that the overall mean NO₂ 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, this is an increase of 8.3%. During the 'post covid' period this has dropped to 29.6 µg/m³

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/m³). 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/m³) 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.

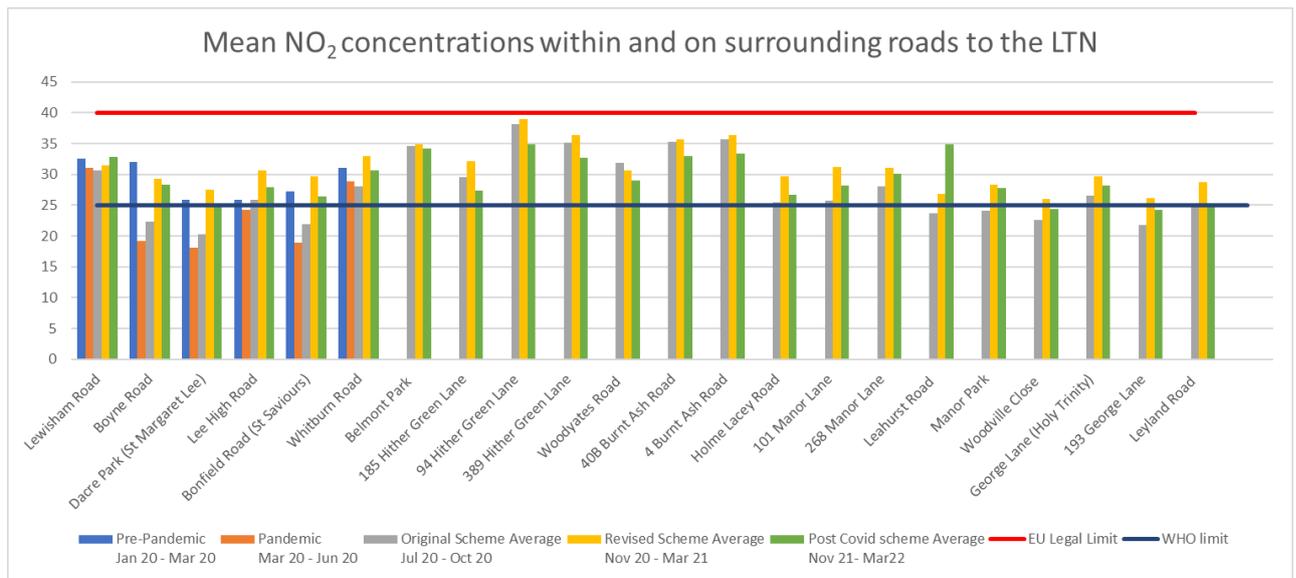


Figure 11 Mean NO₂ concentrations within and on surrounding roads to the LTN

2.8.2 Air Quality monitoring of the A205 South Circular (**Error! Reference source not found.**12) indicates that air quality improved during the first lockdown when people’s travel was restricted. The air quality has now improved and is shown to be on slightly above the levels which were recorded during Covid.

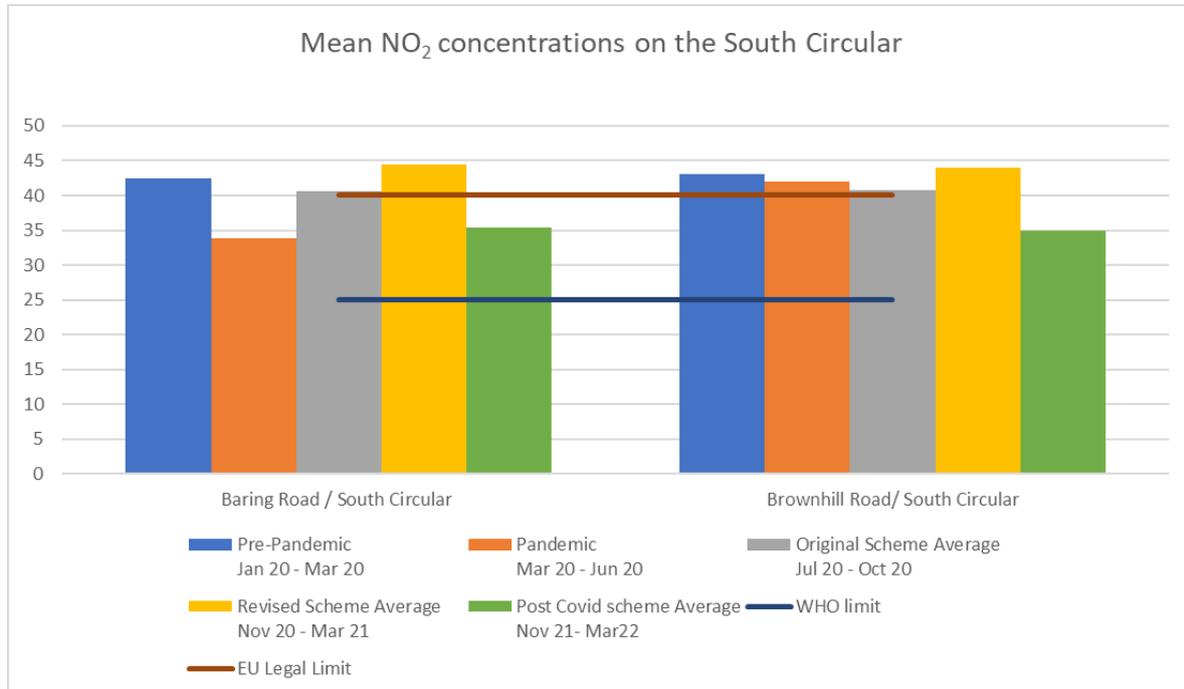


Figure 12 Mean NO₂ concentrations on the South Circular

2.8.3 Readings from the live sensors installed within the borough can be found on the following [here](#).

2.9 Collision data

2.9.1 Using collision data provide by TfL, we have reviewed collision within the consultation area. To note this data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the police. Damage only collision are not included. Data is as reported to the Metropolitan police services in accordance with the STATS19 national reporting system. Data is collected by police at the scene of an accident or in some cases reported by a member of the public at a police station, then processed and passed by the police to Transport for London for checking and analysis.

2.9.2 When reviewing collision statistic, it is normal practice to look at three to five years trends. This is therefore an initial review to understand any emerging patterns. The latest collision data available at the time of the report is up to the 31st December 2021. This being 18 months after the start of the original LTN implementation of July 2020. To make a comparison we have therefore used data for 18 months prior to the introduction of the scheme. This being January 2019 to June 2020.

2.9.3 The table below shows the level of collisions by road type and collision severity for both pre and post LTN for the consultation area.

	PRE LTN			POST LTN			CHANGE
	Slight	KSI	Total	Slight	KSI	Total	
ALL ROADS	316	48	364	267	42	309	-55
BOROUGH ROAD	99	14	113	83	12	95	-18
TLRN	217	34	251	184	30	214	-37

Table 6 Collision data for pre and post LTN

2.9.4 The initial data shows that there has been a reduction in collision in both categories on borough roads and the TLRN (roads managed by TfL). This includes a reduction of 12% of Killed or seriously injury collisions in the area.

2.9.5 The map below demonstrates the general location of the collisions, but it should be noted these are location based on descriptions of the collision in reports provided to the police and therefore might not be fully accurate.

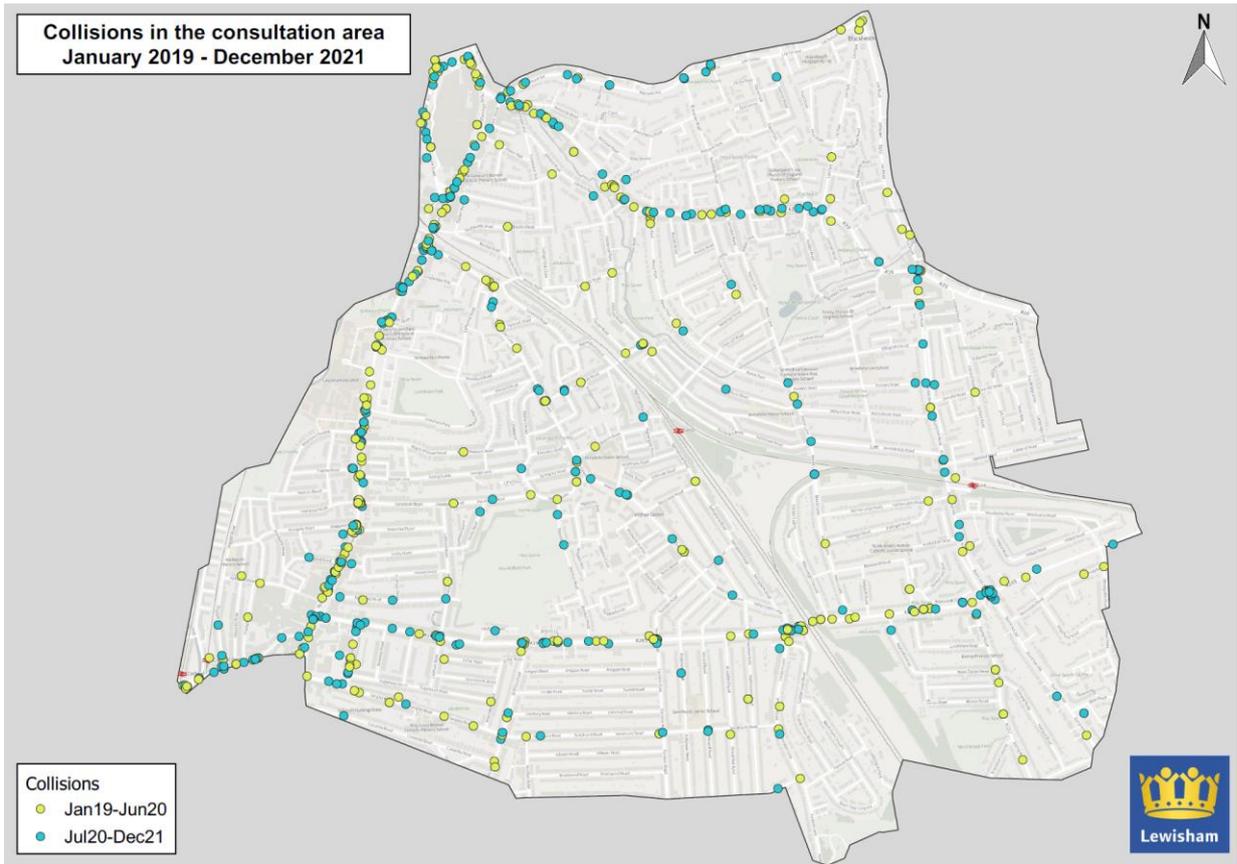


Figure 13 Map of collisions



Mayor and Cabinet

Addendum to Lewisham and Lee Green LTN Monitoring Update

Date: 21 September 2022

Addendum to Mayor and Cabinet Report Item 15:

1. This addendum corrects a minor formatting error to Table 3 in appendices A, B and C of the Lewisham and Lee Green LTN Monitoring Update report.
2. Table 3 in appendices A and B are the same and are meant to indicate the changes in traffic flow on streets surveyed for the original LTN scheme in October 2020 and for the revised scheme in February 2021. Table 3 in appendix C shows the same data as appendices A and B with the addition of traffic flows collected during the most recent surveys undertaken in April 2022.
3. The table for appendices A and B along with that for appendix C have been amended to correct the formatting error and the amended tables shown as Rev. 1 are included below.
4. To reflect the changes to Table 3 some minor modifications have also been necessary to the paragraph(s) immediately preceding it in appendices A, B and C. The revised paragraphs are also included below.
5. The change in this addendum is a minor formatting error and does not change the overall substance or outcome of the report.

Location	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	477	370
Beacon Road West of Ardmere Road	548	283
Broadfield Road	257	183
Hither Green North of Brightside Road	12431	9947
Hither Green Lane North of George Lane	13226	8931
Laleham Road North of Brownhill Road	2909	3070
Laleham Road North of Elmer Road	2052	1612
Minard Road	472	280
Torridon Road	1265	665
Verdant Lane	13326	15034
Wellmeadow Road	288	211
Average	4296	3690
Difference to Original Scheme		-606
% change from Oct 20		-14.11%

Table 3 (Rev. 1) for Appendices A and B showing comparison of original scheme vs revised scheme where no pre-scheme data was captured

The paragraph immediately prior to the table in Appendices A and B should also be replaced with the following:

Although there is no comparable pre-scheme data, Table 3 Rev 1 presents data for additional locations 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 volumes have fallen on the majority of roads outlined in Table 3 Rev 1. The largest reductions were captured on Hither Green Lane (North of Brightside Road) of 2,484 vehicles per day and on Hither Green (North of George Lane) of 4,295. There were two roads which saw vehicle increases between the original and revised LTN measures which were Verdant Lane (1,708 per day increase) and Laleham Road North of Brownhill Road (161 per day increase).”

Location	Original Scheme Oct 20	Revised Scheme Feb 21	April 22
Ardgowan Road	477	370	712
Beacon Road West of Ardmere Road	548	283	461
Broadfield Road	257	183	301
Hither Green North of Brightside Road	12431	9947	11142
Hither Green Lane North of George Lane	13226	8931	10715
Laleham Road North of Brownhill Road	2909	3070	2848
Laleham Road North of Elmer Road	2052	1612	1183
Minard Road	472	280	587
Torridon Road	1265	665	1148
Verdant Lane	13326	15034	15552
Wellmeadow Road	288	211	321
Average	4296	3690	4088
Difference to Original Scheme		-606	-207
% change from Oct 20		-14.11%	-4.8%

Table 3 (Rev. 1) for Appendix C showing comparison of original scheme vs revised scheme where no-pre scheme data was captured including April 2022 results

The paragraphs 2.1.12, 2.1.13 and 2.1.14 immediately prior to Table 3 within Appendix C should also be replaced with the following:

2.1.12 Although there is no comparable pre-scheme data, Table 3 Rev 1 presents data for additional locations that were collected during the original LTN scheme, then repeated during the revised LTN scheme and the recent data collected in April 2022. This data is a comparison between traffic volumes during the time of the pandemic and traffic data gathered without COVID-19 restrictions in April 2022.

2.1.13 The survey results within the table show that overall, there has been an increase in vehicle volumes between February 2021 and April 2022. It is assumed that part of this increase is due to the relaxing of pandemic restrictions, leading to an expected rise in general vehicle journeys. In comparison however with the original scheme surveyed in October 2020 the latest results from April 2022 indicate there is still an overall reduction in vehicle movements.

2.1.14 Hither Green Lane North has shown the most change with an increase from February 21 to April 22 of 1,784 vehicle movements per day, although this represents a reduction of 2,511 vehicle movements per day when considering the survey data gathered during the original LTN scheme in October 2020. In contrast, Verdant Lane has increased by 2,226 vehicle movements per day between the original scheme in October 2020. However overall, the recent surveys taken in April 2022 show a reduction in vehicle movements of 4.8% across the roads surveyed when compared to the original scheme.

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Overview and Scrutiny Business Panel

Decisions made by the Executive Director for Housing, Regeneration & Public Realm

Date: 4 October 2022

Key decision: Yes

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Head of Governance & Committees

Outline and recommendations

Members are asked to consider key decisions taken by the Executive Director for Housing, Regeneration & Public Realm - open session

1. Recommendation

To consider key decisions taken by the Executive Director for Housing, Regeneration & Public Realm, which will come in to force on 5 October 2022, unless called in by the Overview and Scrutiny Business Panel on 4 October 2022.

2. Background

2.1 The Executive Director for Housing, Regeneration & Public Realm made the following key decision:

- Approval for Contract Award – Contract 2, Phase 1 maintenance works for Corporate Estate Maintenance Programme – the report is attached.

2.3 Under the provisions of Standing Orders Part IV E 14, Members may call in an executive decision within 7 days. If the reports are not called in decisions to be made will come into force on 5 October 2022.



Executive Director for Housing, Regeneration and Public Realm

Report title: Approval for Contract Award – Contract 2, Phase 1 maintenance works for Corporate Estate Maintenance Program

Date: 27 September 2022

Key decision: Yes

Class: Part 1

Ward(s) affected: Bellingham

Contributors: Chief Accountant, Kplom Lotsu, SGM Capital Programme Delivery, Petra Marshall - Senior Programme Manager, Capital Programme Delivery and Legal Services.

Outline and recommendations

The purpose of this report is to seek approval from the Executive Director for Housing, Regeneration and Public Realm to award a 6 month contract following a restricted tender process where a minimum of 5 tenderers were invited to tender for Contract 2, Phase 1 of the Corporate Estates Maintenance Programme (CEMP).

It is recommended the Executive Director for Housing, Regeneration and Public Realm approve the appointment of **Ensigna Construction Ltd** as Main Contractor for maintenance works at three sites, for the tendered sum of **£208,876.88**

Timeline of engagement and decision-making

The tender opportunity was advertised on 27/05/22 – 01/07/2022 via the Council's online tendering system (Pro-Contract Procurement Portal), as per the Council's Contract Procedure Rules.

Corporate Estate Maintenance Program (CEMP) Approval to procure maintenance works for phase 1 - November 2021

Corporate Estate Maintenance Programme (CEMP) Update to Approval to procure maintenance works for phase 1 – May 2022

This procurement is a key decision as the value of the works is £208,876.88

1. Summary

- 1.1. The purpose of this report is to seek approval from the Executive Director of Housing, Regeneration and Public Realm to award a contract for maintenance works for 3 buildings across 3 sites included in Contract 2, within Phase 1 of the Corporate Estates Maintenance Programme (CEMP) in line with the approvals obtained from Executive Director for Housing, Regeneration & Public Realm in May 2022 (report attached as Appendix A).
- 1.2. Following the completion of a restricted procurement process where a minimum of 5 tenderers are invited to tender, officers recommend that Ensigna Construction Ltd are awarded a contract for a period of 6 months for this service
- 1.3. Ensigna Construction Ltd submitted the most economically advantageous bid based on quality and price and have demonstrated comprehensive skills, knowledge, experience and capability to deliver this project

2. Recommendations

It is recommended that the Executive Director of Housing, Regeneration and Public Realm approves the award of contract to Ensigna Construction Ltd for contract 2 of the first phase of the Corporate Estate Maintenance Programme at a value of £208,876.88. This contract is for maintenance works to be carried out on 3 buildings across 3 sites.

3. Policy Context

- 3.1. The Council's corporate estate provides a wide range of functions and services including office accommodation, community facilities, adult learning, libraries, bereavement services, children and youth services, social care and health provision and so on. As such, the proposed maintenance programme for the corporate estate will directly contribute to the delivery of the Council's Corporate Strategy 2018-2022 and its seven corporate priorities:
 - Open Lewisham
 - Tackling the housing crisis
 - Giving children and young people the best start in life
 - Building an inclusive local economy
 - Delivering and defending: health, social care and support
 - Making Lewisham greener
 - Building safer communities

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- 3.2. In addition and more specifically, the modernisation of the corporate estate allows the opportunity for significant environmental enhancement, for example through the installation of LED lighting, which is consistent with the Council's energy policy, which was agreed at Mayor and Cabinet in July 2014, and more recently the Council's commitment to the borough being carbon neutral by 2030 and development of a Climate Change Action Plan.
- 3.3. The contents of this report also support the Council's regeneration strategy: 'People prosperity and place' which sets out Lewisham Council's vision for the future of the borough. It sets out how the Council, with its private and public sector partners, will work to transform the borough through physical, social and economic regeneration
- 3.4. An Asset Review is currently underway which will assess the Council's estate (core office campus, service and operational estate, and commercial estate) to understand where potential consolidation can take place, savings can be made and asset value maximised. The corporate estate maintenance programme sits in parallel to this piece of work and will help provide evidence on the condition of assets under review and the investment required.

4. Background

- 4.1. The Council's corporate estate consists of approximately 100 assets, for which they undertake some or all repairs and maintenance.
- 4.2. In 2019 condition surveys were undertaken across the council's corporate estate to provide officers with detailed information to develop a corporate estate maintenance programme (CEMP) to invest in and maintain the council's asset base over the next 8-10 years. Benefits include less interruptions to critical operations due to building or equipment failure, longer asset life, improved efficiency and energy performance, increased safety and compliance, and reduced repair costs
- 4.3. In order to deliver the CEMP, the works identified through the condition surveys will be delivered in one or two year cycles
- 4.4. Pellings PLC were appointed in May 2021 to provide the Employers Agent and multi-disciplinary services role for the CEMP for the Financial Years 21/22 and 22/23 with the potential to also support financial years 23/24 and 24/25 dependent on performance

5. Corporate Estate Maintenance Programme –Phase 1

- 5.1. In May 2021 Pellings were instructed to develop a programme of works for the 60 buildings that are now in scope for the CEMP.
- 5.2. This information was used to develop a programme that packaged the works required into phases according to priority, with the maintenance works for the properties in phases 1 and 2 deemed to be the most urgent.(See Appendix C)
- 5.3. Within each phase the properties have been further grouped into contracts according to the types of maintenance works required and geographical location. This was done to-achieve economies of scale, and reduce the risk of failure by ensuring they can be delivered by one contractor
- 5.4. Phase 1 consists of 18 properties which were split into 3 separate contracts:
 - Contract 1 includes 13 properties located across 3 cemeteries
 - Contract 2 includes 3 properties located in Bellingham
 - Contract 3 includes 3 different Community and Learning Centres located in Ladywell, Sydenham and Grove Park.

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- 5.5. Contract 1, Phase 1, as set out in the table in Appendix B, was awarded to Hilton Abbey Ltd in June 2022.
- 5.6. The successful tenderer for Contract 2 will carry out maintenance works to the following 3 buildings located within Bellingham ward:

Contract 2 – Phase 1
Bellingham Gateway Youth & Community Centre
Bellingham Children's Centre
Home Park Adventure Playground

- 5.7. Contract 3, Phase 1 is currently being tendered, the contract will be awarded in September 2022.

6. Procurement Process

- 6.1. Approval to procure the tender via a restricted exercise, where a minimum of 5 tenderers were invited to bid was obtained from the Executive Director of Housing Regeneration and Public Realm in May 2022. The restricted tender was run on 27th May 2022 and six contractors were invited to bid for the contract. Tenderers were contacted before being invited to submit a tender to ensure they had enough capacity and an understanding of the project requirements and deadlines to ensure adequate competition within the tender exercise.
- 6.2. The contractors were chosen based on Lewisham’s past experiences and after discussions with the Council’s consultant for the CEMP, Pellings who were able to recommend additional contractors that had a proven track record of delivering similar, high quality works for other local authorities. A credit safe check was undertaken on each of the contractors. Only contractors that scored 50 or above were invited to bid for each contract. Tenderers submitted their bids via the London Tenders Portal
- 6.3. Following the restricted tender exercise, 4 submissions were received on 1st July 2022. When approached, the 5th and 6th bidders stated they were unable to submit a bid due to lack of capacity within their organisation.
- 6.4. After the tender period closed, the submissions were shared with the evaluation panel members who were instructed to separately evaluate all complete tenders. Each member’s scores were shared with the Council’s Procurement team ahead of a virtual meeting (known as a moderation meeting) which was held to discuss and agree consensus scores for each tender.
- 6.5. The moderation meeting, which was held on 25th July 2022 was led by the Senior Procurement Officer. The evaluation panel consisted of an Associate Building Surveyor from Pellings, Capital Programme Delivery Project Manager and Project Officer.
- 6.6. The full tender submissions were evaluated based on the following criteria:
 - Financial detail including price 50%
 - Service Delivery 15%
 - Technical Ability 15%
 - Project Management 10%
 - Health and Safety 5%
 - Social Value 5%

6.7. The evaluation was made up of 50% price and 50% quality, incorporating 5% for social value.

7. Tender Evaluation and Synopsis of the bids received

7.1. The price of each tender was evaluated using the Lowest Price Option, as follows:

$$\text{Price score} = 50 \times (\text{lowest valid tender} \times \text{Form of Tender price})$$

This means that the lowest price submitted would receive the highest score for the financial element of the evaluation.

7.2. The qualitative assessment was based on the tendering consultant's responses to the method statements included in the ITT. These were used to test tenderers' understanding of service requirements. The questions are summarised in the table below:

QUALITY		
Criteria		Weighting
MS 1*	Service Delivery	15%
MS 2*	Technical Ability	15%
MS 3a*	Project Management – Mobilisation and project management	6%
MS 3b*	Project Management – Project Planning and milestones	4%
MS 4	Health & Safety	5%
MS5	Social Value	5%
MS 6	COVID-19 Implications (for information only)	N/A
MS 7	Climate Change (for information only)	N/A
MS 8	GDPR and Data Handling (for information only)	N/A
Total Quality Weighting		50%

7.3. The scoring was awarded on a scale of 0 – 10. 1 being inadequate and 10 being perfect.

7.4. Criteria marked with an asterisk (*) in the table above, required a minimum quality score of 7 to be considered valid. Criteria not marked with an asterisk (*) were required to achieve a minimum quality score of 5. Any Tender which failed to attain these minimum scores would be deemed invalid.

7.5. The tables that follow summarise the final quality, price scores and overall scores for each tender

7.6. **Method Statement Evaluation (Quality) :**

Rank	Tenderer	Weighted Quality Score
1	Ensigna Construction Ltd	41.10
2	Company A	37.90
N/A	Company B	Tenderer failed to achieve the minimum score

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Rank	Tenderer	Weighted Quality Score
N/A	Company C	Tenderer failed to achieve the minimum score

7.7. The quality of the tenders were of a good standard. Feedback for each of the individual tender submissions are detailed in section 7 of the Part 2 report.

7.8. Credit scores were requested via “Creditsafe” for each contractor to identify any that may present a financial risk to the Council.

7.9. **Tender Evaluation (Price)**

7.10. The Price Evaluation was carried out by the Associate Building Surveyor from Pellings.

7.11. Tenderers submitted a pricing schedule which required a breakdown of the cost for each of the buildings listed within contract 2 and a breakdown of additional costs eg prelims.

7.12. The overall price scores are set out below:

Rank	Organisation	Weighted Price Score
1	Ensigna Construction Ltd	50.00
2	Company A	41.67
N/A	Company B	N/A
N/A	Company C	N/A

7.13. Overall, the tenders were of a good standard, feedback for each of the individual tender submissions are detailed in confidential Part 2

7.14. **Overall Scores**

Rank	Organisation	Weighted Price Score	Weighted Quality Score	Total Weighted Score
1	Ensigna Construction Ltd	50.00	41.10	91.10
2	Company A	41.67	37.90	79.57
N/A	Company B	N/A	N/A	N/A
N/A	Company C	N/A	N/A	N/A

7.15. Officers therefore recommend that Ensigna Construction Ltd Limited are awarded the contract, as they were the overall winning bidder with an acceptable price and quality score.

8. Financial implications

8.1. There is an approved capital budget for the Corporate Estate Maintenance Programme within the Capital Programme, with remaining budget of £4.6m

8.2. The proposed contract with Ensigna Construction Ltd is for a period of 6 months at a

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cost of £209K, which is within the budget available and profiled into 2022/23.

8.3. Creditsafe report is set out in background papers section 15.2 of the Part 2 report.

9. Legal implications

- 9.1. The Council's Constitution contains requirements about how to procure and manage contracts. These are in the Contract Procedure Rules (Constitution Part IV). Some of the requirements in those Rules are based on the Public Contracts Regulations 2015 as amended by the Public Procurement (Amendment) (EU Exit) Regulations ("the Regulations") with which the Council must comply. Given the value of the contract the Regulations do not apply.
- 9.2. The report proposes the establishment of a contract for corporate estate maintenance. The potential value of the contract including the extension is below £1,000,000, which means that this is a Category B contract for the purposes of the Council's Contract Procedure Rules and one which is to be awarded by the Executive Director.
- 9.3. This contract has been externally advertised as required by the Council's Constitution.
- 9.4. The report explains the evaluation approach and process applied to the bid and the reasons for recommending the successful bid for approval. The Invitation to Tender set out that tenderers had to reach specified scores. The process followed, including exclusion of tenderers who did not reach the minimum score, was in compliance with the advertised and required procedures.
- 9.5. This decision is a Key Decision under Article 16.2 (c) (xxiii) of the Constitution as it has a value of more than £200,000. It is therefore required to be contained in the current Key Decision Plan.

10. Equalities implications

- 10.1. This Corporate Estate Maintenance Programme will see vital investment in the council's assets which provide office accommodation and service and operational facilities. Whilst much of the works will be to existing structures and mechanical and electrical plant, there will be some elements which improve the public and staff experience including some DDA improvements. Having fit for purpose and fully functioning buildings is expected to have a positive impact on users which should cross all protected characteristics.
- 10.2. The Council's Equalities objectives were addressed in the contract documentation and formed part of the criteria used in the pre-tender evaluation

11. Climate change and environmental implications

- 11.1. The Council's sustainability objectives and commitment to carbon management were addressed in the tender specification for the Employer's Agent procurement and will form part of the procurement and contract documentation for each works package.
- 11.2. The modernisation of the corporate estate allows the opportunity for significant environmental enhancement, for example through the installation of LED lighting, which is consistent with the Council's energy policy, which was agreed at Mayor and Cabinet in July 2014, and more recently the Council's commitment to the borough being carbon neutral by 2030 and development of a Climate Change Action Plan.

12. Crime and disorder implications

- 12.1. There are no crime and disorder Implications arising from this report

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13. Health and wellbeing implications

- 13.1. The proposed works to improve the council’s corporate estate will have an impact on health and wellbeing of the staff working in and visitors using the various buildings. It is expected that, for example, improved heating and cooling systems or newly decorated interiors will provide a more comfortable environment to work in or visit.

14. Social Value implications

- 14.1. The Corporate Estate Maintenance Programme will deliver social value to the London Borough of Lewisham by working with our Social Value Officer to set targets in line with the Council’s strategic aims and objectives for each of the contracts tendered.
- 14.2. The contractors’ commitments to social value were assessed as part of the tender evaluation and were given an overall weighting of 5%, in line with the Council Social Value Policy. The recommended contractor for appointment achieved a score of 6 for the method statement on social value.
- 14.3. The council is an officially accredited London Living Wage (LLW) Employer and is committed to ensuring that, where appropriate, contractors and subcontractors engaged by the council to provide works or services within Lewisham pay their staff at a minimum rate equivalent to the LLW rate. Successful contractors will be expected to meet LLW requirements and contract conditions requiring the payment of LLW will be included in the tender documents.
- 14.4. The social value outcomes offered by the contractor include the creation of an apprenticeship for a Lewisham resident, work experience placements for school leavers and use of local suppliers.
- 14.5. The incorporation of Social Value into Lewisham contracts will significantly help the Council to deliver on its strategic corporate and Mayoral priorities and deliver added value for the borough as a whole.
- 14.6. The Corporate Estate Maintenance Programme, Social Value Officer and Contractor will work together to monitor and facilitate delivery of social value outcomes

15. Contract Management

- 15.1. In accordance with the Council’s contract management framework this contract is a tier 2 contract. Contract Management meetings will be held on a monthly basis and the key performance indicators (KPIs) on the contract management dashboard will be monitored and reported on accordingly.

16. Background papers

- 16.1. Update to Approval to Procure report – Appendix A
- 16.2. Credit Safe Report See section 15.2 of the part 2 report.

17. Glossary

Term	Definition
CEMP	Corporate Estate Maintenance Programme
AMP	Asset Management Programme

Term	Definition
LED	Light emitting diode lighting
LLBS	Local Labour Business Scheme
JCT	Joint Contracts Tribunal who produce standard forms of contract for construction works

18. Report author and contact

- 18.1. If there are any queries regarding this report please contact:
Akweley Badger, akweley.badger@lewisham.gov.uk, x46825

19. Comments for and on behalf of the Executive Director for Corporate Resources

- 19.1. Sofia Mahmood, Sofia.Mahmood@lewisham.gov.uk, x43684.

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

- 20.1. Mia Agnew, Mia.Agnew@lewisham.gov.uk, x47546

21. Appendices

- 21.1. **Appendix A:** Corporate Estate Maintenance Program (CEMP) Update to Approval to procure maintenance works for phase 1 – May 2022



CEMP Updated
Approval to procure

- 21.2. **Appendix B:** List of Contract 1, Phase 1 Buildings

Contract 1, Phase 1 - Revised list	
No	Site
1	Grove Park Cemetery Chapel
2	Grove Park Cemetery Depot/ Office
3	Grove Park Cemetery Mess Room
4	Grove Park Cemetery Public Toilets
5	Grove Park Cemetery Stores
6	Brockley & Ladywell Cemetery Chapel
7	Brockley & Ladywell Cemetery Depot / Mess Room
8	Brockley & Ladywell Cemetery Public Toilets

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9	Hither Green Cemetery Mess Room
10	Hither Green Cemetery New Chapel
11	Hither Green Cemetery Public Toilet Block
12	Hither Green Crematorium Main
13	Hither Green Crematorium Memorial Store

Appendix C – Programme Phases

Contract 2 – Phase 1	
	Bellingham Gateway Youth & Community Centre
	Bellingham Children's Centre -
	Home Park Adventure Playground

Contract 3 – Phase 1	
	Lewisham Irish Community Centre
	Sydenham Centre -
	Grove Park Adult Learning Centre

Phase 2	
	Rockbourne Youth Centre
	Honor Oak Children's Centre
	Manor House Library
	Lochaber Hall
	Ladywell Fields Adventure Playground

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22. Approval

I approve / do not approve the appointment, as per the details set out in this report



Signed:

Date: ...16th September 2022.....

Name: Jennifer Daothong

Executive Director for Housing, Regeneration and Public Realm



Overview and Scrutiny Business Panel

Scrutiny Update

Date: 4 October 2022

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Assistant Chief Executive (Head of Overview and Scrutiny)

Outline and recommendations

The Scrutiny Update item at Business Panel allows the Panel to monitor progress against the Select Committee work programmes. It is also an opportunity for the Head of Overview and Scrutiny and the Statutory Scrutiny Officer to update the Panel on scrutiny activity and developments. The Select Committee Chairs can also report on any scrutiny activity related to their Committee that they wish to bring to the Panel's attention.

1. Summary

- 1.1. The intention of this item is to provide Members with an update on current scrutiny activity and developments.

2. Recommendation

- 2.1. Members are asked to discuss and note any information provided.

3. Scrutiny Update

Select Committees

- 3.1 The work programmes for each Select Committee were presented to the Panel at its last meeting for consideration. In accordance with the Overview and Scrutiny procedure rules outlined in Part IV E of the Council's Constitution, the Overview and Scrutiny Business Panel is required to: *Consider the proposed work programmes of each of the Select Committees and devise a co-ordinated overview and scrutiny work programme which avoids duplication of effort and facilitates the effective conduct of business.*

- 3.2 The agreed Select Committee Work Programmes are attached at Appendix A, so progress can be checked and reviewed.
- 3.3 The second round of Select Committee meetings is taking place. Some meetings were postponed (see *) following the Queen's death:
- Healthier Communities – **7 September 2022**
 - Children and Young People* – moved to **22 September 2022**
 - Public Accounts – **22 September 2022**
 - Sustainable Development* – moved to **11 October 2022**
 - Housing – 20 September 2022* – moved to **12 October 2022**
 - Safer Stronger Communities* – moved to **13 October 2022**
- 3.4 Select Committee Chairs are invited to provide an update on any scrutiny activity related to their committee that they wish to bring to the Panel's attention.

Overview and Scrutiny Committee

- 3.5 The full Overview and Scrutiny Committee met on 21 September 2022. The main item was a report on Lewisham's response to the cost of living crisis. It was agreed that the Healthier Communities Select Committee would review the draft Food Justice Action Plan, as part of the consultation process, and look at the commitment to providing Warm Havens for residents where they can spend time when the weather turns colder; and that the Safer Stronger Communities Select Committee would review the Cost of Living programme from an equalities perspective to ensure that support is being provided in an equitable way for Lewisham residents. It was noted that the Children and Young People Select Committee would be looking at the cost of living crisis from the perspective of children and young people at its November meeting.
- 3.6 The committee also received the Mayoral response to a referral made at a previous meeting relating to the development of an Economic Development Strategy; and the Mayoral response to two of the task and finish group final reports from the last municipal year. The Committee resolved to refer the response to the recommendations of the Digital Inclusion for Adults with Learning Disabilities Scrutiny Task and Finish Group back to Mayor and Cabinet.

Task and Finish Groups

- 3.7 When the Overview and Scrutiny Committee met on 21 September 2022, it agreed to establish two task and finish groups (TFGs) this municipal year. The topics are:

Creative and community workspaces: How can we maximise strategic opportunities for inclusive meanwhile, creative and community workspace in Lewisham, post Borough of Culture, to ensure that we grow and retain talent within the Borough and attract inward investment?

Community gardening and allotments practice: How can community gardening and current allotments practice be expanded and adapted to increase community participation and offer more opportunities for local interactions with schools, food banks, housing associations, the voluntary sector & social prescribing services?

- 3.8 TFGs collate detailed evidence over an extended period of time, using a variety of diverse working methods such as site visits and service user and stakeholder engagement. They aim to be:

Collaborative – officers and councillors working together to address a topical issue of concern

Flexible – utilising a mixture of formal and informal meetings, visits, research, user engagement etc.

Focussed on residents – defining the issues and suggesting solutions on the basis of understanding residents' experience

Focussed on solutions – taking evidence from a wide range of sources and good practice to develop affordable, practical solutions that are evidence based and implementable and that will have a positive impact on the lives of residents.

4 Financial implications

- 4.1 Scrutiny work is managed within existing budgets. Formal recommendations to the Mayor arising out of any specific work items within select committee work programmes or considered by TFGs are evaluated in the usual way through the process of formal reports. There are no direct financial implications arising from this report.

5 Legal implications

- 5.1 There are no direct legal implications arising from this report.

6 Equalities implications

- 6.1 The [Equality Act 2010](#) (The Act) legally protects people from discrimination in the workplace and in wider society. It replaced the previous anti-discrimination laws with a single act, making the law easier to understand and strengthen protection in certain situations. 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.
- 6.2 The Act also imposes a public sector equality duty. This means that in public bodies, of which this Council is designated, they must consider all individuals in carrying out their day-to-day work when shaping policy, in delivering services and in relation to their own employees. It also requires public bodies to:
- Have due regard to the need to eliminate discrimination
 - Advance equality of opportunity
 - Foster good relations between different people when carrying out their activities
- 6.3 The Council recognises diversity is one of its strengths and is committed to creating a more inclusive community. Therefore, having due regard to the Act, is confirmation of the Council's commitment to eliminating all forms of discrimination against any group within the community and to actively promote an equality of opportunity and positive community partnership.
- 6.4 The delivery of the Council's equalities objectives is to be achieved through the delivery of all of the Council's strategies, plans and procedures. As such, all select committees and other scrutiny bodies, when planning their work and scrutinising items, bear in mind the delivery of the Council's equality objectives.
- 6.5 Scrutiny tries to make sure that its work reflects the diversity of Lewisham's communities and that the views of residents are fairly represented in scrutiny processes. Any recommendations arising from scrutiny work support the Council's corporate strategy and reflect the needs of local residents.

7 Climate change and environmental implications

7.1 There are no direct climate change or environmental implications arising from this report. Each Select Committee has been asked by the Overview and Scrutiny Committee to appoint a climate change champion to work with the Select Committee Chair in order to provide a steer to report authors on how committee reports might encompass climate change considerations. The champions appointed so far are: Public Accounts – Cllr Rudi Schmidt; Sustainable Development – Cllr Sian Eiles; Safer, Stronger Communities – Cllr Mark Jackson; and Housing – Cllr Sakina Sheikh.

8 Crime and disorder implications

8.1 There are no direct crime and disorder implications arising from this report.

9 Health and wellbeing implications

9.1 There are no direct health and wellbeing implications arising from this report.

10 Glossary

Term	Definition
Overview & Scrutiny	Overview and scrutiny is the way in which Mayor and Cabinet (the 'Executive'), officers and external organisations are held to account for the decisions that they make. It is led by councillors who are not members of the Executive. They also influence policy development and investigate issues of local concern, making recommendations for improvement.
Overview and Scrutiny Committee	A committee made up of all non-executive councillors which carries out scrutiny focussing on strategic and cross cutting issues.
Overview & Scrutiny Business Panel (OSBP) and Education OSBP	<p>Lewisham has two Business Panels (sub-committees of the Overview and Scrutiny Committee).</p> <p>OS Business Panel is made up of the chair and vice-chair of the Overview and Scrutiny Committee, the chair of each of the Select Committees, and two other non-Executive councillors.</p> <p>The main functions of Business Panel are reviewing key decisions once they have been taken (potentially "calling in" key decisions that have been made but not yet implemented); coordinating and approving the overall scrutiny work programme; and allocating scrutiny work in the event that it crosses the remit of more than one scrutiny body.</p> <p>Three parent governors and two diocesan representatives sit on the Education Business Panel, alongside the councillors that make up the regular Business Panel. The Education Business Panel reviews (and can call-in) key decisions that are education matters.</p>

Select Committee	Lewisham has six Select Committees (sub-committees of the Overview and Scrutiny Committee), each made up of non-Executive councillors and responsible for scrutinising a specific service area. Select Committees gather evidence to help them review policies and performance and make recommendations to improve outcomes for residents.
Select Committee Work Programmes	The annual programme of work setting out the matters which each select committee will scrutinise over the year.
Task and Finish Group (TFG)	A time limited scrutiny body which gathers evidence in relation to a topical issue of concern in order to make recommendations to improve outcomes for residents.

11 Report author and contact

11.1 Charlotte Dale, Head of Overview and Scrutiny, 0208 31 48286,
charlotte.dale@lewisham.gov.uk

Healthier Communities Select Committee work programme 2022/23 (draft)

Item	Type	Priority	Delivery	21-Jun	07-Sep	01-Nov	11-Jan	28-Feb
Election of Chair and Vice Chair	Constitutional req	CP5	June					
Work programme 2022-23	Constitutional req	CP5	June					
South East London Integrated Care System	Standard item	CP5	June					
Healthcare and Wellbeing Charter	Standard item	CP5	June					
Empowering Lewisham	Standard item	CP5	June					
Primary Care Update	Standard item	CP5	Sept					
The Birmingham and Lewisham African & Caribbean Health Inequalities Review (BLACHIR)	Standard item	CP5	Sept					
Transitions from children's to adults' social care	Standard item	CP5	Sept					
Autism strategy	Standard item	CP5	Sept					
Budget cuts proposals	Standard item	CP5	Nov					
Proud to Care update	Standard item	CP5	Nov					
Leisure centres update	Standard item	CP5	Jan					
Adult safeguarding update	Standard item	CP5	Jan					
One Public Estate: Ladywell Unit proposals	Standard item	CP5	Feb					
Extreme weather, advice and support	Standard item	CP5	Feb					
Health and Wellbeing Board update	Standard item	CP5	Feb					
Adult Social Care Reforms TBC								
Warm Havens TBC								
Draft Food Justice Plan TBC								

Information reports, briefings and visits	Type	Priority	Delivery					
Lewisham Adult Safeguarding Board (LASB) annual report	Performance monitoring	CP5	tbc					
Lewisham and Greenwich NHS Trust (LGT) quality account	Performance monitoring	CP5	tbc					
South London and Maudsley NHS Trust (SLaM) quality account	Performance monitoring	CP5	tbc					
Adult Learning Lewisham (ALL) annual report	Performance monitoring	CP5	tbc					
Health & Social Care Scrutiny Protocol	Engagement	CP5	tbc					
Improving Downham Health event	Engagement	CP5	June					
Health Care & Wellbeing Charter engagement	Engagement	CP5	tbc					
Calabash update	Information item	CP5	Sept					
Empowering lewisham updates	Performance monitoring	CP5	tbc					

	Item completed
	Item on-going
	Proposed timeframe

Housing Select Committee work plan 2022-23

Item	Type	Priority	06-Jun-22	12-Oct-22	17-Nov-22	11-Jan-23	09-Mar-23
Article 4 direction for HMOs	Standard item	CP2					
Housing Revenue Account business plan	Standard item	CP2					
Future of housing managed by Lewisham Homes	Standard item	CP2					
Lewisham Homes business plan	Standard item	CP2					
Service charge policy	Standard item	CP2					
Lewisham Homes annual report	Standard item	CP2					
Selective licensing	Standard item	CP2					
Temporary accommodation procurement strategy	Standard item	CP2					
Budget cuts proposals	Standard item	CP2					
Lewisham Homes repairs update	Standard item	CP2					
Update on housing management consultation	Standard item	CP2					
Housing retrofit - housing partners	Standard item	CP2					
Resident engagement in housing development (update)	Standard item	CP2					
Homelessness & Rough Sleeping Strategy	Standard item	CP2					
TBC							

Information items

Regenter B3 annual report and business plan	Performance monitoring	CP2					
Rent and service charge increases	Performance monitoring	CP2					
Exempt accommodation	Information request	CP2					
Building for Lewisham update	Information request	CP2					

Public Accounts Select Committee work plan 2022-23

Item	Type of item	Priority	30-Jun-22	22-Sep-22	01-Dec-22	19-Jan-23	16-Mar-23
Medium term financial strategy	Standard item	All					
Financial monitoring	Performance monitoring	All	(period 2)	(period 4)		(period 8)	
Financial results 2021-22	Performance monitoring	All					
Budget pressures and management action	Performance monitoring	All					
Treasury management	Performance monitoring	All				Draft 23-24 strategy	
Budget cuts	Performance monitoring	All					
Council budget 2023-24	Policy development	All					
Top decisions		All					
Income generation and commercialisation	Performance monitoring	All					

Information items

Asset strategy update	Information	All					
Procurement social value policy	Information	All					
Treasury management mid-year review	Information	All					
Audit panel update	Information	All					
Reserves update	Information	All					
Capital programme review	Information	All					

Safer Stronger Communities Select Committee 2022/23

Work Item	Type of review	Strategic Priority	Delivery deadline	16-Jun	13-Oct	03-Nov	17-Jan	02-Mar
Budget	Standard Item	CP1-CP7	Nov-22					
Confirmation of Chair and Vice-Chair	Constitutional requirement	CP1	Jun-22					
Select Committee Work Programme 2022/23	Constitutional requirement	CP1 and CP7	Jun-22					
Introduction to the Safer Communities Service and Statutory role on crime and disorder.	Introduction item	CP1 and CP7	Jun-22					
Adult Learning Lewisham - Equalities	Performance monitoring	CP1	Sep-22					
Staff Survey Results	Pre-decision and Performance monitoring	CP1	Sep-22					
Youth Offending Service and National Probation Service	Performance monitoring	CP7	Sep-22					
Libraries	Performance monitoring	All	Nov-22					
Safe Lewisham Plan	Pre-decision and Performance monitoring	CP7	Jan-23					
Update from local Police and Fire	performance monitoring	CP7	Jan-23					
Cost of Living - Equalities monitoring TBC	performance monitoring	All	Jan-23					
Borough of Sanctuary	Performance monitoring	All	Mar-23					
Single Equalities Framework	performance monitoring	All	Mar-23					
Borough of Culture Legacy	performance monitoring	All	Mar-23					

Information Reports and briefings

Public Health Approach to Violence Reduction	Information	CP7	on-going					
Budget information	Information		on-going					
Borough of Sanctuary	Information	CP1 and CP7	on-going					
Lewisham Disability Commission Report date TBC	Information	CP1	on-going					
Equalities Data/Update on census	Information		on-going					
Update on Fairer Lewisham Duty	Information	CP1	on-going					

	Item completed
	Item on-going
	Proposed timeframe

Sustainable Development Select Committee work plan 2022-23

Item	Type	Priority	20-Jun-22	11-Oct-22	30-Nov-22	10-Jan-23	07-Mar-23
Flood risk management strategy	Performance monitoring	CP6					
Air quality action plan	Policy development	CP6					
Asset management	Policy development	CP6, CP4					
Planning service: local democracy review	Policy development	CP6, CP4					
Environmental crime enforcement team update	Performance monitoring	CP6					
Controlled parking zone programme	Policy development	CP6, CP4					
Budget cuts	Standard item	All					
Local plan update	Policy development	CP6, CP4					
Climate emergency action plan	Performance monitoring	CP6					
Parks and open spaces update	Policy development	CP6					
Implementation of the transport strategy: walking cycling and healthy neighbourhoods	Performance monitoring	CP6					

Information items							
Article 4 directions	Information	CP6					
Annual parking report	Information	CP6					
Biodiversity action plan update	Information	CP6					
Reduction and recycling plan	Information	CP6, CP4					
Major roads	Information	CP4					
Employment, jobs and skills	Information	CP6, CP4					
The regeneration of Catford Town Centre update	Information	CP6, CP4					
Major planning developments update (incl Bakerloo line)	Information	CP6, CP4					

Corporate Priorities

Priority

1	Open Lewisham	CP 1
2	Tackling the Housing Crisis	CP 2
3	Giving Children and young people the best start in life.	CP 3
4	Building an inclusive local economy	CP 4
5	Delivering and defending: health, social care and support	CP 5
6	Making Lewisham greener	CP 6
7	Building Safer Communities	CP 7



Overview and Scrutiny Business Panel

Exclusion of the Press and Public

Date: 4 October 2022

Key decision: No

Class: Part 1

Ward(s) affected: Various

Contributors: Chief Executive / Senior Committee Manager

Outline and recommendations

Members are asked to note items that may be considered in closed session

Recommendation

1. It is recommended that under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 3, 4 and 5 of Part 1 of Schedule 12(A) of the Act, as amended by the Local Authorities (Executive Arrangements) (Access to Information) (Amendments) (England) Regulations 2006:-
2. The Executive Director for Housing, Regeneration & Public Realm made the following decision:
 - Approval for Contract Award – Contract 2, Phase 1 maintenance works for Corporate Estate Maintenance Programme

Agenda Item 7

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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