

| Response ID      | Are you completing this consultation as: - How                             | Q.4 Please tell us if you think there is anything we have missed or should consider in relation to the previous Air Quality issues - Missed  | Q5. Do you understand the personal contribution you can make to tackling poor air quality? - If yes, please specify, otherwise please tell us what we can do to help you understand how you can contribute.  | Q8.What can Lewisham Council do to help you make these changes? - What can  | LBL Response  | Actions (Table 4.1 have been updated to reflect any changes suggested)   |
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| ANON-1JDS-WH9R-V | on behalf of a business/organisation/institution/community group/authority | <i>Why are only 'Most' major planning applications now subject to air quality and dust conditions. Why not all? What is the percentage that are not and what is the rationale for excluding these? Why are Minor sites not also included now that they too are subject to the Mayor's NRMM LEZ? Nine unit minors in particular, and especially where these are contiguous, are very significant contributors to poor AQ. Why are Civil and Infrastructural projects not also subject to special restrictions on the NRMM in use, either in overarching procurement contracts or otherwise. Are the generators and NRMM used in the set up of events, festivals or film shoots subject to requirements for the emissions stage deployed? Would the model planning condition applied to sites in regard to Dust and AQ be a useful appendix to the AQAP?</i> | <i>Non-car ownership<br/>Neighbourhood lifestyle<br/>UK-based holidays and avoidance of aviation</i>   |   | Air Quality mitigation measures are being considered for all developments (i.e. small to major). Relevant and enforceable planning conditions or informative will be included on all planning consents for all new developments across the borough. Exemptions to and retrofit procedures for the Non-Road Mobile Machinery (NRMM) Low Emission Zone will follow the 2020 published GLA's revised exemptions and retrofit policy document as necessary. We are compiling a LBL Local plan, which will address all the issues relevant to sustainable development. The GLA has also recently begun public engagement on two pieces of London Plan Guidance – the Air Quality Neutral (AQN) guidance and the Air Quality Positive (AQP) guidance. GLA set up an engagement portal where you can access the documents, sign up to events and submit your responses via the survey – <a href="https://consult.london.gov.uk/air-quality-neutral">https://consult.london.gov.uk/air-quality-neutral</a> .  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 2 presents any modifications relevant to managing emissions from developments and buildings.  |
| ANON-1JDS-WH9X-2 | a resident   |  | <i>Drive less, cycle and walk more.</i>  | <i>Make walking and cycling safer on the roads.</i>   | LBL note the comments made. It is recognised that making our streets safer for walking and cycling is key to encouraging greater levels of sustainable and active travel.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |
| ANON-1JDS-WH99-3 | a resident   | <i>I would encourage you to be bolder. For instance we are seeing the first examples of municipalities making heat pumps the standard for new builds. Houses are set to become the biggest source of emissions in the borough and the council should start to set the tone, beginning with your own estate but also to new developments. Residents will then gradually follow suit when boilers need replacing. There also doesn't appear to be firm commitments to active travel or anything about promoting cycle storage in new developments. I would also like to see a strategy for increasing tree canopy coverage with more street trees across the borough (building on the work done by the Brockley Society for example). This has the added benefits of flood protection and lowering temperatures during heat waves.</i>                       | <i>I gave up car ownership in 2013 and use a bike trailer for almost all the things I previously used a car for. We still have a gas boiler which is our biggest source of scope 1 emissions. I hope to be able to replace this with a heat pump when it becomes more financially affordable to do so. As a citizen, I also try to add my support to any local initiatives in my area like school streets and influence friends and colleagues where possible.</i> |   | A LBL Local plan is being compiled to support the implementation of policies in the borough. This plan sets out detailed, technical guidance on how to mitigate and adapt to climate change, to minimise resource use and protect and enhance biodiversity. Sustainability focuses on meeting the needs of the present without compromising the ability of future generations to meet their needs. High quality sustainable developments require adopting a holistic approach to environmental, social and economic sustainability. This document will focus on the environmental dimensions of sustainability. The document will cover a number of topics to encourage a more prudent use of resources, protect environmental assets, mitigate the impact of climate change and adapt to its impacts: design led approach, energy and carbon, Climate Change resilience (to mitigate overheating and increased risk of flooding), water efficiency, Pollution to air, light and noise pollution, sustainable transport, biodiversity, waste management among others. | No action is needed because this is considered in the Draft LBL Local plan.  |
| ANON-1JDS-WH99-1 | a resident   | <i>More Low Traffic Neighborhoods (get on with it), Partner with TfL for main road measures too.</i>   | <i>I have already given up my car, I have stopped using my fireplace and I am thinking about getting an electric combi boiler to replace my current gas boiler.</i>  | <i>Lewisham Council need to stop with all these consultations and actually start DELIVERING for residents. The council is well aware of the significant levels of pollution and pollution hotspots in the borough, we need to start seeing proposals or schemes to address these and quickly i.e. Low Traffic Neighborhoods</i> | There are mixed views around LTNs and require statutory consultation. This allows residents to engage with measures that will be introduced on their roads. Lewisham are committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them.   | No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category. |
| ANON-1JDS-WH9Y-3 | a resident   | <i>Take more action on all - particularly burning materials and pollutants</i>   | <i>Use public transportation<br/>Not having bonfires<br/>Use energy efficiently<br/><br/>I think people need to be educated more on what they can do</i>   | <i>I think more education is needed</i>   | As detailed in our AQAP, we will reduce emissions from biomass burning (including domestic wood burning); we will adopt tighter minimum emission standards for burning stoves and a ban on domestic burning in areas with high PM2.5 levels. We will continue to search funding to carry out other work to reduce emission for burning material and be part of the London wood burning group. Addressing emission from construction site burning will be addressed in our Local Plan.   | No significant changes needed. Table 4.1 Action 7 presents any modifications relevant to controlling and managing emissions from developments and buildings and also from burning of material.   |
| ANON-1JDS-WH9T-X | a resident   |  |  |   |   |  |

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| ANON-1JDS-WH91-U | a resident |  | <p>Walk or cycle rather than use a car.<br/>Don't idle engines if you have to drive and have a vehicle that has low emissions.<br/>Be aware of pollution from fires.</p>                     | <p>Charge people to park cars in all streets throughout the borough.<br/>Zero tolerance for parking on pavements.<br/>Install electric charging points.<br/>Engage with police to fine people for idling engines.<br/>Work with TfL to make sure public transport is well run and buses are not hindered by parked vehicles.<br/>Promote cycling and walking in schools.<br/>Provide cycle parking and lockup points.<br/>Ensure all Lewisham staff use public transport to get to work if possible.</p> | <p>There are 25 CPZs currently in Lewisham but Lewisham are committed to installing new CPZs across the borough, alongside delivering measures to reduce unnecessary car journeys and improve provision for sustainable and active transport, including walking, cycling, EV charging. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. Collaboration with TfL will benefit all and is important to Lewisham.</p>   | <p>No changes needed as already address through a number of actions included in the plan.</p>   |
| ANON-1JDS-WH9B-C | a resident | <p>Need to encourage shift away from car ownership with massive extension of cpz and much higher price for polluting cars and for households' second cars.</p> <p>Need to think strategically about the proven ability of hedges to absorb air pollution and plant alongside main roads and along side of council owned estates this is also good for bio diversity and water absorption to help stop flooding</p>   | <p>dont think as a non driver I contribute</p>   | <p>small council tax discount fir front hedges</p>   | <p>There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. The comment about council tax have been forwarded to the council tax department for consideration.</p>   | <p>No changes needed as already addressed through a number of actions included in the plan.</p>   |
| ANON-1JDS-WH9F-G | a resident |  |  | <p>Recycle our waste instead of burning it and encourage green transport options for all.<br/>Don't penalize those who own cars - instead those who enter the borough.</p>   | <p>The comments have been noted and forwarded to the appropriate services (i.e. transport and waste management teams) for consideration.</p>   | <p>No changes needed.</p>   |
| ANON-1JDS-WH9G-H | a resident | <p>There is no mention of the importance of green space and trees in mitigating poor air quality. Other London boroughs are pushing ahead with ambitious tree planting initiatives whilst Lewisham continues to cut down mature trees which could be incorporated into development e.g. Arklow Road council housing site.</p> <p>No reference to the importance of walking and cycling to AQ and making that safe, convenient and affordable for residents e.g. more protected cycle routes, more cheaper on street bike lockers. Connected to this should be measures to discourage driving into the borough e.g. more CPZ - Lewisham has the lowest level of controlled parking across any inner London borough. More CPZ (with high charges for the most polluting vehicles such as SUVs and pick-up trucks) would make roads more pleasant for pedestrians e.g. fewer garages conducting on-street repairs and dumping/storing vehicles.</p> | <p>Walking, cycling or taking public transport on journeys of at least under 3 miles. Not buying wood burners. Efficient boilers. Planting trees and supporting wildlife</p>                 | <p>Introduce CPZ across the borough</p> <p>Integrate SUDS into any public realm changes. There seems to be little joined up thinking between highways, planning and the rest of the council on green initiatives. Again, see Hackney and the planting up/suds they've put in on central reservations and street filters. Lewisham just pour tarmac like it's the 1970s.</p>  | <p>Our LBL 2020-2025 Parks and Open Spaces Strategy as well as the upcoming Local plan present some of the measures relevant to green infrastructure. The introduction of CPZ across the borough might have the unintended consequence that households pave over their front gardens to the detriment of air quality climate change. Comment about cooperation between different services have been noted. The air quality working group include different internal stakeholders, who contributed to the design of the actions described in draft plan. Actions considered include SUDS.</p>   | <p>There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required, alongside the LTNs. Parking on pavements is an issue through the Borough and greater investigation is required. CPZs and Low Traffic Neighbourhoods are looking to improve the parking situation. Both can be requested by residents and Lewisham are looking to install more CPZs and LTNs</p> |
| ANON-1JDS-WH9H-J | a resident | <p>Controlled parking. Without this and restricting everyone from Kent using the borough as a car park the whole thing is a waste of time.</p>   | <p>Yes. I went car free for 3 years but lewisham didn't make it easy to cycle. Then the council closed wavelenghts. I bought a car so I can drive my family to swim and cycle elsewhere.</p> | <p>The council will not do the basics within the council control. Cycle storage, controlled parking. Why is the council looking for volunteers to creep around tackling idling. A joke. Get rid of the cars on our pavements and kill the rat runs.</p>  | <p>There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Parking on pavements is an issue through the Borough and greater investigation is required. Cycle storage installation has dropped recently, however there is now a programme to install more cycle parking across the Borough. All other comments have been noted and will be considered by the relevant teams. The AQAP is to be owned and shaped not only by the council, but by all living, working and visiting the borough. Thus the involvement of the volunteers in our interventions to reduce air quality for the benefit of all. As reiterated by PHE (2020) Everyone has a role to play. Individuals need to change behaviours to reduce their exposure and their contribution to pollution. Local authorities are at the centre of local leadership and should coordinate and lead action. Employers, private and public-sector organisations should engage with local initiatives and play their part. The public sector should lead by example and national government needs to ensure a policy environment which supports local action and creates the right incentives.</p> | <p>No changes needed as already addressed through a number of actions included in the plan.</p>   |
| ANON-1JDS-WH96-Z | a resident |  |  |  |  |   |

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| ANON-1JDS-WH9M-Q | a resident         | <i>This is very hard to understand and complete - it has taken me an age to read through and work out answers - therefore concerned that this is not a fair consultation</i>   | <i>Drive less (would love to switch to electric vehicle or go car free but job and finances are prohibitive)<br/>Be energy efficient at home</i>   | <i>Subsidise electric vehicles<br/>Advise citizens on how to get finances for these expensive things<br/>Really want to do this but it's just too expensive<br/>Make any LTN schemes work for all people and not just the privileged (I live on Hither Green Lane and feel penalised by the current system)<br/>Anti - idling - needs to be regarded in conjunction with schemes that create longer traffic queues ad therefore increase idling and pollution significantly for some residents<br/>Fairness for all and not clean air for some is essential</i>  | The Environmental Protection team is available (via the email provided) to respond to any queries relevant to the AQAP). Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time, but subsidies are not something that Lewisham can currently offer. The comment regarding LTNs is noted and as schemes are rolled out they will be informed by engagement with residents in and around the proposed scheme area. | The comments have been noted. This will be incorporated in Lewisham's Climate Emergency Action Plan.   |
| ANON-1JDS-WH9S-W | a resident         |  | <i>Choosing public transport or walking and cycling can make a significant difference.</i>   |  | Comment noted.   | No changes needed  |
| ANON-1JDS-WH8D-D | worker in Lewisham |  | <i>im not really sure how i contribute to pollution but i cycle and am concerned about damage to my body through inhaling exhaust fumes constantly</i>   |  | Comment noted and efforts appreciated. More information will be available on our website to enable help improve air quality.   | No changes needed  |
| ANON-1JDS-WH9A-B | a resident         | <i>1. Road closures/LTNs (including Schools roads) have been 'strategically' placed around the borough in areas that does not have the highest levels of pollution (or the poorest air quality) - Most road closures/LTNs E.G. Lee green and School road have caused traffic to be pushed onto main/central roads, such as the south circular/Brownhill rd and Lewisham high street, causing increased journey times and more pollution, where the majority of pedestrians are - Travelling to work/School, shopping, leisure etc. School road closures have forced car users to park on neighbouring roads and not reduced the amount of car users, due to many factors such as - Parents not living in walking distance of the School (as implied) due to the ever expanding catchment area (or Schools accepting children from further afield)<br/><br/>2. Journey times have increased significantly due to not being able to access roads/short-cuts E.G. Burnt Ash road SE12 to Hither green, you are now forced to travel via Lewisham/Ladywell rd (Via Lee high road) due to not being able to cut through roads such as Eastdown park (and all other roads in lee/hither green).<br/><br/>3. All 'incentives' are pointless when nothing is being done regarding excessive amounts of HGV lorry's and other vehicles from out of borough, Kent and the A20 driven through the borough (Brownhill road &amp; South-circular) on a daily basis.<br/><br/>4. Air quality monitoring is not taking place where it's most needed<br/><br/>5. The amount of construction taking place, building high-rise flats is excessive and increasing poor air quality.</i> | <i>Use re-usable energy where possible. However this is hard with a lack of funds/resources, living in Lewisham borough</i>  | <i>Reduce HGV lorries and vehicles travelling from out of borough, through Lewisham/South circular<br/><br/>Reduce the amount of passing traffic/commuters due to having a lack of good employment, Schools, health services, resources etc. (Reduce the amount of people employed in Lewisham Council that live outside the borough, where possible)<br/><br/>Reduce the amount of construction taking place around the borough<br/><br/>Re-think the placements of LTNs and road closures, or at least consider the impact this is actually causing.<br/><br/>Monitor air quality where it's the poorest</i> | Locations of LTNs derive from consistent concerns raised with the Council by residents over a number of years about traffic congestion, traffic speeds, road safety and number of collisions, as well as walking and cycling improvements. Lewisham supports the extension of the ULEZ to cover the entire Borough. Air Quality monitoring has been expanded and priority is given to install further monitors around poorer and vulnerable receptors to meet new WHO targets and PHE priorities.  | Table 4.1 addresses all the comments related to air quality monitoring and construction. The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in Action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough. Our air quality monitoring regime is reviewed each year to represent better the site settings and the objectives of the monitoring. Any suggestions about air quality monitoring should be directed to Environmental Protection inbox- no change to the AQAP. |
| ANON-1JDS-WH8X-1 | worker in Lewisham | <i>open up the roads that were closed recently, the extra traffic on the main roads has increased congestion beyond all reasonable limits and has contributed to higher pockets of pollution and has slowed down the public transport network</i>  |  | <i>clear up the congestion by opening up the roads that have been closed, this increases traffic and journey times. This has caused many more problems than it has solved</i>  | Locations of LTNs derive from consistent concerns raised with the Council by residents over a number of years about traffic congestion, traffic speeds, road safety and number of collisions, as well as walking and cycling improvements.   | No changes needed as already address through a number of actions included in the plan.   |
| ANON-1JDS-WH8R-U | a resident         | <i>I believe you must make people reassess their car usage. People should feel guilty to use their car unless they have no other option. Example: cars aren't shopping trolleys, people can walk to the supermarket or buy online; cars aren't pushchairs, families can walk to school even if it takes longer;..... Behaviours need to change, the council need to make driving/owning a car very very difficult (closing roads, ending free parking, giving priority to pedestrian in every situation....)<br/><br/>I also need to mention ENFORCEMENT. The council seems to have great difficulties with law enforcement. We have sent numerous emails regards parking infringement and idling in our neighbourhood and pretty much nothing has been done. I am really hoping the council will be able to follow through with this great plan.</i>  | <i>We don't own a car for 10 years now, we use public transport/walk, occasionally we take electric black cabs. We are also members of a car club for the rare occasions we need a car (furniture shopping, day trip outside London....).<br/>We regularly ask drivers to switch their engine off, we have a stretch of yellow line on our front and many times per day, drivers park and idle (leading, sometime, to aggressive confrontations).<br/>We keep our gas heating as low as possible during winter, around 18 degrees.</i> | <i>Make them mandatory</i>   | Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. All other comments have been noted and will be considered by the relevant officers   | No changes needed as already addressed through a number of actions included in the plan.   |
| ANON-1JDS-WH8Y-2 | a resident         |  |  |  |  |  |

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| ANON-1JDS-WH95-Y | regular visitor to Lewisham   |   |   | <i>Take measures to reduce congestion in general</i>  | LBL agree with the comment made. Implementing measures to encourage active travel aims to reduce car journeys and in turn reduce congestion.   | No changes needed as already addressed through a number of actions included in the plan.  |
| ANON-1JDS-WH8V-Y | regular visitor to Lewisham   |   |   | <i>Clean the street and improve waste collection across the borough</i>   | The comments have been noted and forwarded to the appropriate services (waste and street cleansing Teams) for consideration and inclusion in their respective strategies.  | No changes needed.  |
| ANON-1JDS-WH8H-H | a resident  | <i>Creating more green spaces, do not close the road as it creates more pollutions somewhere else and it is unfair to people who live on the roads with increased traffic; greater focus on education</i>   | <i>Walk or take public transport when I can but I have 1 year old and sometimes it is impossible to go places without a car; drive responsibly, turning off engine when waiting; planting and taking care of plants and trees in my garden; contribute to community green space projects;</i>   | <i>Education and showing a benefit of the changes; more green spaces and encourage community involvement in the spaces maintainance and care;</i>   | The comments made have been noted. We will increase air quality information to the public, campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change. Our Local plan and Open space and park strategy include actions to increase green infrastructure across the borough.   | No changes needed.  |
| ANON-1JDS-WH8K-M | a resident  |   |   |   |  |   |
| ANON-1JDS-WH8F-F | worker in   | <i>n/a</i>  |   |   |  |   |
| ANON-1JDS-WH8Z-3 | a resident  |   | <i>Stop driving a car. Walk and use public transport.</i>   |   | Pertinent comments noted .   | No changes needed   |
| ANON-1JDS-WH8B-B | a resident  | <i>Closure of roads In Lee means more traffic along Torridon road and Brown hill Road south circular. Air pollution is awfull and many huge lorries travel down these roads resulting last week with major accident on corner of Torridon and Brownhill Road!! Remember a child died due to air pollution on South circular !! More of us will die in near future! Please listen.</i> |   | <i>A lot morelisten to residents who live I Torridon rd and Brownhill Road who are badly affected and you don't seem to care!</i>   | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.   | No changes needed. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category.  |
| ANON-1JDS-WH86-Y | a resident  |   |   | <i>Make residents have disposable income to cover cost of lifestyle changes</i>   | We are not sure how LBL can make residents have disposable income. LBL does not offer income to all its residents. The comments have been noted.   | No changes needed.  |
| ANON-1JDS-WH8C-C | a resident  | <i>Further "greening" around schools.</i>   | <i>More attention to idling control and general car usage. Reduction in pollutant outputs in my control. More walking.</i>  | <i>Provide more kerbside charging points. Support street "greening". Stagger building developments where they are in close proximity.</i>   | As part of the air quality audits, we will identify and prioritise schools where greening is imperative and implement the measures as soon as possible and pending the availability of the right level of funding. The comment about new development will be addressed in our SPD in due course.   | Our Local plan, Open space and park strategy, school air quality action plan will address the issue raised.   |
| ANON-1JDS-WH8A-A | a resident  |   | <i>I walk, cycle or take public transport rather than driving, whenever possible. I very rarely use my car in the week and only tend to use it for journeys out of London, ie when going away for a break at weekends. If trains were more reliable (ie running at weekends instead of engineering works) and more cost effective, I wouldn't drive out of London either.</i> | <i>1. To prioritise tackling high traffic levels in and around the A2/New Cross, where I live. Some days I struggle to breathe because I'm asthmatic. I like to walk or cycle but the level of pollution in my area is prohibitive, to say the least.<br/><br/>Grants to replace boilers; advice and guidance on indoor pollution and how to tackle it.</i> | New Cross is an air quality Focus area that has been identified as having high levels of pollution and human exposure. Lewisham are looking to undertake a number of projects in the area. Advice and guidance on indoor pollution and how to tackle it will be provided on our website. The A beginner's guide to indoor air quality can be consulted at <a href="https://www.thebesa.com/news/who-campaigner-backs-beginner-s-guide-to-indoor-air-quality/">https://www.thebesa.com/news/who-campaigner-backs-beginner-s-guide-to-indoor-air-quality/</a> . Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. see <a href="https://www.workworkltd.org.uk/?gclid=EAlaIqobChMI04PV9Jyi9AIVGLLtCh2IRgxAEAAAYiAAEgIdAvD_BwE">https://www.workworkltd.org.uk/?gclid=EAlaIqobChMI04PV9Jyi9AIVGLLtCh2IRgxAEAAAYiAAEgIdAvD_BwE</a> and <a href="https://www.gov.uk/improve-energy-efficiency">https://www.gov.uk/improve-energy-efficiency</a> . | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH8G-V | on behalf of a business/organisation/institution/community group/author | <i>Our school is situated right next to Lewisham Centre which is used as a cut through for people driving to the centre. It makes things very dangerous for the children of our school and we can see very little being done about it.</i>  | <i>Our school is situated right next to Lewisham Centre which is used as a cut through for people driving to the centre. It makes things very dangerous for the children of our school and we can see very little being done about it.</i>  | <i>Our school is situated right next to Lewisham Centre which is used as a cut through for people driving to the centre. It makes things very dangerous for the children of our school and we can see very little being done about it.</i>  | This location will be investigated to identify the current issues and any remedial measures that can be undertaken.  | During the course of our School air quality action plan, this location will be investigated to identify the current issues and any remedial measures that can be undertaken.  |
| ANON-1JDS-WH8Q-9 | a resident  |   | <i>Drive as a last resort and burn appropriate fuel in a defra approved stove</i>   | <i>Make driving as difficult as possible, make public transport as easy as possible</i>   | Agree with comment to make public transport easy to access. Implementing measures to encourage active and sustainable travel aims to reduce car journeys and in turn reduce congestion. It is noted that driving is still required through the Borough for some journeys but encouraging public transport and electric cars can help.  | No changes needed   |
| ANON-1JDS-WH8N-6 | a resident  | <i>Making retro-fitting a priority over demolition and building. Properly look after already mature trees. Properly look after the assets the council already has. Encourage tree-planting.</i>   |   | <i>N/A</i>  | LBL agree with all the proposals made. Our Park/open space/sport leisure & green scene team review LBL 2020-2025 Parks and Open Spaces Strategy and the comment made will be considered. We will enforce NRMM and possible retro-fitting where necessary via our planning system.  | The comments will be incorporated in the review of the LBL 2020-2025 Parks and Open Spaces Strategy. Funding is available to support green infrastructure, such as the Community Tree Planting and Green Space Grants which can help support projects to plant trees and improve green spaces, including school playgrounds. <a href="http://www.london.gov.uk/greener-city">www.london.gov.uk/greener-city</a> |

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| ANON-1JDS-WHGX-G | a resident | <p>traffic jams on side streets -will this not be considered ?</p> <p>roads coming off the south circular are far too busy, side roads are congested with traffic seeing cars idling for sometime due to congestion, the constant honking of horns to push traffic over the lights then adds to noise pollution, parked cars on Sydenham Rise creates even more traffic as 363 Bus cannot get through then creates more noise pollution with honking of the horns, cars and motor bikes speeding up and the down this road creates noise pollution</p>  | <p>most residents in Forest Hill cycle and take the train and those who can afford to buy electric cars have done so</p>  | <p>address the traffic issue</p>   | <p>Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Parking on pavements is an issue through the Borough and greater investigation is required. Sydenham Rise will be investigated to identify issues, subject to funding and resources.</p>   | <p>No changes needed as already address through a number of actions included in the plan.</p>  |
| ANON-1JDS-WHGP-8 | a resident | <p>If your proposals are to have any chance of working it is critical that:</p> <ol style="list-style-type: none"> <li>1. You seek the views of residents and take on board their views BEFORE implementing any initiatives. The Lee Green LTN is a perfect example of failure to do this.</li> <li>2. You need to set out criteria for judging the success of an initiative BEFORE implementation. The Lee Green LTN is a perfect example of failure to do this.</li> <li>3. After implementation of a scheme, you must listen to residents's views and amend the initiative if necessary. The Lee Green LTN is a perfect example of failure to do this.</li> <li>4. Initiatives must be practical and scaleable, taking into account the bigger picture, including, and particularly, the criticality of maintaining a strong economy. The Lee Green LTN is a perfect example of failure to do this.</li> </ol> |   |  | <p>If the Lewisham and Lee Green LTN had been introduced in usual times we would have consulted more widely with residents and ensured they were involved in the development of the scheme. Unfortunately, due to the timescales and expectations set by central government, councils were expected to rapidly introduce measures that would reallocate road space to walking and cycling without the preparatory work that would normally be undertaken for such measures. The results of any assessment of a scheme need to be considered in the round and balanced and it is not always appropriate to set out a success criteria when the scheme is first devised. Public consultations are not referendums and they are part of a wider range of considerations. All recommendations and decisions are set in the wider context of the Council's agreed policies and objectives.</p> | <p>No changes needed as already address through a number of actions included in the plan.</p>  |
| ANON-1JDS-WHGW-F | a resident | <p>Nowhere do you say other than schools the criteria you will use for selecting where the new monitors will go.</p> <p>There is no mention of AQFA specific actions. The Lee Green crossroads and Lee High Road / Eltham Road have bad of PM and NO levels and should be designated an AQFA as it is a red route from the south circular into London.</p>  | <p>moving to an electric vehicles needs more charging points</p> <p>telling people to stop buying wood burning fires, you can smell the smoke in the air in the evening</p> <p>ask people to not use charcoal barbeques</p> | <p>consult on where new electric chargers are put</p> <p>work with business to provide more local pick up places for deliveries</p> <p>offer loans to business for electric delivery vehicles or cargo bikes</p>                   | <p>Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. There are nine AQFAs identified and a summary of the projects to be undertaken, Lee High Road/Eltham Road are not on the list. Last mile delivery hubs are an area for Lewisham to look into. Consultation are undertaken for all new EV charging points.</p>   | <p>The comments made will be considered and actioned in the redesign of the School Air Quality action plan.</p> <p>No changes to the draft AQAP.</p>   |
| ANON-1JDS-WHG3-B | a resident |   | <p>Use car less</p>   |  |   |  |
| ANON-1JDS-WHG1-9 | a resident | <p>These proposals feel a bit timid given the importance of the problem. For instance it would have been better if there were more ambitious plans for segregated cycling across the Borough and pedestrianising Deptford High Street.</p>  | <p>Avoid unnecessary journeys by car, don't burn things, etc.</p>   | <p>Install charging points for electric vehicles on all residential streets. Provide improved cycling infrastructure. Connect residents with tradespeople who can check air quality and provide incentives to replace boilers.</p> | <p>We review EV charging sites based on demand and requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. Agree with comment on cycling and implementing measures to encourage active travel aims to reduce car journeys and in turn reduce congestion. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. see <a href="https://www.workworkltd.org.uk/?gclid=EAIaIQobChMI04PV9JyI9AIVGLLtCh2IRgxAEAAAYiAAEgIdAvD_BwE">https://www.workworkltd.org.uk/?gclid=EAIaIQobChMI04PV9JyI9AIVGLLtCh2IRgxAEAAAYiAAEgIdAvD_BwE</a> and <a href="https://www.gov.uk/improve-energy-efficiency">https://www.gov.uk/improve-energy-efficiency</a>.</p>                      | <p>We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location, we introduce site feasibility criteria that will be considered and applied. This includes factors such as sufficient power distribution, minimum distances from specific utilities, and ensuring that adequate footway clearances are maintained</p> <p>Ward Members and residents will be consulted on the locations prior to installation. 3 quietway routes have been delivered apart from Southend Lane and the Waterlink Way Bridge, the programmes of which have now been paused until further notice due to the COVID-19 outbreak.</p> <p>Deptford Parks Liveable Neighbourhood has reached Stage Gate 3 and outline design and the business case has been finalised and submitted to TfL for review. However, the programme is now on hold until further notice due to the COVID-19 outbreak. Pedestrianisation of Prince Street and Scawen Road (outside Francis Drake School) have been installed as well as 4 x Copenhagen crossings on Crook Road, Avignon Road, Kezia Street and Etta Street. It is difficult to quantify with certainty the reduction in emissions or concentration that can be achieved on specific projects through modal shift from car</p> |
| ANON-1JDS-WHGM-5 | a resident |   |   |  |   |  |
| ANON-1JDS-WHGA-S | a resident |   | <p>Mainly using alternative modes of transport such as cycling and walking.</p>   | <p>As a private tenant, it would be helpful if landlords can be encouraged or compelled to implement measures to combat air pollution, where these are not within the control of tenants.</p>                                      | <p>LBL agree with all the proposals made. However, this comment should be directed to central government who is responsible for lettings legislation and safety regulation. Where LBL has regulatory powers like with Houses in Multiple Occupation (HMO), council estate, air quality will be considered.</p>  | <p>No changes needed.</p>  |

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| ANON-1JDS-WH5R-R | a resident | <i>Your plan seems to just be electric cars. That's not a sound strategy. You need to reduce reliance on cars and build safe walking and cycling infrastructure - then not remove it at the first sign of complaint.</i>   |  | <i>Build safe cycling infrastructure. Enforce speed limits. Enforce pavement parking.</i>   | Agree with comment on cycling and implementing measures to encourage active travel aims to reduce car journeys and encouraging a shift away from car ownership but this is behaviour change and will take time. Parking on pavements is an issue through the Borough and grater investigation is required  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |
| ANON-1JDS-WH5J-G | a resident |  | <i>Cycling, walking, no car, plant more trees on streets.</i>  | <i>Stop cars coming into centre of or near streets to Lewisham shopping, make it all green and pedestrianised, no cars on streets where schools are, people should get trains. Plant more trees in nearby streets as they are a natural source of oxygen, and controls carbon dioxide. Stop car Isolina by installing cameras and fining people. No cars driven up to schools. No cars parking for shopping, people should be encouraged to walk, bus or train.</i>   | School Streets have been installed and Lewisham are looking to install more where supported, subject to funding being identified. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |
| ANON-1JDS-WH5P-P | a resident |  | <i>No burning of fuels and Active travel</i>   |   |  |  |
| ANON-1JDS-WH54-T | a resident | <i>The way you have generated the demonisation of car drivers and hostile rhetoric and behaviour of the middle class zealots in leafy Lee Green to divide the community has totally undermined your authority and cred on the subject matter. There are no more bicycles that there were before, the cycle lanes on Lewisham High Street and Molesworth Street are not used ( cyclists, and now scooters, still ride on pavements and could not care less about pedestrians and old people) . You just do not win hearts and minds by alienating the majority of your residents.<br/><br/>It's a real shame because climate change is real but you have screwed it with your inexperienced Cllrs who unfortunately do not possess the people and negotiating skills to bring communities together.</i>   | <i>I don't need you to tell me what to do , and I am happy to take steps to reduce my carbon footprint as is appropriate, doable and is physically and financially possible.<br/><br/>Your great plans unfortunately make no allowance for people with mobility issues, older people, financial status and street safety at night for women expected to walk long distances, alone in the dark. It's such a shame that you lose support by dismissing too many residents.</i>  | <i>Your great plans unfortunately make no allowance for people with mobility issues, older people, financial status and street safety at night for women expected to walk long distances, alone in the dark.<br/><br/>Are you going to damage the reputation of volunteering by recruiting zealot 'champions' to spy on and report car idlers and yet completely turn a blind eye on unaccountable and dangerous anarchists riding scooters and bicycles on pavements and in one way streets ?<br/>Some with children with no helmets sitting on handlebars</i> | Comments are noted. There are mixed views about Low Traffic Neighbourhoods in Lewisham and across London. The needs of people with protected characteristics, such as disabled people and people with mobility impairments, are considered and assessed. For the Lewisham and Lee Green LTN there is an equalities impact assessment and registered Lewisham Blue Badge holders are exempt from the camera enforced restrictions.  | No changes needed as already address through a number of actions included in the plan.   |
| ANON-1JDS-WH52-R | a resident | <i>The Drakefell Road / Gellatly Road corridor carries large amounts of traffic every day. Air quality is likely very bad. Residents have been in dialogue with ward Councillors and relevant Cabinet members for many years. Not a single measure of improvement has been implemented.<br/><br/>The Council funded a traffic study in 2016 (run by Project Centre) for this corridor. The study came up with various recommendations to eg reduce HGV traffic and thereby pollution. None of the recommendations has been implemented. No reason been given why they have not been actioned.<br/><br/>I ask the Council to prioritise this corridor for the benefit of its 500+ residents. The corridor is over 1 Kilometer long and is crossed daily by countless families and children on their way to school and nursery. At present there is only one crossing where pedestrians have right of way over cars.</i> | <i>The Drakefell Road / Gellatly Road corridor carries large amounts of traffic every day. Air quality is likely very bad. Residents have been in dialogue with ward Councillors and relevant Cabinet members for many years. Not a single measure of improvement has been implemented.<br/><br/>The Council funded a traffic study in 2016 (run by Project Centre) for this corridor. The study came up with various recommendations to eg reduce HGV traffic and thereby pollution. None of the recommendations has been implemented. No reason been given why they have not been actioned.<br/><br/>I ask the Council to prioritise this corridor for the benefit of its 500+ residents. The corridor is over 1 Kilometer long and is crossed daily by countless families and children on their way to school and nursery. At present there is only one crossing where pedestrians have right of way over cars.</i> |   | It should be noted that this road is a B road and so it is likely to have a higher movement function. The request to prioritise the Drakefell Rd / Gellatly Road corridor is noted and will be considered when setting future programmes.  | No change required to the plan. Officers are aware of the concerns about the Drakefell Road / Gellatly Rd corridor. Some measures have been progressed and further consideration will be given to this corridor when funding is available. |

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| ANON-1JDS-WH55-U | a resident   | <p><i>ULEZ is a good thing if you live within it. It will be awful for those of us just outside it. We already see increased volumes of traffic thanks to the ill-thought out LTN in Lee Green. You are aware that the council should look after everyone that lives in the borough? Because you seem to have forgotten those who live on the southside of Burnt Ash Hill.</i></p> <p><i>The Council needs to grow a pair. The reason things are so rubbish here is because you don't punish people for doing the wrong thing. You can basically do what you want knowing that the council will do nothing about it, that includes, speeding drivers, HGVs ignoring road signs, flytipping, burning rubbish in your garden, parking massive cars on the pavement, idling all day and night, dog crap EVERYWHERE, parks left in disrepair, streets with rubbish everywhere, public spaces used and abused by the general public. People do these things because they no there is no repercussions.</i></p> | <p><i>Is the question correct? Shouldn't it say if No?</i></p> <p><i>My personal contribution is:</i></p> <p><i>I can't/don't drive</i><br/> <i>I don't burn things in the garden because I cannot afford a house with a garden</i><br/> <i>I don't have one of those wood burners posh people have</i><br/> <i>I don't have kids</i><br/> <i>I would never live in a new build let alone be able to afford one</i><br/> <i>I walk everywhere and no longer use the bus at the Lee Green LTN has made bus travel much harder to do (3 x long journeys, routes cut short etc)</i></p> | <p><i>Is this related to the question above - it is not obvious.</i></p> | <p>The Council is committed to improving the environment for all of its residents. Lewisham supports the extension of the ULEZ to cover the entire Borough. The council carry out enforcement actions in different aspect of environmental protection.</p>  | <p>No changes needed as already addressed through a number of actions included in the plan.</p>  |
| ANON-1JDS-WH5V-V | a resident   | <p><i>Create segregated cycleways throughout Lewisham. Promote cycling, walking and public transport more. Stop diesel trains running through the borough. Ban diesel HGV vehicles. Switch all Lewisham borough and public transport vehicles to hydrogen or electric. Stop aeroplanes flying over London. Free up roads so buses can move more freely as average mph across London is down vs 10 years ago. Make greener options including electric cars affordable for low income groups. Remove gas cookers. Use renewable energies. Make electric bicycles more affordable, especially those that transport families.</i></p>   | <p><i>Use ICE vehicles less, switch to greener renewable energies e.g. solar, source pumps etc., walk more, cycle more, fly less...</i></p>  | <p><i>Lower costs, subsidise/reward and better educate</i></p>           | <p>Comments are noted. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Lewisham supports the extension of the ULEZ to cover the entire Borough.</p>                                     | <p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p> |
| ANON-1JDS-WH53-S | a resident   |   |  |  |   |  |
| ANON-1JDS-WH5T-T | a resident   |   |  |  |   |  |
| ANON-1JDS-WH5H-E | a resident   |   |  |  |   |  |
| ANON-1JDS-WH51-Q | a resident   |   |  |  |   |  |
| ANON-1JDS-WH5K-H | on behalf of a business/organisation/institution/community group/authority | <p><i>Needs to be much clearer about how to tackle specific localised air pollution such as on the South Circular.</i></p>  | <p><i>I understand how little personal contribution I make to poor air quality so I don't need to be told how I can contribute.</i></p>  | <p><i>Nothing.</i></p>   | <p>Agree with comments. Lewisham supports the extension of the ULEZ to cover the entire Borough. The South Circular is a road for which TfL is the highway authority. Lewisham will work with TfL to improve air quality along this strategic corridor.</p> | <p>No changes needed as already address through a number of actions included in the plan.</p>  |
| ANON-1JDS-WH5Z-Z | a resident   |   |  |  |   |  |
| ANON-1JDS-WH5F-C | regular visitor to Lewisham  | <p><i>What ever is put in these comments are ignored by the dictatorship attitudes from all councils and the government</i></p>   |  | <p><i>Resign</i></p>   | <p>Noted. No commentary has been made on this.</p>  | <p>No changes needed.</p>  |

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| ANON-1JDS-WH56-V | a resident | <p><i>Air quality: no mention of publishing this data or making it available to residents - surely it should be accessible from the council website</i></p> <p><i>Walking: I have searched the giant 100+ page plan and there is not a single proposed action to promote walking (apart from walking to school). Lots of references to facilitating it but what do you actually propose to do? Improved crossings, better traffic light sequencing, better signalling of crossing points. So far all I have seen from the LTN is increased congestion making it HARDER to cross the road or MORE unhealthy to walk along it.</i></p> <p><i>It would have been helpful if the categories in section 3 had ALL matched the section headings in the action plan. The last category in section 3 is so woolly, I can't even determine what it means, let alone whether you are likely to achieve it.</i></p>  | <p><i>Parking our hybrid on the driveway where we can charge it to reduce emissions - it's a shame</i></p> <p><i>Lewisham council parking policies encourage us to park our PETROL only car on the driveway and NOT CHARGE our hybrid.</i></p> <p><i>Taking the shortest, least congested route to our destination. It's a shame the LTN makes EVERY journey longer and more likely to sit in congested traffic. There also seems to be a lack of understanding that whilst entirely local journeys can sometimes be replaced by cycle/walk, all long-distance travels starts as local travel and thus cannot be walking or cycling.</i></p> | <p><i>I don't feel the council does anything to promote hybrid vehicles over petrol/diesel ones, even though for local journeys (&lt;5 miles), our car runs entirely without emissions. The LTN should certainly not apply to 100% electric vehicles and I would suggest at this stage hybrid ones as well.</i></p> <p><i>I have searched the giant 100+ page plan and there is not a single proposed action to promote walking (apart from walking to school). Lots of references to facilitating it but what do you actually propose to do? Improved crossings, better traffic light sequencing, better signalling of crossing points. Remove the LTN as this increase congestion and pollution making it harder to cross Burnt Ash Road and much less pleasant to walk along it.</i></p> <p><i>Not encouraging hybrid owners with a second car to park the hybrid on the road where it won't get charged (as the parking permit is cheaper)</i></p> <p><i>Remove the LTN so that journey times are shorter, fuel usage is lower, congestion is lower and people living on busier roads are not unfairly burdened at the expense of other barricaded roads</i></p> | <p>Air Quality data for the five monitoring sites is available to the public on the Lewisham website. We will continue to publicise all our data and alert system. Agree with comments on walking but not every scheme will be detailed in the AQAP. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.</p>   | <p>No changes to the draft AQAP. Comments noted and already considered in the draft plan.</p> <p>A shift to electric vehicles is encouraged through the ongoing expansion of our electric vehicle charging network. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p> |
| ANON-1JDS-WH5M-K | a resident | <p><i>I think more should be done to encourage a transition to electric vehicles and to avoid traffic congestion.</i></p> <p><i>The public transport network should be improved, to enable residents to choose it where possible rather than use cars.</i></p> <p><i>I think the best way to ensure that meaningful change happens is through public campaigns. A recent example is the government's vaccination campaign, which was very successful. There was a period where I could see vaccination billboards and hear vaccination messages in commercials everywhere. I think Lewisham should invest in public campaigns to persuade people not to use their cars for short journeys.</i></p> <p><i>I also hear about lots of parents who drive their kids to school. I think children, once they reach an appropriate age, should feel safe to walk or cycle to school, and this should be encouraged by the Lewisham council, and appropriate infrastructure should be built. Most journeys to school by car are under 2 miles, and it's an almost daily thing.</i></p> <p><i>Something should also be done about commercial traffic, there is a lot of it, especially on the A2. Could more businesses shift to electric, and could Lewisham council do more to encourage this?</i></p> | <p><i>I am not a car owner, I often choose walking or cycling where possible. I also plan to install solar panels in my home.</i></p> <p><i>I think there are many people are not aware of how they can personally contribute, and Lewisham council should invest in public campaigns, to ensure that more people have awareness of the air quality problems and what can they do,</i></p>   | <p><i>More bike lanes - I live on the A2 and am afraid to cycle on this road. More trees. I do not have a car, but I think the main deterrent for people buying electric vehicles is cost. Not sure if Lewisham can do something to reduce costs or if needs to be done at the government level. Availability of charging points is also important.</i></p> <p><i>I never heard of indoor quality check - perhaps Lewisham could offer this to residents?</i></p>  | <p>It is the intention of LBL to carry out several air quality campaign during the course of this plan. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. We have a programme to roll out electric vehicle charging infrastructure across the borough. Whilst EV's are part of a wider solution that also encourages journeys to be made on foot or by bike.</p> | <p>No changes to the draft AQAP. Comments noted and already considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>   |
| ANON-1JDS-WH5C-9 | a resident |   |  | Nothing. You are pretty useless at anything  | Comment noted.  |  |

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| ANON-1JDS-WH5U-U | a resident | <i>Stop moving all traffic on to main roads, people live on these roads and many schools and widely used amenities are on main roads. They are also used by pedestrians significantly more than side roads as direct routes to their destination. Pointless changes to traffic flow create stationary traffic creating pollution and particulates.</i>   | <i>Driving less frequently a hybrid car and when financially possible making appropriate changes to my home. I do need the assistance to make these changes. There is no incentive for me to install say solar panels when the benefits accrue over a long period and I cannot pass on the pro rata cost to any new owner of my home. I am sure this discourages a lot of home owners from making "green " improvements</i> | <i>Financial assistance, lobbying for sensible changes i.e enabling green improvements to be added on to mortgages or pass on the remaining cost to the new owners. There are no further changes I can make to my home that would not financially disadvantage me but advantage any new home owner.</i><br><br><i>Think about the health and wellbeing of all residents, I do not see why residents living on busy roads should have to endure excessive air pollution so that some residents can benefit from LTNs!</i> | It is not the intention of schemes being delivered to move traffic from one place to another, but to reduce the number of unnecessary car journeys and encourage active and sustainable modes of travel. Lewisham is committed to improving the environment across the borough. | The comments made will be considered and actioned in the redesign of the School Air Quality action plan.<br><br>No changes to the draft AQAP.   |
| ANON-1JDS-WH5S-S | a resident | <i>Typical Lewisham Council. Seven choices in Question 2 "Priorities" which force the response to show support for some of your bad choices.</i><br><br><i>Selective and misleading use of data to support the decisions you already intend to take.</i><br><br><i>Simply focused on being anti-car.</i><br><i>You have allowed unprecedented building of large tower blocks across the borough which will have generated significant carbon emissions yet this doesn't rate a mention.</i><br><br><i>Nothing to support helping residents to move to electric vehicles as you don't want cars.</i><br><i>You're clearly set on causing as much disruption (and its associated pollution) as possible for drivers hoping they give up on their cars.</i><br><br><i>You are an undemocratic, misguided and frankly dangerous group of Council officers who are getting paid by tax payers and residents to try and force through your idiotic ideas.</i><br><br><i>If you're pseudo science based policies are truly part of the answer to climate change the planet is clearly in trouble.</i> |   | <i>Stop using data selectively to justify your foolish policies which reflect an obsession with removing all cars</i>  | The air quality monitoring data in the AQAP presented is factual and the full dataset is available upon request and on our website for a review and assessment by the public. Other comments have been noted and forwarded to the relevant services.                            | Comment noted and no further actions needed.  |
| ANON-1JDS-WHJD-Y | a resident |  | <i>Less car use</i>   |  |   |   |
| ANON-1JDS-WHIQ-C | a resident | <i>Impact of traffic reduction measures on surrounding streets, particularly near the South Circular (which is often a traffic jam)</i>  |   |  | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.  | No changes to the draft AQAP. The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough. |
| ANON-1JDS-WHJR-D | a resident |  |   |  |   |   |
| ANON-1JDS-WHJJ-5 | a resident | <i>Cars do not produce Co2. Co2 is what you should be aiming to reduce. Also conservation committees that rally against solar panels because it does not fit in with the area is just plain stupid. As a council you should allow all homes to be greener. Homes produce the most CO2 in every London borough as you know. The latest closures of roads in Lee builds up higher emissions on main roads, where most buses travel Those people that cannot afford cars are in effect suffering a double whammy, slower journey times and higher pollution, it is an attack on the poorest in our borough. More people are moving to EV anyway which will reduce pollutants without any road closures or re directions.</i>  | <i>Have greener homes</i>   |  | Comment noted. Cars do produce CO <sub>2</sub> more than NO <sub>x</sub> . Please read London Atmospheric Emissions Inventory (LAEI) 2016 for pollution source apportionation.  | The LBL transport statement presents the changes to the AQAP.   |
| ANON-1JDS-WHJX-K | a resident | <i>Get rid of LTNs. They have done more harm than good, and resulted in more idle traffic pollution</i>  | <i>No smoking. Less driving.</i>  | <i>Get rid of LTNs so the main roads aren't so congested and awful to cycle on.</i>  | A response to the comments made on our proposed transport/highway/parking interventions will be provided in the transport AQ specific policy statement to be issued in addendum of this report.   | See the LBL transport AQ specific Policy Statement for suggestions.   |
| ANON-1JDS-WHJ4-F | a resident |  | <i>By not burning rubbish.</i>  |  |   |   |
| ANON-1JDS-WHJW-J | a resident | <i>There needs to be a better focus on active travel instead of relying on electric cars. Cargo bikes and electric bikes enable even more people to cycle and move goods around but the infrastructure is severely lacking. Just hoping residents will buy electric cars will not bring us to net zero.</i>  |   | <i>More cycling parking. More cycle lanes. More low traffic neighbourhoods. Road traffic is preventing people from walking and cycling.</i>  | Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, including healthy neighbourhoods and cycle parking  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.   |

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| ANON-1JDS-WHJ2-D | a resident | <i>Focus should be on discouraging car use - this means making it easier for people to use on public transport and walk/cycle but also making car travel more expensive through for example car parking costs or workplace parking levys</i>  | <i>Avoid using a car where I can given congested nature of roads. Walk and cycle where possible</i><br><br><i>Don't burn wet wood</i>   |   | Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.   |
| ANON-1JDS-WHJV-H | a resident | <i>Much more priority should be given to supporting walking and cycling. For example, progress on LTNs in Lewisham rank the lowest of all of London's inner boroughs. Dedicated cycle lanes in Lewisham rank among the lowest of London's inner boroughs. There is a huge amount of work to do and progress has been shamefully slow over the last few years.</i>   | <i>I would really like my kids to cycle to school. Rat runs and high volume of traffic make this near impossible as it's too dangerous. Safe cycling infrastructure and implementation of LTNs are urgently needed across the borough.</i>  |   | Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, including healthy neighbourhoods and cycle parking. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicted air quality concentration of pollutants among other criteria.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.   |
| ANON-1JDS-WHJ5-G | a resident |   | <i>Improve the links between local areas by public transport. I live in Lee and to visit a friend in Deptford requires at least one change whether I go by bus or DLR, the same for Greenwich. Time is also a factor: I want to do what I can to reduce car use but using public transport means allowing far more time to get to my destination than driving would. It will be very difficult to convince those who see driving as their right to travel by other means without making public transport a more appealing option.</i> | <i>Petition the government for funding to help people make changes to their homes that will improve air quality.</i><br><br><i>Manage projects like the implementation of the LTNs better: I support the idea but the lack of information about their purpose and confusing implementation, with information only provided to local residents and not on street signs for those live outside the area or don't read information put through their door started them off very badly.</i> | The council will work with TfL to improve public transport links where possible. The comments regarding the delivery of the LTN are noted. As this was implemented during the pandemic it was not delivered in the way projects usually would and the issues that this created are recognised. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WHJK-6 | a resident |   | <i>I understand that I can tackle poor air quality by not driving, minimising fossil fuel use in the home, for example by installing solar panels. Not burning stuff such as using a woodburner. Cycling and walking on less polluted streets where possible. Not getting stuff delivered by vehicles with engines. Planting trees</i>  | <i>Lewisham Council can be more active in challenging those who idle their cars. I frequently have an issue with car idlers outside my house. If they're not challenged and fined by authority, not sure they will have incentive to change. Some are unaware it's a problem so more publicity would be good.</i>   | The comments have been noted.   | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WHJG-2 | a resident | <i>1. To encourage electric vehicle adoption, the biggest issue will be how to charge cars at home when many properties do not have a driveway. Even if cables were laid across pavements, there is no guarantee that cars will be close enough to home for the cable to reach. The council is ideally placed to find a solution to charging vehicles parked on the street.</i><br><i>2. Further work is needed to explain the link between speed humps and increased emissions from constant braking and accelerating. Perhaps humps could be replaced with average speed cameras on major thoroughfares to avoid this problem.</i><br><i>3. Please do not penalise car use through parking charges / availability. For many journeys within the borough, car is the only practical choice. Instead focus on ways to reduce pollution from cars (EV adoption, reduced congestion, alternatives to speed humps, etc.)</i> | <i>Don't burn rubbish, walk short journeys, consider electric vehicle for my next car.</i>  | <i>Advise how I can charge an electric vehicle at home when I have no drive and need to park on the street. This could be clear policy on long cables, or some sort of charging infrastructure along the kerb or at lighting columns.</i>   | Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location.  | No changes to the draft AQAP. Comments noted and already considered in the draft plan.<br><br>A shift to electric vehicles is encouraged through the ongoing expansion of our electric vehicle charging network.<br>The Low Emission Vehicle Charging Strategy aims to ensure that everyone in the borough is no further than 500m from an electric vehicle charge point. |
| ANON-1JDS-WHJC-X | a resident | <i>The introduction of the LTNs has significantly reduced the air quality on the surrounding roads as ALL traffic is now forced on to those. I can't see anything in the plans which addresses this.</i><br><br><i>I also couldn't see anything which would ensure that emissions from buses are reduced.</i>   | <i>Encouraging use of electric cars (we have one already) and encouraging people to improve the energy efficiency of their property.</i>  |   | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. TfL are committed to reducing emissions of buses.  | No changes needed as already address through a number of actions included in the plan.  |

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| ANON-1JDS-WHJM-8 a resident | <p>I live on the Drakefell/Gellatly Roads thoroughfare. For over twenty years residents have been asking for a safer street with less pollution and proper air quality monitoring. All requests have been steadfastly ignored by the Council. Over that period, the situation has worsened, with increased volumes of traffic and longer and longer rush hours. Residents have invested endless time and energy in so-called consultation exercises to improve the situation on this street, all to no avail. For example, in 2016, the Council funded a traffic study run by Project Centre for this thoroughfare. The study made a number of recommendations which would, among other things, have reduced HGV traffic on the street. Not a single recommendation was implemented and no reason was given for this failure to act.</p> <p>150 households are affected by the pollution on this thoroughfare. I, personally, have contracted late onset asthma after twenty-six years of living here. We wonder why our lives are considered worth so much less than those of people living on other streets.</p> <p>What's more, a number of us are not convinced by the arguments put forward to support the Council's initiatives. Road usage has shifted because of our increasing dependence on home deliveries and the fact that there will always be tradesman who need to drive vehicles around our neighbourhoods to be able to do their work. Plus, there are people who are afraid to return to using public transport because of the pandemic and who now use secondhand cars as their preferred means of transport. Encouraging people to walk and cycle can only be part of the solution. Any implementation plans to be based on a comprehensive analysis of who is using vehicles and why, along with a robust assessment of how current trends are likely to develop.</p> | <p>I know exactly how I can contribute. The question is: does the Council? Promises have been made and repeatedly broken. We are sick to death of ongoing consultation exercises which result in no improvements for us. The Council is committed to these consultations, but fails to hear what residents are actually telling them on a regular basis. It has done nothing to alleviate our concerns for more than twenty years, and the present Cabinet member for Environment and Transport can't even manage to answer an email on the subject.</p> <p>You have managed to install 51 air monitoring stations in LTNs, but not a single one on this thoroughfare which is a designated B road. This is completely unacceptable, and change is essential.</p> | <p>Invest in them.</p> <p>Act upon proposals made by residents, and stop wasting our time!!!!</p>   | <p>Comments regarding the Drakefell Rd / Gellatly Rd corridor are noted. Pending the availability of funding more air quality monitors will be installed on designated B roads during the course of this plan. The locations of our current monitors on B roads can be viewed directly via the Love Clean air website at <a href="https://lovecleanair.org/local-air/air-quality-map/">https://lovecleanair.org/local-air/air-quality-map/</a></p>   | No change  |
| ANON-1JDS-WHJS-E a resident | <p>Electric two wheelers offer an alternative and emission free mode of transport for those that can't cycle and need to transport smaller items. Also cutting of trees should be kept to a minimum.</p>  | <p>I drive an electric vehicle and avoid longer journeys by car altogether. We walk to school and plant trees on our private property.</p>  | <p>Show examples of what other people in similar economic circumstances have achieved and point out the success and different solutions available. Advice like "walk more" is not the most enticing solution, instead technology or infrastructure possibilities are often of high interest.</p>  | <p>Comments noted and sent to the relevant teams for consideration.</p>  | <p>The comments made will be considered during the course of this plan. More case studies will be used during air quality campaigns.</p>   |
| ANON-1JDS-WH2Q-M a resident | <p>You need to make far stronger commitments to reducing car use and encouraging active transport; there needs to be far more detailed plans to massively increasing the cycle network in Lewisham, enforcing speed limits, and giving more space and priority to pedestrians. Urban greening - increasing the number of trees and plants placed in the public realm - appears strikingly absent from this plan, but plants help support air quality.</p>   | <p>cycling more</p>   | <p>increase the number of cycle sheds and parking spaces in the borough</p>   | <p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Cycle storage installation has dropped recently, however there is now a programme to install more cycle parking across the Borough. Other strategy include our LBL 2020-2025 Parks and Open Spaces Strategy and our local plan which include measures to increase green infrastructure across the</p>   | <p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>   |
| ANON-1JDS-WH2N-H a resident |   |   | <p>Financial incentives. Council tax discount for installing low-polluting, energy-efficient boiler and fines for repeated transgressions which are avoidable and inexcusable.</p>  | <p>Noted. Although a council tax discount would be an unfunded additional pressure to the council, this comment has been passed on to the council tax department for consideration in due course. with reference to boilers, under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Contact should be made to the Energy trust for further information about relevant schemes.</p>   | No changes needed.   |
| ANON-1JDS-WH2J-D a resident | <p>There need to be more specifics about getting people out of cars for short local journeys. There is also no mention of cargo bikes, which are a solution to 'last mile' deliveries. Use of these delivery vehicles benefits from improved cycling infrastructure. Making large electric/hybrid vehicles more noisy would aid cycle safety as the ears are the best way of detecting vehicles approaching from behind, and allow some prediction of driver behaviour from changes in engine noise.</p>  | <p>I rarely use a car in the city, except to transport large objects. Where I can I cycle. I've got a smart meter at home. I have no open fire.</p>   | <p>Improve cycling and walking infrastructure. More controlled parking zones. Extend the school streets idea, and put non-car transport top of the list in school travel plans. Put in more modal filters on residential streets (including mine) to deter rat-running. Do a really really good study of the effect of extending the ULEZ, starting immediately for the pre-extension period. We don't just need pollution monitoring, we need good data on traffic movements, as the go-to complaint about modal filters and low traffic neighbourhoods is that the traffic is displaced rather than discouraged, and pollutes main roads more. The data on this has been massively skewed by the effects of the pandemic on transport choices, and the modal share of car use needs to be an important part of the calculation. People are still avoiding public transport for fear of infection (apart from those who choose not to wear masks despite the legal requirement).</p> | <p>Agree with comment to implement measures to encourage active travel aims to reduce car journeys and in turn reduce congestion. It is noted that driving is still required through the Borough for some journeys but encouraging public transport and electric cars can help. There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. School Streets have been installed and Lewisham are looking to install more where supported. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.</p> | <p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough.</p> |

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| ANON-1JDS-WHG2-A a resident | <i>The building of high-rise, high-density residential property next to major traffic junctions.</i>   |   |   | This comment will be considered during the design of our Local Plan.  | No changes needed.  |
| ANON-1JDS-WH2P-K a resident | <i>Include green spaces and trees as important contribution to air quality and promote and preserve these natural defences</i>   | <i>Electric vehicle, cycling, walking, reduction in energy consumption</i>  | <i>Recommend electric vehicle point installers that are reasonably priced and that will be compatible now and in the future</i>   | This is being considered in our Local plan.   | No changes needed.  |
| ANON-1JDS-WH29-V a resident | <i>Consultation with TfL to improve public transport options in certain areas of the Borough.</i><br><br><i>Ensuring that neighbouring streets without controlled parking are not negatively impacted by new low emission parking permits. Will it just encourage people to park on neighbouring roads? Milborough Crescent is parked full of enterprise and commuter cars.</i>  | <i>Grant or loan scheme to switch to electric vehicle</i>   | <i>Ensure that other smaller pollution issues are dealt with appropriately and consider potential implications of any measures introduced.</i><br><br><i>Make all the enormous cycle lanes smaller, as this is adding to traffic congestion and not justified by the amount of cyclists using them and how much space is required for a BIKE.</i> | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Lewisham Council will continue to work with TfL to improve public transport provision where possible. Cycle lanes are designed to guidance and cannot be made smaller.   | No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |
| ANON-1JDS-WH2W-T a resident |  | <i>I don't own a car and walk wherever possible.</i>  | <i>Advise me about solar panels</i>   | Advice will be available on our website and the Energy trust website at <a href="https://energysavingtrust.org.uk/advice/solar-panels/">https://energysavingtrust.org.uk/advice/solar-panels/</a> . This will be considered during our air quality campaigns.   | No changes needed.  |
| ANON-1JDS-WH24-Q a resident | <i>The measures are far too conservative. They reflect a desire to monitor the situation and provide education, and are somewhat tokenistic, rather than anything decisive that will address the issue. The measures proposed are not proportionate to the scale or urgency of the issue that needs to be tackled.</i><br><br><i>- there needs to be a rapid expansion of air quality monitoring to ensure equitable coverage across the borough, ensuring that every nursery and school has a dedicated monitoring device outside. The measurements should be available in real-time via an app and the website. Only then will we be truly able to assess the impact (or lack of impact) of the measures being introduced</i><br><i>- where the council is unable to prioritise provision of monitoring devices, local residents should be offered the opportunity to purchase these and have them installed by the council</i><br><i>- there should be a borough-wide speed limit of 20mph</i><br><i>- LTN zones should be abolished with immediate effect as this simply increase pollution in other areas. There is widespread and growing opposition to these measures, which serves to undermine all other efforts to tackle air pollution</i><br><i>- the frequency of train and bus timetables should be increased to encourage use of public transport</i><br><i>- residential and commercial parking permits for vehicles other than hybrid/electric should be increased significantly to encourage changes in behaviour and car ownership, and to subsidise introduction of a more robust air quality monitoring network</i> |   | <i>Offer a free indoor air quality assessment to all residents on an annual basis</i>   | The comment made about free indoor air quality assessment for residents has been noted and will be consider when funding become available. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. A borough-wide 20mph speed limit came into effect in September 2016, not including roads managed by TfL. Air Quality monitoring has been expanded and priority is given to install further monitors to measure areas to meet new WHO targets. The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course.   | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH2Y-V a resident | <i>It is unclear what you mean by 'major' developments. This isn't fully transparent. What constitutes 'major'? Also, I missed where 'school superfine' is clearly defined. More needs to be done to reduce traffic such as introducing more road furniture to deter driving through residential areas and enforcing speed limits. This will make the roads less hospitable to people making unnecessary short journeys in their cars and more hospitable to pedestrians. There is so much speeding in the borough. Driving should be made to be an unpleasant experience that prioritises pedestrians first, and the cyclists. More needs to be done to delineate the space that is for use by pedestrians and use by cyclists. For example, putting a cycle lane adjacent to a play park for small children is dangerous poor planning as is making pedestrians and cyclists share a path. Has the council investigated encouraging the use of motor-assisted cycling for local deliveries?</i>  | <i>We, family of five, do not own a car. We try to use the trains and buses minimally for local needs. We walk with our small children to school/nursery. We holiday at destinations that can be reached by public transport.</i> | <i>We would need a financial incentive to upgrade our boiler, which is already low emission.</i>  | A major Development is considered where there are 10 of more dwellings or an area larger than 0.5 hectares. Our local plan will include a definition of what constitutes a Major development, also defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015. School superZones are areas designated to create healthier areas for children to live, learn and play, with at least one new project per year. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Lewisham remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. see <a href="https://www.workworkltd.org.uk/?gclid=EAIaIQobChMI04PV9Jyi9AIVGLtC">https://www.workworkltd.org.uk/?gclid=EAIaIQobChMI04PV9Jyi9AIVGLtC</a> | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH2E-8 a resident | <i>The council's proposals are weak. There's a lot of emphasis on measurement, a lot of reliance on measures delivered by legislative or GLA requirements, and otherwise it's mostly just warm words and aspirations.</i>  | <i>I'm an environmental professional, so I have a good understanding of the issues.</i>   | <i>Proper transformative improvements to cycling infrastructure to allow me and my family to safely cycle in the borough.</i>   | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Lewisham remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans.  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.   |

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| ANON-1JDS-WH22-N a resident         | <i>More should be done on EV infrastructure for residents</i>  | <i>Improve home energy efficiency and change heating fuels<br/>Switch to an EV</i>  | <i>I would welcome a large increase in EV chargers as I would like an EV but cannot own one with so few public charging points available. Companies like char.gy and Ubitricity are now expanding significantly and provide an opportunity for the borough to greatly increase local charging points. In my view each residential street needs a charger and these need to be placed with a dedicated restricted parking space. Ultimately Lewisham will need around 1000 small chargers, up from the current 100, if all demand is to be met. It will be difficult to own an EV without this for those of us with no driveway.</i> | We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. Public charging points can be found on the Lewisham website.  | No changes needed as already address through a number of actions included in the plan. |
| ANON-1JDS-WH22-V a resident         | <i>Once you have the monitoring infrastructure in place, what will you do to reduce the PM2 etc? It's all very well knowing it's high but it's the action as a result.</i>   | <i>Walking or using public transport instead of driving my car. Reporting drivers who are idling their engines.</i>   | <i>Cycle lanes - I would cycle more if I wasn't afraid of the traffic I have to cycle next to.</i>  | Agree that safety can be an issue for people. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, including healthy neighbourhoods and cycle parking.  | No changes needed as already address through a number of actions included in the plan. |
| ANON-1JDS-WH23-P a resident         |  |   | <i>Listen to all residents, and remove LTN's which have significantly increased congestion and idling, improve public transport.</i>  | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.   | No changes needed as already address through a number of actions included in the plan. |
| ANON-1JDS-WH22-Q a resident         | <i>It's good to focus on air pollution around schools but I would like to see it monitored/ addressed more around health care settings such as hospitals/ hospice/ homeless hostels/ care homes etc.<br/>Improved insulation of residential properties reduces the amount of fuel for heating in winter and cooling in summer. Flat roof tops with poor insulation exacerbate this as do buildings with lots of glass windows. I'd like to see a pledge where no new builds have lots of glass windows without some measures to mitigate the heat that comes through the glass. As climate increases I think we need to look more to the Mediterranean approach where by screening is outside the glass. I'm speaking from my own current circumstances.</i> | <i>Yes but I don't think there a huge amount more I can do. Currently no car, mindful to try to manage electric/ gas use.<br/>A bike lock up would help me so I can get my food shopping and rely less on delivery.</i> | <i>I live in one of 5 blocks on High Level Drive, Approx 210 flats. There is little space to keep a bike and bringing it through the flat and down in the lift is not ideal. I would like to use my bike for small trips to the supermarket but it's too much trouble and hard work. The nearest bike lock ups are a bit too far away for me with my disability. I rely on a weekly van delivery instead but would like to reduce this.</i>   | We will raise these issues with the CCG, NHS, joint commissioning team & planning team. For bike lock ups, we will raise this with the transport team. Monitoring around sensitive receptors has been considered by LBL as presented in Table 4.1.   | No changes needed.   |
| ANON-1JDS-WH21-B a resident         | <i>Increasing areas of green space further and protecting green space from mis-use. Making all new developments include adequate green space for each individual housed.</i>   | <i>Not having a car and walking/cycling where possible. Reducing my energy use at home.</i>   |   | This will be incorporated in our Local Plan.   | No changes needed.   |
| ANON-1JDS-WH21-M a resident         |  | <i>Virtually nothing. This issue can only be tackled at a municipal level.</i>  | <i>Employ someone who actually understands how to manage traffic in the borough. Stop idiotic developments like the one by Lewisham station. Hundreds of flats literally metres away from one of the busiest roads in the borough. I will do it for free.</i>   | Our Local plan is being compiled and this comment will be considered.  | No changes needed  |
| ANON-1JDS-WH21-B a resident         |  |   | <i>Stop closing off roads in the borough. You are penalising drivers unnecessarily and just causing other roads to be at a stand still because of it.</i>   | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.   | No changes needed  |
| ANON-1JDS-WH22-W a resident         | <i>Drivers without garages at home will have difficulty charging electric vehicles. Many people cannot afford electric vehicles.<br/><br/>The problem from idling has greatly increased since the introduction of bus lanes. These have caused traffic to slow down and cause jams which enforce idling and cause vehicles to be on the road for much longer than they used to be when 2 lanes were available to keep traffic flowing.</i>   | <i>I understand and there is nothing I can do as using a vehicle is essential for me.</i>   |   | Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Anybody can apply for an electric charging point, it does not require the ownership of a garage. Each site will be assessed individually.  | No changes needed as already address through a number of actions included in the plan. |
| ANON-1JDS-WH26-S a resident         |  | <i>Use non polluting forms of transport</i>   |   | LBL encourage sustainable transport.   | NA   |
| ANON-1JDS-WH2F-9 worker in Lewisham | <i>This survey is not accessible to me as a disabled person. I feel that the needs of disabled people should have been given more thought when designing the survey.</i>   |   | <i>Consult with the community properly. Consult in an accessible way using easy access well known techniques<br/>Contact people via the Mayor e-mails to resident<br/>Send an e-mail to all employee. This survey was difficult to find<br/>Explain things in the emails - don't assume knowledge like "pm"<br/>Explain the urgency, that a child has died because of poor air quality in Lewisham.</i>   | Comments noted. Disabled people and other vulnerable groups are given priority during most interventions taken by LBL to reduce air pollution. LBL is aware that as action is taken some groups may need particular support. Some evidence-based actions may also disproportionately affect some groups of people. The issues will be given further considering during the course of the AQAP. | No changes needed.   |

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| ANON-1JDS-WH2M-G other, please specify: | <i>The high level of traffic that is moving through the borough. Not about filtering them through areas that create wider congestion but a wider campaign with London as a whole to support less traffic using the borough as a throughway.</i>  | <i>Less use of my vehicle but I don't like to cycle in the borough as do not feel safe with level of traffic so usually determine to walk or get the bus as an alternative. Sometimes for time reasons this is not viable so I do have to revert back to using my car.</i>                      | <i>Make sure housing associations provide their residents with information on energy saving. I have a shared ownership house newly built 5 years ago (second owner) and there is no information on the solar panel system in the house. No one can tell me firstly if I am using it correctly and secondly how/if I am making savings; my bills certainly have not gone down!</i> | Agree with comments. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH2C-6 a resident             | <i>Continued home building in the borough raises air pollution due to increased population and none of the plans address why residents use vehicles. There are no plans or policies to increase employment within the borough or a hire local policy so that more residents live and work within a walkable or bikeable distance. There is no plans or policy to increase train frequency (or national plan to lower the costs of using public transport). Covid has brought a huge surge to online shopping and there are no plans to try to decrease delivery vans such as reinventing shopping areas or Amazon style lockers for say whole roads/blocks of flats to share to tackle single delivery issues. As the borough has major routes into London there are no plans to decrease traffic that passes.... So I personally feel that the wider picture of looking at why there's so much traffic has not been considered.</i> | <i>Drive less. (Already have a low emission car with start/stop so doesn't run idle when in traffic). No coal/wood burning.</i>   | <i>Be clear in its goals but with a realistic view of why people drive and solutions to change.</i>   | Agree that delivery hubs could be researched within Lewisham, this could reduce the need for many delivery vehicles. Agree that joint approaches are needed with neighbouring boroughs and TfL to reduce traffic through the Borough and London.  | Lewisham are ensuring that exposure in amenity spaces is considered at the design stage and as part of the Air Quality assessment for new development and redevelopment proposals. Lewisham are holding a public transport liaison committee in January 2022 which would be an opportune time to raise this point, however the financial impacts and reduced demand may mean that the operators are not keen to provide more services. Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham to reduce through traffic of larger vehicles. Reducing car use is one of the best ways to cut emissions. Sustainable Travel Towns |
| ANON-1JDS-WH2U-R a resident             |  |   |   | No comment.   | NA  |
| ANON-1JDS-WH2A-4 a resident             |  | <i>Using public transport, walking where suitable, using zipcar etc. rather than owning a vehicle, never idling when using a vehicle, minimising home deliveries when shopping, not having barbecues or outdoor fires, avoiding use of gas boilers / hobs where possible.</i>                   | <i>Work with car clubs to increase the number of bays and electric/hybrid vehicles available, increase the number of publicly available vehicle charging points, work with TfL to review bus route suitability.</i>   | The Borough has several car club bays provided by Zipcar, but more emphasis from Lewisham could encourage electric vehicles in the car club.  | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH1D-6 a resident             | <i>Seems to be low consideration of green infrastructure or green spaces, parks and planting to help improve air quality as well as provide nicer, greener, cleaner areas</i>  |   | <i>More, safer, bike lanes. More cycle storage. More road humps/chicanes (Kirdale area in Sydenham especially). More green spaces, park areas and tree planting</i>   | Agree with comments on cycling amenities and infrastructure. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough.                         | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH1N-G a resident             | <i>Not all of us can walk or cycle especially when carrying shopping - there should be more priority given to public transport if car use is to be reduced. In the meanwhile, car use should not be penalised by removing car parking. More campaigns and financial help to support people to switch to electric cars would also help.</i>   | <i>Make more short journeys on foot and make my next car an electric one.</i>   | <i>Put pressure on TfL to improve public transport. Support Bakerloo line extension. More support, including financial support, to help people switch to electric cars.</i>   | Communication with TfL is key and Lewisham fully support the extension of the Bakerloo Line. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time.  | No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes  |
| ANON-1JDS-WH1R-M a resident             |  | <i>I cycle to work everyday.</i>  | <i>Provide advice on energy-efficient boilers and provide grants to incentivise residents to upgrade old/inefficient appliances. Lewisham Council also needs to do more to tackle the burning of garden waste. I have made several complaints to the Council about neighbours burning their garden waste (including plastic waste) and nothing has been done about it.</i>        | The comments made on energy plant have been passed on to the Climate resilient team and the issue raised on waste to the waste management team for action. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days.         | No changes needed because the actions suggested were already being considered by LBL.   |
| ANON-1JDS-WH1J-C a resident             |  | <i>It is government's responsibility to regulate industry to prevent climate change. Individuals can have small impact but the only change will come from large scale and sweeping regulations. It is not the individual's responsibility to affect climate change, it is the government's.</i> | <i>Regulate industry in the borough. Incentivise green innovation in the borough, and provide training and support for workers trying to leave dirty jobs for green ones. Lead by example and be a borough of the future.</i>   | LBL agree with all the proposals made. Our Park/open space/sport leisure & green scene team review LBL 2020-2025 Parks and Open Spaces Strategy and the comment made will be considered.  | The intention isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads do become more congested while drivers adjust to the new layout – this was experienced in Lewisham. Schemes elsewhere have demonstrated that if walking and cycling is safer and more convenient for shorter trips, fewer people will use their cars unnecessarily. We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and     |

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| ANON-1JDS-WH1P-J a resident         |   | <i>Walk, cycle more. Reduce car jouneys</i>  | <i>Lewisham council has reopened my road in The LTN causing higher traffic, speeding and size of vehicle (data by you confirms this) . This is on a residential street with 2 schools The Major and staff has never responded, so to declare a climate and pollution emergency is a sick joke when you are activity posioining residents and children by your actions. Shameful!</i> | The comments regarding the LTN are noted. In January 2022 Mayor and Cabinet improved a package of complementary environmental measures, which will seek to improve the LTN. This includes future school streets. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH19-U a resident         |   |  |  | No comment.   | NA  |
| ANON-1JDS-WH1W-S a resident         | <i>I think it is good to put a lot on effort on measuring the air quality so we can understand what's the baseline and improve from there. But the main action that would drastically help to improve the air quality issues within Lewisham is to reduce the traffic. I live close to Lewisham way and the amount of traffic through that road is too much, and it only has gotten worst over the last years.<br/>In the other hand, there are not improvements on transport links, with rail and dlr getting more and packed and saturated (side effect of the number of new developments and more people moving to the area). I understand that projects like the Bakerloo extension or the construction of a tram aren't competencies of the Council, but something needs to happen.</i>  | <i>I always use public transport and don't own a car, so don't see any other ways I can help.</i>  |  | Communication with TfL is key and Lewisham fully support the extension of the Bakerloo Line. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all.  | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH1E-7 regular visitor to |   |  |  | No comment.   | NA  |
| ANON-1JDS-WH12-M worker in Lewisham |   | <i>I can use public transport to get to work. I can use my job role to try to get the council to realise that it must lead by example and real investment - not by just spinning things and reporting only the good things. We are a very bad polluter due to the state of our buildings and the lack of proper maintenance and upgrading.</i> |  | No comment.   | NA  |
| ANON-1JDS-WH15-Q worker in Lewisham |   |  | <i>funding</i>   | Noted. This comment is not specific therefore no further actions is needed.   | No changes needed.  |
| ANON-1JDS-WH1T-P a resident         | <i>I live in Forest Hill and the pollution here is mainly from car passing through Forest Hill either directly around the South Circular but also the side roads are magnets for traffic and rat-running.<br/><br/>The stretch of the South Circular by the Station between Perry Vale and Devonshire is effectively an intersection connecting 4 routes, however the road isnt laid out to deal with the 10000s of vehicles that use the stretch every day so there is always standing traffic waiting to turn in and out of these roads. You can often taste the pollution here.<br/><br/>Given there's no traffic lights at the end of Devonshire Road, traffic is encouraged there and a significant issue with traffic light sequences on nearby junctions is being masked. It is always better to drive through Devonshire than to use the main roads and risk the traffic lights being unkind.<br/><br/>Further to this walking and cycling through these streets is dangerous and unpleasant so very few cyclists or pedestrians use them.<br/><br/>I believe it would be possible to significantly improve the air quality in Forest Hill by address in the traffic that is encouraged down Devonshire Road.</i> | <i>I dont own a car, so I walk, run or cycle, or use public transport for just about every journey..</i>   |  | Forest Hill is an Air Quality Focus Area where actions have been identified and are planned. Investigations will be undertaken to identify the issues mentioned and potential funding applied to remedy.  | No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.     |
| ANON-1JDS-WH18-T a resident         | <i>Detail behind the cycling and walking opportunities...feels very light considering such a major area of opportunity.</i>   | <i>As a non car owner, my main opportunity comes in looking at how I can use cleaner renewable energy at home and reducing my public transport use and moving more journeys to bike.</i>   | <i>Be bolder. The car lobby I strong and powerful, but buckling to the noise of drivers is not going to achieve anywhere near the level of improvements needed.</i>  | Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Details of individual schemes are not included in the AQAP.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |
| ANON-1JDS-WH1B-4 on behalf of a     |   |  | <i>Fund any improvements needed</i>  | Comments noted.   | No changes needed.  |

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| ANON-1JDS-WH1K-D | worker in Lewisham | <i>Protect those most vulnerable to pollution, especially children. Prioritise infrastructure that will secure long term changes in behaviour from residents towards public transport, cycling and walking and be more robust in the enforcement of the good work already in place. For example, cameras on some school streets are not active and the streets are therefore unenforced.</i>  | <i>I am a head teacher in the borough. I commute from another London borough using a combination of the train and a bike. I have a responsibility to use the good infrastructure already in place to enter and leave the borough in a responsible low or no pollution way. I also have a responsibility to support school street schemes, promote sustainable travel to school and participate in council stakeholder events, promoting the interests of children and communities.</i> | <i>As an school, the large infrastructure projects such as changing boilers or installing charging points would need to be funded by capital grants.</i>  | Agree with comments. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. School Street cameras to be assessed. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. | The comments made will be considered and actioned in the redesign of the School Air Quality action plan.<br><br>No changes to the draft AQAP.   |
| ANON-1JDS-WH1Z-V | a resident         |   | <i>More walking and cycling</i>  |   | No comment.   | NA  |
| ANON-1JDS-WH1F-8 | a resident         |   |  | <i>Subsidise installation of charging points and purchases of electric cars</i>   | Given the financial climate a financial incentive is not something that Lewisham are looking at for now   | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH1G-9 | a resident         | <i>The achievements so far from Lewisham council in terms of reducing traffic are negligible to be honest. Other boroughs are way ahead in this. To cite closing of a couple of (small) roads as achievements is almost embarrassing. So much more could and should be done and fast. It really doesn't transpire that this is at the top of Lewisham's agenda and it should be. To just 'declare' a climate emergency and do nothing is criminal. The leadership have a lot to answer for and are not doing enough and taking this seriously. We need to encourage people to walk or cycle and this is simply not the case anywhere in Lewisham at the moment. Very disappointing and disheartening.</i> | <i>I could reduce the journeys I make by car. In fact, I could reduce these drastically if only the roads were safe for walking and cycling with my three kids. This isn't the case unfortunately so we still use the car - even more than before as the speeding is out of control at the moment. It is simply unsafe to walk or cycle with young kids</i>  | <i>Provide safe roads for walking and cycling. More crossings, dropped kerbs, slow down and reduce traffic. Close roads and instal LTN and stick with those</i>   | Agree with the need for safe roads and increased infrastructure for walking and cycling. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans  | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WH1M-F | a resident         |   |  | <i>Help to get electric charging points for blocks of flats and local roads.</i>  | We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. Residents are encouraged to apply for electric charging points.  | No changes needed.  |
| ANON-1JDS-WH1U-Q | a resident         |   |  | <i>You can start by disseminating proper factual information followed by full consultation of all Borough residents using questions with "yes" and "no" answers so that they can't be twisted and misconstrued and "interpreted" by Lewisham Borough to meet your own agenda!!! You can then deliver the decision that the Residents elected you to deliver instead of riding roughshod over the basic principles of democracy!!!</i> | The comments made have been noted.  | No action needed.   |
| ANON-1JDS-WH1A-3 | a resident         |   | <i>Help to minimise car use by providing adequate infrastructure for walking and cycling borough wide, including bike parking and storage.</i>   | <i>Move from encouraging behavioural change to offering real incentives for those unaware of their impact on the environment and penalties for those unwilling to change their behaviours.</i>  | The comment made has been noted. We will increase our campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change.  | Given the financial climate a financial incentive is not something that Lewisham are looking at for now, however Lewisham recognise that road transport is the main source of air pollution in London. We need to incentivise a change to |
| ANON-1JDS-WHCN-2 | a resident         | <i>Lewisham Council actively increased air pollution in Hither Green west of the railway by prioritisation of Hither Green east of the railway last year. There is only investment in affluent areas, car charging points Hither Green west = 3, Hither Green east = 11, at the last count. Stop always investing in the areas with more wealth.</i>  | <i>No car. No wood burning fire.</i>   | <i>Stop pushing traffic from wealthy areas to less wealthy areas. Ban 4*4's no one needs them in Lewisham. Ban all wood burning fires and enforce their ban. Actually enforce the clean air act rather than just talking.</i>   | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. LBL Our Crime Enforcement Regulation Service team carry out enforcement of clean air act.  | No changes needed as already addressed through a number of actions included in the plan.  |
| ANON-1JDS-WHCR-6 | a resident         | <i>The plan contains some good ideas but lacks specific commitments and timetables. This is such an important issue that it needs much more radical and urgent action. At a minimum this plan should align with and support the measures set out in the Council's climate action plan and transport strategy, most of which have still to be implemented</i>  | <i>More cycling infrastructure. More low traffic neighbourhoods. A ban on wood-burning stoves</i>  |   | Table 4.1 presents some timeline and is in line with our climate management plan.   | No changes needed.  |

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| ANON-1JDS-WHCX-C a resident | <i>It's hard to assess the effectiveness of the proposals as there is very little detail about some of the proposed measures. E.g. the consultation says things like 'we will seek to promote sustainable forms of travel' but it doesn't say how, or it makes a commitment to introduce 'infrastructure to support walking and cycling' but no detail is provided. This makes it difficult to comment. In general this consultation suggests that Lewisham is being far less radical than some other boroughs in tackling air quality - it would be great to see some more details on the proposals.</i> | <i>I understand that I can reduce the number of journeys I make by car, reduce PM emissions from my home by burning less solid fuel and introducing energy saving measures. My husband and I do not own a car (though we could afford to) and make almost all of our journeys with our two small children on foot, by bicycle or on public transport. We use carsharing apps when we need to. We would make many more journeys by bike if cycling were safer, cycle parking better and more plentiful (especially for bike trailers) and owning an e-bike cheaper. We would like to improve the energy efficiency of our home, however the expense of upgrading our solid-wall property is considerable, so we will only be able to do this slowly and over time. We do have a wood burner, and use it roughly once or twice per week in the coldest months. We understand this is bad for air quality, but we do take care to burn the least harmful fuels, and again we would use this less if it were easier to heat our home.</i> | <i>Please just be much more radical on deterring car ownership and taking short journeys by car, as well as being much more radical to support active travel. LTNs, segregated cycle lanes on main roads and much better parking facilities for family cycling equipment (e.g. trailers, ebikes and cargobikes) would make it much safer and easier for me to travel by bike with my children. LTNs, dramatically improved road crossings, less on-street parking and reduced clutter on pavements would make it much safer and easier for me to travel on foot with my children. For example, I love to walk from my house to Lewisham high street to get the shopping etc, but the most direct route involves crossing Brownhill Road at the Torridon Rd junction. There have been so many fatalities at this junction due to the lack of a safe crossing, and it is so difficult to cross with a pram due to lack of drop-curbs that I almost always take the bus instead now. This seems such an obvious example of how the council could promote active travel in my area - I would love you to take action on this.</i> | Details of individual schemes are not included in the AQAP. However improving walking and cycling infrastructure is key to Lewisham and increasing active travel.  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. Cargo cycle parking should be researched further but not required in the AQAP. |
| ANON-1JDS-WHCP-4 a resident | <i>Good air quality for all is essential BUT this needs to be implemented properly. The current attempts have been imposed, not properly thought through and poorly implemented.<br/><br/>Maybe the current planning teams need to liaise better with the local communities as they are not doing a good job.</i>   | <i>I can help by NOT pretending that the Local Council is doing an excellent job.<br/><br/>I can also help by participating in the surveys that I am aware of. I can make the effort to keep in contact with my Local representatives BUT will they keep in contact with me?</i>  | <i>Conduct proper research.<br/>Behave with integrity.<br/>Stop being manipulated by newcomers who are only interested in the area for investment reasons and who have no respect for the local residents.<br/>Also, remember that for years Lewisham has been a hub of cultural diversity, why do we feel as if we're being chased out of the area?</i>  | Comments noted and forwarded to the relevant team.   | No changes needed.   |
| ANON-1JDS-WHC4-8 a resident |   |   | <i>Stop people burning wood on wood stoves, penalise those that do.</i>   | Comment noted. Enforcing wood burning has been considered in the AQAP(Table 4.1).  | No changes needed.   |
| ANON-1JDS-WHCW-B a resident |   |   |   | No comment.  | NA   |
| ANON-1JDS-WHCY-D a resident |   | <i>Use my private car less.<br/>Avoid short journeys via car.<br/>Walk, cycle or use public transport where possible.</i>   | <i>Provide much more physically separated infrastructure on LBL managed roads to support and enable **safe** active travel (walking, scooting or cycling).<br/><br/>Put much more pressure on TfL to provide this infrastructure on TfL managed roads in the borough - esp. A21, A205 &amp; Lewisham High Street. There is ample space on most parts of these roads through the borough for separated cycle lanes, for example.<br/><br/>The lack of this in LBL - and the fact that LBL ranks lowest in London for these schemes - is a huge barrier to transport modal change. The required modal shift WILL NOT happen if people do not feel safe - and at present, it simply is not safe to cycle on roads in the borough. And without this change, motor traffic and associated emissions will continue to increase in the borough.</i>  | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Details of individual schemes are not included in the AQAP.  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |
| ANON-1JDS-WHC2-6 a resident | <i>We need fewer cars on the road.. public awareness campaigns should be a complement to real action. You need a radical change in public transport infrastructure and you need to make it hard and costly for people to drive. You need real enforcement and serious fines for things like idling.</i>   |   | <i>Install lots more electric vehicle charging points. Start a decent car club scheme. More bike storage on local streets. A better LTN that covers more of the borough. Make my street safer to cross by reinstalling the LTN</i>  | Agree with the need to increase EV charging points, cycle storage and improvements to the car club. We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them across the borough and will ensure that residents are involved in shaping future plans. Increasing awareness with the public is noted. | No changes to the draft AQAP. Comments noted and already considered in the draft plan.   |

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| ANON-1JDS-WHCV-A | a resident                 |   |   | <i>Be stronger re ltms</i>   | We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them across the borough and will ensure that residents are involved in shaping future plans.   | No changes needed as already address through a number of actions included in the plan.   |
| ANON-1JDS-WHCV-9 | a resident                 | <i>The main sources of pollution are stoves and transport. The plans don't include anything concrete to tackle these... just lots of nice words. As with the LTN in Lee Green where they removed filters as soon as anybody complains I would expect the council to cave in on extending a low emissions zone etc...</i>  | <i>Better air quality data on a website - not an unreliable app that does not seem to be available</i>  | <i>Better cycling infrastructure including hangers for on street storage. Where a cycling route has been identified (e.g. Leahurst Road) the council should not be flooding it with cars (e.g. as has happened with the so called revised LTN). The council could also make it easier to walk by removing parking spaces from pavements (e.g. Lee Road and Longhurst</i> | Agree with the need for better cycling infrastructure. We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. The comments on the LTN are noted and are addressed in the report presented to Mayor and Cabinet in January on that scheme. Parking on pavements is an issue through the Borough and greater investigation is required.   | The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. No changes needed to the draft AQAP  |
| ANON-1JDS-WHC3-7 | a political representative | N/A   | <i>Use public transport and walk and also have changed to hybrid car.</i>   |  | No comment.   | NA   |
| ANON-1JDS-WHCT-8 | a resident                 | <i>No monitoring of pollution on roads with extra traffic dumped on them by LTNS</i>  |   | <i>Install more EV charging points, don't charge residents for installing at home</i>  | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Lewisham are installing more EV charging points across the borough but is not responsible for charge points at residents homes.  | The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. No changes needed to the draft AQAP  |
| ANON-1JDS-WHCZ-E | a resident                 | <i>Lots of action about monitoring air quality here. But the plan needs to be far more ambitious about enabling active travel and discouraging car use. We need to make Lee Green LTN permanent and start new LTN trials across the borough eg. Hither Green West. We also need more School Streets rolled out, including Lee Green which has 6 schools but no school streets. The Mayor of Lewisham said 19 more School Streets were due this autumn. Yet the plan only mentions 7 this year. We need proper segregated cycle lanes and bus lanes on all the A roads, working with TfL. We need enough cycle hangars across Lewisham to meet demand.</i>   |   | <i>I'd like more info on heat pumps and more help to buy one affordably. Could the council organise something like the collective bidding process for solar panels?</i>  | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads do become more congested while drivers adjust to the new layout. Lewisham cannot fund EV charging points for everyone at this time. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |
| ANON-1JDS-WHCF-T | a resident                 | <i>The greatest omission I can see is a lack of attempt to tackle air pollution on major/busy roads. I appreciate their jurisdiction lies with TfL but that's no excuse for things like lack of monitoring on them or implementing other interventions that push traffic on to them making things busier e.g. from local LTNs*. People most at risk from pollution typically live closer to busier roads; hence the plan is not tackling the issue for those who most need it. Thirdly, local educational programmes will not work for road user from outside the borough - many of whom will be using the main/arterial roads, idling etc<br/><br/>*I realise the 'data' produced for the previous consultation on the Lee Green LTN did not show that but it was utterly flawed and confounded by the pandemic and lack of prior baseline data in the right places.</i> |   |  | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. The comment regarding main roads is noted, but this is where strategic through traffic should be. Lewisham will continue to work with TfL to improve air quality on the main roads. Lewisham supports the extension of the ULEZ to cover the entire Borough.   | No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes outlined as part of the Cleaner Transport category. |
| ANON-1JDS-WHCG-U | a resident                 | <i>I think the plan should be more ambitious in terms of greening of streets, street closures to cars, bike lane, more areas for pedestrians and for people instead of roads and car parks (similar to the area next to the Sainsbury's near Hither Green station)</i>  | <i>Less driving and less use of natural gas for heating</i>   | <i>More bike lanes and pedestrian areas. Promote car sharing.</i>  | Agree with the comments however the details of individual schemes are not listed in the AQAP.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |
| ANON-1JDS-WHC6-A | regular visitor to         |   | <i>Walk and use public transport more; check boiler regularly</i>   |  | No comment.   | NA   |
| ANON-1JDS-WHCM-1 | a resident                 | <i>Other air pollutants like NOx, O3, PM10 have different sources and need their individual strategies.</i>   | <i>It is very difficult to make any meaningful change to air quality as an individual. Highlighting personal responsibility is a common strategy deployed to shift blame away from failing policy. The fact is that a significant reduction in air pollution in Lewisham will require policy change way beyond the personal contribution of individuals. E.g through traffic in the borough</i> | <i>Lewisham has to force change and mitigate hardship drastic actions are causing</i>  | The comments made have been noted. We will increase our campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change. About designing individual strategies has been noted. The different air pollutants should be considered and tackled together. They are rarely independent of each other, either in their production or resulting exposures. Interventions to reduce individual pollutants should not be considered in isolation from other pollutants, otherwise reducing harm from one may be countered by an increase in another. However, each borough is declared as AQMA for specific pollutant and our strategies are based on the LLQM scheme designed by the government. The GLA has recently begun public engagement on two pieces of London Plan Guidance – the Air Quality Neutral (AQN) guidance and the Air Quality Positive (AQP) guidance. GLA set up an engagement portal where you can access the documents, sign up to events and submit your responses via the survey – <a href="https://consult.london.gov.uk/air-quality-neutral">https://consult.london.gov.uk/air-quality-neutral</a> . | No changes needed.   |

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| ANON-1JDS-WHCC-Q | a resident                  | <p>Speeding has a significant impact on emissions of traffic. There is a significant issue with speeding and a consequent enforcement of 20mph speed limits would significantly cut emissions of traffic. Many streets see 75+% of all traffic drive above speed limits.</p> <p>It's highly doubtful that the proposed changes will bring air quality in line with the new recommendations of the WHO. It's going to be too little too slow and people will actually die as a consequence</p>  | <p>I don't own a car, I cycle walk and take public transport. I have upgraded my central heating and insulated my house.</p>           | <p>The council shouldn't not wait for meaningful individual change. Even though it might be unpopular the council has to take more drastic action to reduce pollution, in particular from traffic, in hot spots.</p>  | <p>The new recommendation made by WHO will be considered and adopted during the course of this AQAP. Responses to the comments made on our proposed transport/highway/parking interventions are provided in the transport AQ specific policy statement attached to this report. Speed limit enforcement is undertaken by the Police. Public health has been working closely with the Environmental Protection team on anti-idling work with the pan-London project on anti-idling project being funded by the Mayor of London. Parking is carrying out enforcement via Civil Enforcement Officers (CEOs). A Traffic Management Order has been made, so Penalty Charge Notices (PCNs) can be served. All parking enforcement team now wear hi-vis jackets with 'anti-idling' campaign icon daily. At the point of engine idling, CEOs will first approach motorists and ask to switch off the engine or move. If after 5 mins of the observation period, the motorists do not comply, the CEO will enforce by issuing a PCN.</p>   | <p>No changes needed as already address through a number of actions included in the plan.</p>  |
| ANON-1JDS-WHCS-7 | a resident                  |  | <p>Reduce the use of personal vehicle</p>  | <p>Make it easier and cheaper to install electric vehicle charging points, for example if a new connection from the mains electricity network under a public highway is needed, then work easily with and support UKPN to make it cheaper for residents, if the installation specifically includes electric vehicle charging points at the same time.</p> <p>Work with TfL to improve cycle facilities and cycle safety along the length of the South Circular across the borough - at the moment it is very sporadic and this puts me off cycling more regularly along the South Circular, which forms the majority of my daily commute.</p> | <p>Given the financial climate a financial reduction is not something that Lewisham are looking at for now.</p>   | <p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p> |
| ANON-1JDS-WHCA-N | a resident                  | <p>Reduce car parking options. And encourage council worker etc to use alternative transport. Dis encourage use of cars by increasing cpz E.g. in Culverley green conservation area, , which is permanently used as a council and commuter car park</p>  | <p>We already use mainly alternative transport and have had out house insulated</p>  | <p>Start at their own house and reduce their workers to use their cars and create cpz in Culverley green conservation area to discourage free parking</p>   | <p>Agree that Lewisham could encourage employees to partake in active travel where possible to show a good example. When resources allow a staff travel plan will be explored further.</p>  | <p>No changes to the draft AQAP. Comments noted and already considered in the draft plan.</p>  |
| ANON-1JDS-WHXQ-T | a resident                  | <p>1. How to improve transport connections across south east London (bus and train routes) so that people don't take Uber's / drive - it is usually easier to get from Hither Green into central London than from Hither green to Deptford</p> <p>2. The difficulty with promoting cycling in polluted environments - I think more people would be more happy to cycle if there were fewer vehicles on the road and if the air was cleaner - more focus on creating safe cycle lanes (Dutch style). I know this doesn't solve all of the issues, but perhaps tree planting along main roads (eg Catford Broadway, or through New Cross) would go some way to making the environment feel more pleasant to cycle through?</p> | <p>I would benefit from information about indoor air quality and home improvements which can improve this - leaflets or billboards</p> | <ul style="list-style-type: none"> <li>- negotiate bulk discounts with trusted suppliers e.g. if X% of residents on a given road can replace their boilers to be low emissions, the whole road will have a discount on supply/install</li> <li>- likewise for indoor air quality professionals</li> <li>- continue to disseminate information to all residents on air quality and small / inexpensive changes that can be made</li> <li>- make the roads safe for cycling</li> <li>- provide more places to lock bikes up</li> </ul>  | <p>Comments noted and these will be considered when funding become available. Agree with the need for better cycling infrastructure, the aim is that with better infrastructure will come a reduction in pollution as more people turn to active travel. Improving public transport is a key area and communication with TfL is a priority for Lewisham. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Addressing indoor air quality and air quality campaigns are already considered in the AQAP. Advice and guidance on indoor pollution and how to tackle it will be provided on our website. The A beginner's guide to indoor air quality can be consulted at <a href="https://www.thebesa.com/news/who-campaigner-backs-beginner-s-guide-to-indoor-air-quality/">https://www.thebesa.com/news/who-campaigner-backs-beginner-s-guide-to-indoor-air-quality/</a>.</p> | <p>No changes to the draft AQAP. Comments noted and already considered in the draft plan.</p>  |
| ANON-1JDS-WHXN-Q | a resident                  |  |  |   | <p>No comment.</p>  | <p>NA</p>  |
| ANON-1JDS-WHXI-K | a resident                  | <p>Look at how domestic waste is disposed of and close the incinerator</p>   | <p>As someone that doesn't drive or have an open fire I don't understand what I could do</p>   | <p>Nothing these things should be coming from national government and real emphasis should be on business that are the major polluters</p>  | <p>This comment was forwarded to the waste management team for consideration in their strategy.</p>   | <p>No changes needed.</p>  |
| ANON-1JDS-WHXX-1 | regular visitor to Lewisham |  |  |   | <p>No comment.</p>  | <p>NA</p>  |

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| ANON-1JDS-WHXP-S | a resident                  |  |  | Clear all LTN roadblocks.   | Lewisham Council's long-term transport strategy and climate commitments support a shift away from private car use. Sustainable modes of travel such as walking, cycling and public transport are encouraged. Fewer than 50 per cent of Lewisham households own a car, but we are all affected by poor air quality, congestion and noise pollution. The LTNs are a part of achieving this. | No changes needed  |
| ANON-1JDS-WHX9-2 | a resident                  | <i>You have wilfully increased the air pollution throughout Lewisham by introducing the LTNs in Lee. This has caused constant traffic tailbacks on the densely populated roads surrounding the boundary. This has caused a huge amount of idling traffic and high volume of traffic jams on fewer roads. This is not only an ill conceived premise but social injustice at its worst. There should be a tick box to remove the LTNs as this joke of a consultation is clearly heavily skewed to the reintroduction of all LTNs again at the expense of the majority of your constituents so the wealthier minority gets clearer air. FYI, pollution travels...</i> |  | <i>Immediately remove the LTNs. I might then consider cycling but it's currently far too dangerous to do that on the boundary roads</i>   | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Agree with increasing safety for cyclists.   | No changes needed as already address through a number of actions included in the plan.   |
| ANON-1JDS-WHX4-W | regular visitor to Lewisham |  |  |   | No comment.   | NA   |
| ANON-1JDS-WHXY-2 | a resident                  | <i>The introduction of LTNs should have been accompanied by more education and information. It wasn't and the result is that it has been hijacked by many people putting out disinformation. Basically LTNs are a good weapon in the arsenal to improve air quality.</i>   |  |   | Comments are noted and will be applied in roll out of future schemes.   | No changes needed  |
| ANON-1JDS-WHX2-U | a resident                  |  |  |   | No comment.   | NA   |
| ANON-1JDS-WHXE-E | a resident                  | <i>By introducing ulez to south circular you have made my Road Horncastle Road a rat run as it runs parallel and all vehicles large and small use it 24/7 now; can you please address this before someone gets run over</i>  | <i>I would like to stop traffic using my Road as a cut through as it is now a car park in rush hour and the pollution is unbearable; we have to keep our windows closed at all times can you please help</i> | <i>Simple, all you need to do is make my Road one way and you would stop it being a rat run; the top half of Horncastle Road belongs to Greenwich council and they made it one way years ago, they seem to be way ahead of you when it comes to pollution</i> | Horncastle Road could be investigated to see the implications of a one way. ULEZ is a TfL scheme that Lewisham supports, and we would like to see the expansion to the entire Borough.  | The expansion of the Ultra-Low Emission Zone (ULEZ) is discussed in action 21.2 and other possible local projects to reduce emissions on major roads will be given consideration. Lewisham support the expansion of the ULEZ to cover the entire Borough.. No changes needed |

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| <p>a resident</p>                      | <p><i>'Encouraging' motorists not to idle their engines and relying on the public to report idling will not do much to tackle the problem. You need targeted pro-active enforcement at schools and other hot-spots.</i></p> <p><i>It is unacceptable that people are still incentivised to drive into our town centres with free parking outside of the very limited CPZ areas (and limited hours in those areas). The Council should urgently prioritise the rapid roll-out of Controlled Parking Zones across the entire borough to tackle this problem.</i></p> <p><i>The Council should also crack down on the widespread illegal parking in developments that were given planning permission as 'car-free'.</i></p> <p><i>Pavement parking (both legal and illegal) is widespread in many parts of the borough, actively discouraging walking. The Council should hand out fines to those who park on footpaths illegally, and adopt a policy to reduce the number of designated parking space on footpaths every year.</i></p> <p><i>The Council should also identify areas where the number of on-street parking spaces can be reduced, ideally replacing them with bike lanes or planting.</i></p> <p><i>Low-traffic neighbourhoods have been shown to reduce emissions and increase levels of walking and cycling. The Council should show leadership by rolling out LTNs across the borough.</i></p> <p><i>Lewisham currently does the worst of any Inner London borough on the Healthy Streets Index, due among other reasons to its very poor provision of cycling infrastructure. It should urgently increase the amount of safe cycling infrastructure on key routes with low-cost interventions such as wands.</i></p> | <p><i>Cycling and taking public transport more would improve air quality, but the Council needs to do much more to incentivise these choices by (a) improving cycling infrastructure and (b) making buses more reliable by taking more cars off the road.</i></p> | <p><i>Reduce traffic in the borough by removing parking spaces at both origins and destinations, and charging more for the remaining parking spaces.</i></p> <p><i>Crack down on the widespread illegal parking in developments that were given planning permission as 'car-free'.</i></p> <p><i>Hand out fines to those who park on footpaths illegally, and adopt a policy to reduce the number of designated parking space on footpaths every year.</i></p> <p><i>Roll out Low Traffic Neighbourhoods across the borough.</i></p> <p><i>Increase the amount of safe cycling infrastructure on key routes with low-cost interventions such as wands.</i></p>  | <p>Parking on pavements is an issue through the Borough and greater investigation is required. There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Agree with safe cycling infrastructure being installed, details of individual schemes not included in AQAP. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Development parking to go to Development Management. Removal of parking spaces is sensitive and each location would be analysed before any removal.</p>  | <p>No changes needed as already address through a number of actions included in the plan.</p> |
| <p>ANON-1JDS-WHX5-X<br/>a resident</p> | <p><i>Given that air pollution is killing people, the measures in the proposed plan seem like too little too late. We don't allow people to smoke in workplaces (certainly not schools or nurseries), but there's a sense that it's fine to drive wherever you like, to idle with the engine running, despite the fact that these are really selfish and anti-social behaviours.</i></p> <p><i>Before the smoking ban, it was annoying being in a smoky bar, but I could choose to avoid that space. But I can't avoid going shopping on Rushey Green, or walking from Lewisham Station home, because that's my life. So why should I be exposed to dangerous levels of pollution? Why on earth is there a multi-lane motorway running through Lewisham town centre? It is like building a town, but leaving a putrid open sewer in the middle of it. It's disgusting walking along that road, you feel like you're choking.</i></p> <p><i>There is no enforcement of anti-idling, and it scary to cycle. The rights of motorists trump those of all other citizens, and their needs are prioritised above everyone else, because they are a vocal (and wealthier) demographic.</i></p>   |   | <p><i>Separate, safe provision for push-bikes, e-scooters, skateboards etc. These are very viable ways for people to get from A to B, but most people won't use them if they have to share roads with cars.</i></p> <p><i>Idling and other anti-social behaviours (like illegal parking) need to be much more actively cracked down on (not through some kind of phone line). Sticking up a few posters is not enough, and posters and other information campaigns need to much more hard-hitting. It feels like the council are too scared to confront motorists with the real consequences of their behaviour.</i></p> <p><i>New schemes that are built (which are meant to be car free) need to actually be car free - or to have a limited amount of parking for people who really need it. There is no point making rules and then not enforcing them.</i></p> <p><i>A principle of all transport policy should be to protect pedestrians and residents from harm. Exposing pedestrians, residents and school children to high-levels of pollution is a known harm. Why aren't roads immediately closed to traffic when they reach dangerous levels of pollution? Why do the preferences of motorists always come first? Why should we suffer and become ill despite the fact that we are just</i></p> | <p>Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Focus areas have been identified as having high levels of pollution and human exposure. Lewisham are looking to undertaken a number of projects in the area. It is not a case of closing a road when it reaches a certain level. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.</p> | <p>No changes needed as already address through a number of actions included in the plan.</p> |
| <p>ANON-1JDS-WHXV-Y</p>                |   |   |   |  |   |

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| ANON-1JDS-WHX3-V | a resident | <i>This will not hit net zero targets by 2030. It isn't radical enough, relies too much on electrification and there's not enough focus on cycling/walking/LTNs/reducing the convenience of using cars / increasing public spaces. Why not make cpzs automatic unless enough people opt out? Lewisham's record on these is the worst in London, it costs you nothing, stop making driving/polluting so convenient. Cycling infra in Lewisham is shamefully poor - in the high st area you've reshaped the landscape and made it worse, it's dominated by cars and it's dangerous. Bus waiting areas are in the most intense traffic areas. This plan is so watered down it is pointless. You could convert far more carparks to housing which is so badly needed. You will see an increase in population but car ownership cannot increase - there's no space so creating housing &amp; reducing car ownership should complement each other, Far more communication is needed to discourage driving / promote bikes and walking. You are not taking this seriously - the death of Ella should lead to a huge change in strategy but this isn't it. Needs a much broader review and more of a concerted focus on achieving net zero targets, not this lipservice. Also wildlife/vegetation/trees affect air quality - where's the promise to protect our oxygen and wildlife in the form of ancient trees/green spaces from developers?</i> | <i>Not driving, campaigning for LTNs/against car ownership / using only an electric taxi - avoid any car usage if possible / installing heat pumps or other non-gas heating / using (electric) public transport / buying local products. Not using a wood burner or burning wood/other at all. Campaigning for CPZs/cycling and walking infrastructure and against increased road usage projects eg Silvertown tunnel. Protecting green spaces / trees / ancient trees / planting new trees as much as possible (eg Stfl)</i> | <i>Communicate these issues much more broadly to all residents. Reintroduce lee LTN &amp; LTNs across the borough especially on school streets and in the centre of lewisham (high st). Make new cross single not double traffic lane and put in cycle paths. Subsidise non gas boilers massively. Make cpzs opt out not opt in with voting. Make carparks into new homes. Improve all cycling infrastructure with separate cycle paths lanes across the borough. Promote bicycle borrowing/more cycle hangars (free!) and cargo bike lending, launch a big marketing campaign and don't be swayed by right wing non resident bullies.</i> | We remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. see <a href="https://www.workworkltd.org.uk/?gclid=EAIaIQobChMI04PV9JyI9AIVGLLTC h2IRgxAEAAAYAAEgIdAvD_BwE">https://www.workworkltd.org.uk/?gclid=EAIaIQobChMI04PV9JyI9AIVGLLTC h2IRgxAEAAAYAAEgIdAvD_BwE</a> and <a href="https://www.gov.uk/improve-energy-efficiency">https://www.gov.uk/improve-energy-efficiency</a> . The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough.Cargo cycle parking is been implemented in lewisham as part of the Clean Air Villages 4(CAV4) project (accessible via the following webpage <a href="https://crossriverpartnership.org/projects/clean-air-villages-4/">https://crossriverpartnership.org/projects/clean-air-villages-4/</a> ) | No changes needed as already address through a number of actions included in the plan. |
| ANON-1JDS-WHXT-W | a resident |  | <i>Have you considered offering incentives? Everything to date seems to be penalties. For example a reduction in council tax for doing certain clean air activities?<br/><br/>How about closing some roads on a Sunday to allow mass cycle participation? Making cycling safe is key to getting people out of their cars.</i>   | <i>Grants to make doing the things above cheaper.<br/>Change all the red road closure signs to green ones.<br/>Have live road-side air pollution displays.</i>   | All signs on the Highway are compliant with the Traffic Signs Regulations and General Directions, therefore the colours of signs cannot be changed. Grants are not something that Lewisham are promoting currently.  | No changes needed as already address through a number of actions included in the plan. |
| ANON-1JDS-WHXH-H | a resident |  |   | <i>Make sure actions speak louder than words. So far I have not been convinced that you are really prioritising the climate emergency as much as you tweet/state about. Impactful change much be the order of the day NOT tokenistic adjustments.<br/><br/>Extending LTNs would surely have a big impact on reducing air pollution and I would like to see this happen starting with Hither Green West.</i>  | Comment noted. Please read our actions to deal with climate change at <a href="https://lewisham.gov.uk/myservices/environment/making-the-borough-carbon-neutral-by-2030-climate-emergency-declaration">https://lewisham.gov.uk/myservices/environment/making-the-borough-carbon-neutral-by-2030-climate-emergency-declaration</a>  | No changes needed.   |
| ANON-1JDS-WHX1-T | a resident |  |   |  | No comment.  | NA   |
| ANON-1JDS-WHXZ-3 | a resident | <i>Constructing new buildings creates more pollution than refurbishing/retrofitting existing ones. I would therefore like to see Lewisham reflect this in the decisions it makes on planning applications. And if new buildings have to be built at all, low carbon construction materials should be used - e.g. timber instead of concrete.<br/><br/>Promoting the use of electric vehicles is all very well, but unless the electricity is generated 100% renewably, pollution is still being created somewhere. People need to be using less energy overall (as the current energy crisis illustrates), so I'd like to see less emphasis on electric cars and more emphasis on using public transport.<br/><br/>Switching to 100% renewable electricity in council buildings is a good start, but it would be good if Lewisham residents could ne encouraged to do this in their own homes too.</i>   | <i>Continue what I'm already doing - e.g. walking or using public transport to get around, never burning anything, not smoking, minimising my electricity usage, using a renewable energy supplier, buying things in shops rather than having them delivered by a polluting vehicle, only buying things that haven't been produced in a polluting way (where possible) and aren't damaging to air quality.</i>  |  | The issues raised are being considered in our new Local Plan.  | No changes needed.   |
| ANON-1JDS-WHXF-F | a resident | <i>not allow residents to smoke (cigarettes or weed) next to others' homes</i>   | <i>not use a car; use renewable energy providers</i>  |  | This comments has been passed on to our Crime Enforcement Regulation Service (CER) who deals with antisocial behaviour. The Police should also me made aware of the issue.   | No changes needed.   |
| ANON-1JDS-WHXG-G | a resident |  | <i>I walk everywhere- only use public transport if it is not possible to walk, and never drive or use taxis/Uber.<br/><br/>I don't heat my home.<br/><br/>I volunteer with local environmental projects.</i>  |  | No comment.  | NA   |

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| <p>a resident</p>                         | <p><i>You don't seem to have any real strategy, just a collection of ideas varying from obvious to useless. The most sensible point you make is willingness to work with other councils and organisations, because this is a big issue crossing borough boundaries and there are limits to what Lewisham can do alone.</i></p> <p><i>In particular, the extreme negativity to private car use is not a solution. Rapid rollout of electric cars will make a big difference to air pollution.</i></p>  | <p><i>We use a small car, avoid needless journeys, and our next car will be electric or plug in hybrid.</i></p> <p><i>The effect of the LTN is to increase my journey distance and increase time spent stuck in congestion - net effect increases the air pollution I create by driving. Don't tell me to reduce driving because I already did that by my own choice before the LTN came along.</i></p> <p><i>The LTN is probably increasing overall air pollution as well damaging ordinary lives. Some middle class people in leafy roads may be better off, but the pollution has just been displaced. Lee has a serious problem with commuter traffic and rat running, so fix that rather than targetting ordinary people.</i></p> <p><i>Also it is damaging the bus service - I can see all the buses turning around Dorville/Cambridge/Upwood. How is that consistent with reducing traffic pollution?</i></p> <p><i>People need to get on with their lives, and the LTN interferes with that. If you really want to reduce genuinely local traffic then you need to make it easier for people to find alternatives. This is not the same as blocking rat running, which you can do</i></p> |  | <p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure.</p>  | <p>No changes needed as already address through a number of actions included in the plan.</p>  |
| <p>ANON-1JDS-WHX7-Z</p> <p>a resident</p> | <p><i>Most of these proposals are way, way too weak - only a £300 fine for breaking the law on burning materials? Businesses won't even blink at that, and see it as a minor inconvenience. You will only 'promote' sustainable transport to building developers, and 'consider' enforcement action against polluters?! Come on! The time for 'considering' and 'promoting' is over - polluters must pay, and in amounts that force them to change their behaviour.</i></p> <p><i>There is not nearly enough emphasis on improving public transport, walking and cycling, and severely reducing car use. Only those who can demonstrate the need a car for work, disabled people or those caring for disabled people should be driving in London. The rest - tax the *** out of them! And just say no parking to all new developments! Then use the tax to subsidise public transport/ bike lanes etc. Your proposals are dancing round the edges rather than boldly tackling the massive issue of private car use blighting Lewisham/ London/ the world. This is not the 20th century anymore: we have to recognise that (non-electric) car use is not a personal choice or right, it is causing disease, death and environmental catastrophe (not even an exaggeration).</i></p> <p><i>Finally, and specific to Lewisham, there are serious issues with road crossing in central Lewisham that need to be rethought urgently to give pedestrians priority. The whole area from the station to Glassmills to the police station to the entrance to the shopping centre car park is absolutely terrible for pedestrians - the lights change way too slowly (from the station to Glassmills feels like it takes 5 minutes); we are expected to double back on ourselves (e.g. crossing from the central building site to the market); have to cross three roads instead of one (e.g. at the corner of Belmont Hill and Lewis Grove); cross dangerously without a green light (ditto, also the entrance to the shopping centre car park), and all the while breathing in noxious fumes. It's really bad, and I hate taking my children to central Lewisham for that reason.</i></p> | <p><i>Not owning a car. Carrying my shopping home from a shop on foot.</i></p>  | <p><i>Personally, I do not contribute to air pollution so I don't need help.</i></p> | <p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure. Details of individual projects are not in the AQAP. The concerns regarding pedestrian crossings in central Lewisham are noted. The locations specifically referred to are TfL's responsibility, but we will work with them to try and bring about improvements. The £300 fine is imposed by the government as detailed on the following website <a href="https://www.gov.uk/government/news/restrictions-on-sale-of-coal-and-wet-wood-for-home-burning-begin">https://www.gov.uk/government/news/restrictions-on-sale-of-coal-and-wet-wood-for-home-burning-begin</a>.</p> | <p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p> |
| <p>ANON-1JDS-WHGV-E</p>                   |   |   |  |  |  |

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| <p>a resident</p> <p>ANON-1JDS-WHXA-A</p>     | <p><i>I think it is great that Lewisham is taking air pollution seriously, but for those of us long-term residents who live near or on the South Circular, there is a huge elephant in the room that is not being addressed. The pollution coming from the South Circular and the other main roads, which are also residential, often by the poorer residents of the borough, was made much worse by the LTN. The monitoring of air pollution on these roads was inadequate, and the whole process has become overly politicised. Congestion at intersections has increased dramatically, and fatalities have resulted.</i></p> <p><i>The initial consultation online for the LTN concluded that 80% of respondents did not want the LTN to be permanent, but this was ignored. The Council's response to the latest consultation on the LTN has not been announced, and there is a genuine fear that logic will not prevail. Those of us residents dedicated to environmentalism, fighting climate change, fighting air pollution, while bringing the community together, have been really set back by the council's single-minded installation of the LTN that makes air pollution and congestion much worse for vulnerable populations and nearby residents, and has torn the community apart in many ways. You talk about fighting idling, but when you are caught in traffic for essential journeys, you cannot turn off your engine while moving forward a few feet at a time. You talk about school streets, but the LTN actually drove congestion and traffic past Trinity school, not away from it. Brindishe Manor School has always needed better traffic management on its adjacent roads, but instead the residents are allowed to park on both sides, while people waiting for the gates to open are endangered daily. And yet Leahurst is blocked further up, preventing traffic from moving along towards Lewisham Hospital, and creating a dangerous potential for head-on-collisions for Ambulances and disabled drivers who are told they are allowed to use the road in both directions. Essential journeys that used to take 5-10 minutes now involves detours, congestion, and stopped traffic, literally tripping the fossil fuels burned and time wasted.</i></p> <p><i>In addition, why is there little mention about plantings, trees, hedges, green screens, and utilising other technologies to try to capture air pollution and fight climate change at the same time? There have been some good initiatives, such as around Torrigan</i></p> | <p><i>I think the Council needs to listen to residents and work with us, not against us, including the many moderate groups in the discussion, such as the One Lewisham: Healthy Streets for All initiative. Otherwise the community is torn apart, and the Council's initiatives will not fully succeed, despite admirable aims.</i></p>                                       |   | <p>The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. Agree with the increase in tree planting where possible. The comments on the LTN are noted and addressed in the January 2022 Mayor and Cabinet report. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Addressing indoor air quality and air quality campaigns are already considered in the AQAP. The Strategy for Parks &amp; Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough.</p> | <p>An explanation have been provided and no further action is warranted.</p>                  |
| <p>a resident</p> <p>ANON-1JDS-WHNC-G</p>     | <p><i>Stop pushing LTNs on to us and making boundary roads much more polluted - all roads in the borough should be treated the same</i></p>  |   |   | <p>The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout.</p>   | <p>No changes needed</p>  |
| <p>on behalf of a</p> <p>ANON-1JDS-WHNI-9</p> | <p><i>New developments should be insulated to passiv haus standards with sustainable energy like ground source, green roofs and green space<br/>Decommissioning SELCHP<br/>BANNING HGVs from LBL roads<br/>Final mile delivery collection points<br/>Putting pressure on river traffic pollutants<br/>Enforce existing planning regulations</i></p>  | <p><i>Encourage electric vehicle use with free charging from one provider like TFL used to<br/>I have had an electric car for 12 years and would appreciate a subsidy</i></p> <p><i>Promote 100% renewable like Good Energy or the council becoming a provider.</i></p> <p><i>Enforce the ban on bonfires, barbecues and wood burning in private homes in period houses</i></p> | <p><i>Have a robust enforcement of Air Quality policies to make a level playing field</i></p> <p><i>Grants, subsidies and incentives</i></p> <p><i>Allow use of empty shops and buildings for collection of deliveries to individual households. This would save us on individual deliveries thereby cutting use of vehicles and petrol</i></p> | <p>The comments are generally pertinent. The SELCHP is regulated by the Environment Agency that should be consulted. The comment about decommissioning the SELCHP was forwarded to the waste management team for consideration in their strategy.</p>   | <p>No changes needed.</p>   |
| <p>a resident</p> <p>ANON-1JDS-WHNX-Q</p>     | <p><i>Commitment to installing electric car charging points across the borough - this is key to getting people to switch to EVs</i></p>  |   | <p><i>Install EV charging points across the borough</i></p>   | <p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. We are planning to install more EV charging points across the Borough, we encourage residents to apply for a EV charging point at their home.</p>  | <p>No changes needed as already address through a number of actions included in the plan.</p> |

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| ANON-1JDS-WHCU-9 | on behalf of a | <p>Part of this response was devised in collaboration with Climate action Lewisham members so their will be some repetition, but this response has been tailored to reflect the specific problems in SE23.</p> <p>Congratulations on achieving a downward trend in pollution levels in Lewisham. The draft strategy is promising and The Forest Hill Society's Campaign for Clean Air SE23 welcomes these measures. However, given that tyre/break wear accounts for over half of particulate pollution, we have general concerns that the plan is too focussed on switching to electric vehicles rather than promoting a switch to active transport and the plan will therefore not achieve the new WHO PM guidelines.<br/> <a href="https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions">https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions</a>.</p> <p>We recommend the further measures below.</p> <p><b>MONITORING</b></p> <ul style="list-style-type: none"> <li>- Adopt the new lower WHO guidelines for Nox and Pm2.5 issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly.</li> <li>- Lewisham monitoring complies with standards which involves looking at annual mean data. In addition to this, because risk to health is cumulative, Lewisham should also look closely at the daily highs and lows to give a more detailed picture to residents about actual exposure and times and when to avoid roads e.g. what is risk of exposure at rush hour/school pick up times when people are out and about. Share this data in strategy and reports.</li> <li>-Consider partnering with Dustbox to undertake "citizen science" community science monitoring (University of Cambridge/Goldsmiths) to improve picture of PM 2.5. They have already undertaken monitoring in Forest Hill and Deptford/New Cross.<br/> <a href="https://dustbox-logbook.citizensense.net/">https://dustbox-logbook.citizensense.net/</a></li> </ul> <p><b>TRANSPORT</b></p> <ul style="list-style-type: none"> <li>-Work with TFL to ensure the provision of regular train services which have declined</li> </ul> | See above. Making Active Travel choices, insulating Homes, refraining from burning is most important.  | See Q 4 above.<br>Main things is to make active travel more attractive by making better infrastructure for pedestrians and cyclists especially across the A205. and linking up wards to avoid this dangerous road. | LBL agree that active travel is better than switching to other motorised forms of transport.   | The Mayor of London has adopted a target to meet limits for PM2.5 by 2030 (i.e. annual mean concentration of 10 micrograms per cubic metre of air (µg m-3)) and asked boroughs (as detailed in the document named 'PM2.5 in London: Roadmap'), to meet WHO guidelines by 2030, which Lewisham are following. The five real-time air quality monitoring sites in Lewisham can be accessed by all on the Lewisham website at <a href="https://lewisham.gov.uk/myservices/environment/air-pollution/check-air-quality-levels">https://lewisham.gov.uk/myservices/environment/air-pollution/check-air-quality-levels</a> . Residents can sign up for airText alerts which is a free service providing air quality alerts and forecasts. Dustbox is a potential avenue for pollution monitoring but not something that Lewisham are actively pursuing currently. Lewisham are holding a public transport liaison committee in January which would be an opportune time to raise this point, however the financial impacts and reduced demand may mean that the operators are not keen to provide more services. The ULEZ means that buses need to adhere to low emissions, however this is under TfL remit. TfL's 9000 strong bus fleet meet or exceed the cleanest Euro VI emission standards. Lewisham will undertake Idling Action Events/workshops and enforcement around schools. Lewisham will report back to the GLA on review and outcome of the campaign to discourage idling.<br>All parking enforcement team now wear hi-vis |
| ANON-1JDS-WHN9-R | on behalf of a | <p>Climate Action Lewisham welcome the measures in the AQA plan. Given that tyre/break wear accounts for ove half of Particulate pollution, we have general concerns that the plan is too focussed on switching to electric vehicles rather than promoting a switch to active transport and the plan will therefore not achieve the new WHO PM guidelines.<br/> <a href="https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions">https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions</a></p> <p>We recommend the further measures below.</p> <p><b>MONITORING</b></p> <ul style="list-style-type: none"> <li>- Adopt the new lower WHO guidelines for Nox and Pm2.5 issued on 22.9.21. Quote the most recent guidelines in the report and change the strategy accordingly.</li> <li>- Treat 2020 AQM results as an anomaly due to the pandemic: e.g. NO2 rates declined at roadside by 25% from 45.3 to 34.0 between 2016-2019, rather than the quoted 43% from 45.3 – 23.5 between 2016-2020 which gives an overly optimistic picture.</li> <li>- Lewisham monitoring complies with standards which involves looking at annual mean data. In addition to this, because risk to health is cumulative, Lewisham should also look closely at the daily highs and lows to give a more detailed picture to residents about actual exposure and times and when to avoid roads e.g. what is risk of exposure at rush hour/school pick up times when people are out and about. Share this data in strategy and reports.</li> </ul> <p><b>TRANSPORT</b></p> <ul style="list-style-type: none"> <li>-Work with TFL to ensure the provision of regular train services which have declined since the pandemic. If people have to wait double the time for trains (e.g. the Catford/Orpington Train &amp; Victoria Loop Line) they will inevitably drive instead. This is devastating for people who do not drive and rely on these services. Regular and reliable existing train links are imperative to get people to switch to public transport from their cars, especially post-covid. The timetables should be at least as good as pre-</li> </ul>                 | More eye-catching flyers and information guides, promotional material produced by Lewisham for us to distribute at community events to help everyone understand how to contribute. | See Q 4.   | Please refer to the response to the statutory questions/responses.   | See the statutory questions and responses.   |
| ANON-1JDS-WHXW-Z | a resident     |  |  | Lobby government to make allow more incentives for electric cars. They are still too expensive for a family on a one income medium salary.<br><br>Make provision for more cycle lanes                              | Lewisham would support any Government incentives for electric vehicles. Agree with the provision for more cycle lanes, which is the plan to increase active travel in the Borough. | No changes to the final AQAP because the points made have been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |

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| <p>a resident</p> <p>ANON-1JDS-WHN4-K</p> | <p>I think this is probably the absolutely bare minimum the council could do and shows very poor ambition. There needs to be much more change and enforcement. Gentle 'encouragement' through posters and community groups does not work, this is a waste of money. The council could do so much more.</p> <p>- Upgrade its entire fleet of borough vehicles to electric only (this would have to go hand in hand with better EV charging infrastructure).</p> <p>- The Smoke control measures are pointless and ineffective. so many people have bonfires and have installed wood burners - the only way to stop or control this is through effective enforcement. Same with vehicle idling - this is a major problem across the borough and the only way to tackle it is enforcement through fines and reduction of parking bays on high streets.</p> <p>The most effective way of changing behaviour is to make a better and easier option - this means making driving HARDER and make cycling and walking EASIER. To do this driving needs to be discouraged by removing parking and closing roads to allow for walking and cycling only.</p> | <p>not driving!! I cycle or walk almost everywhere - but cycling could be so much easier and safer if there were dedicated segregated cycle lanes and removal of obstacles (such as bike barriers and cyclist dismount signs) - Cycling needs to be a viable alternative to commuting for average people - this means it needs to be easy and fast.</p> <p>I already have a low emission vehicle but would LOVE an electric vehicle however the biggest factor stopping me is there isn't the infrastructure for me to rely on it - i dont have a driveway so would need on street charging points and would need to guarantee I could charge it when i needed to. My nearest is the Sainsburys in Bell Green which has only TWO charging points/bays out of approx. 2000 and they're always being used.</p> | <p>It can LEAD BY EXAMPLE! change your polluting diesel fleet to fully electric! Get staff to cycle or walk - remove council parking at council buildings etc</p> <p>It can improve cycle infrastructure massively - its still so poor - work with LCC and people who actually cycle every day in the borough. Cycle paths and route that are well kept (no potholes, no tree roots, no large puddles and blocked drains, good clear signage), no cycle barriers or dismount points, direct and easy routes - preferably flat. Remove car parking bays on highstreets and replace with segregated lanes! Many more bike parking posts and CCTV cameras covering them.</p> <p>It can massively improve EV charging infrastructure - install hundred more ultra fast charging points and make sure every car park has at least 10-20% of bays with charging points (we need to make this move to electric now!)</p>    | <p>We will increase the ULEV in council owned fleet by 80% by 2022 and the whole fleet will be zero emission by 2030. Agree that Lewisham could encourage employees to partake in active travel where possible to show a good example. Individual active travel schemes are not included in the AQAP but the aim is to increase active travel infrastructure. Agree with encouraging a shift away from car ownership but this will take a long time and a huge modal shift. We are planning to install more EV charging points across the Borough, we encourage residents to apply for a EV charging point at their home.</p>  | <p>Lewisham recognised the need to reduce emissions within its own fleet, as set out in AQAP to lead by example and increase the no. of ULEV in council owned fleet by 80% by 2022 and the whole fleet will be zero emission by 2030. The Cycle Strategy which feeds into the AQAP clearly prioritises a shift away from car use. It aims to increase cycling numbers from 600,000 to 1,500,000 by 2026. We will build on the work already undertaken in relation to encouraging cycling and walking. Lewisham have a plan for a number of cycle routes through the Borough, all information can be found at <a href="https://lewisham.gov.uk/inmyarea/regeneration/">https://lewisham.gov.uk/inmyarea/regeneration/</a> Deptford/north-Lewisham-links/cycling-quietway Healthy Neighbourhood Programme (including low traffic neighbourhoods) will be rolled out across the borough, subject to funding. The first Healthy Neighbourhood Cell will be Lewisham, Hither Green and Lee Green. These measures can be divisive which is why everybody has the opportunity to comment on the proposals during all stages of the schemes. The School Streets initiative has seen physical measures introduced to these streets to stop car use during school drop off and pick up times. The scheme also aims to tackle congestion, improve air quality at the school gates, make it easier and safer to walk and cycle to school and create a friendlier and calmer environment for everyone. So far, 26</p> |
| <p>a resident</p> <p>ANON-1JDS-WHNW-P</p> | <p>Should be much more emphasis on enabling and prioritising Active Travel and Public Transport use. Actively deterring private motor vehicle use. Encouraging people to move to active travel or shared electric vehicle use. Need to reallocate road space from parked personal motor vehicles to walking and cycling. Also needs a strong emphasis on distribution hubs using electric cargo bikes and electric vans to consolidate local deliveries and reduce duplication of polluting van deliveries.</p>   | <p>Reduce motor vehicle use and keep using active travel modes.<br/>Reduce wood burning<br/>Improve home insulation</p>  | <p>Improve cycling infrastructure to make back-steeet routes continuous with traffic reduction measures along their length and safe crossings of main roads.<br/>Provide fully segregated cycle lanes along all main roads in the borough.<br/>Provide more convenient cycle parking in all local shopping areas and secure cycle parking at major transport hubs<br/>Air Quality Champions and Anti-Idling campaigns are only going to be successful if there is legislation to support them and the council are prepared to issue PCNs when the rules are broken. Just talking to people is not enough.<br/>Car clubs providing small low emission vehicles should become the norm for those that need personal motorised transport so drivers should be actively deterred from private ownership of vehicles. This would release precious road space currently used for parking for pedestrians and cyclists.</p> | <p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual scheme details are not included in the AQAP. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. The Borough has several car club bays provided by Zipcar, but more emphasis from Lewisham could encourage electric vehicles in the car club. Last mile delivery hubs are an area for Lewisham to look into. The comment made about Air Quality Champions and Anti-Idling campaigns have been noted.</p> | <p>No changes needed as already address through a number of actions included in the plan.</p>  |
| <p>a resident</p> <p>ANON-1JDS-WHNY-R</p> | <p>Enforce 20mph would also help. Push cars onto main roads</p>   | <p>Rarely make car journeys</p>  | <p>Much more to enforce people idling and people speeding</p>  | <p>Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Speed enforcement is undertaken by the Police.</p>  | <p>No changes needed as already address through a number of actions included in the plan.</p>  |

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|                  | a resident |  | <i>I don't own a car, and try to take as many trips walking as possible. I wish I could cycle, but I live on the A2 which feels incredibly dangerous and polluted. I also take in compost through an app so that my neighbors without gardens have access to compost their food waste instead of disposing of it in the rubbish.</i>   | <i>Install more bike lanes! Introduce the bike sharing programme into Lewisham- right now friends visiting me from other boroughs can only cycle as far as Southwark before needing to switch to a bus. I absolutely back the Bakerloo extension, and hope that means the A2 that is New Cross Road goes on a diet and is made much more pedestrian and cycle friendly.</i><br><br><i>Although I understand electric cars are better than regular cars, it is awful to see so much infrastructure and money being spent on cars, when the same money could go much further in helping the majority of us who don't have cars. I hope to have a child in the next few years, and the idea of walking them along Lewisham Way and New Cross Road to get to school doesn't matter if those speeding vehicles are electric, it still makes it unfriendly.</i> | Lewisham fully supports the extension of the Bakerloo Line. Lewisham are exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial. Increasing cycle infrastructure is key, although individual scheme details are not included in the AQAP. | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |
| ANON-1JDS-WHN2-H | a resident | <i>Provision of EV charging won't help with the thousands of cars commuting into Lewisham everyday because it is one of the easiest and cheapest places in inner London for commuters to park. Borough wide CPZ coverage is critical to stop Lewisham being used as a giant free car park.</i>   | <i>Avoiding driving wherever possible and never burning solid fuel at home.</i>  | <i>Improve walking and cycling infrastructure and mandate more parking for car clubs whilst adopting and enforcing borough wide CPZs with car club exemptions.</i>  | There are 25 CPZs currently in Lewisham but Lewisham are supportive of installing new CPZs where required. Lewisham supports the expansion of the ULEZ to cover the entire Borough. The Borough has several car club bays provided by Zipcar, exemptions will need to be assessed.                              | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WHNH-7 | a resident | <i>Think there should be far more public education re the health hazards of car pollutants. Think that council should have been tougher on schools such as St Philip Neri when there new-build appeared to disregard the pollution children would be exposed to by having main entrance on busy road. They also removed a screen of trees which would have offset some of the pollution.</i> | <i>Walk more and use public transport rather than my car. Only burn seasoned wood and avoid unnecessary burning. Plan how to improve the heating of my house more sustainably with a low emission boiler or ground pump if affordable.</i>   | <i>Subsidise replacement greener types of heating. Maintain a good bus service. Install more charging points for electric vehicles.</i>   | The comments have been passed on to the relevant teams for action.  | no changes to this plan.  |
| ANON-1JDS-WHNT-K | a resident |  |  |   | No comment.   | NA  |
| ANON-1JDS-WHN8-Q | a resident | <i>More notices at schools and nurseries to tell people they will be fined for leaving their car idling</i>  | <i>I have reduced my car use to twice a week only I use buses or walk when I can. I tell people parked with engine running that the fine is £80.</i>   |   | Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. LBL will erect non idling signs around schools as necessary and will continue taking enforcement actions if necessary.  | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WHN1-G | a resident |  |  | <i>Please make information (on what council is doing on improving air quality) more accessible and more visual to the residents - There is no use presenting these information on the council website only.</i><br><br><i>Council should be seen at the forefront of tackling air quality issue. This means more communication, more marketing, more presence of staff / officer in public views. Right now there is no visibility on all the good effort that the council has made.</i>  | This comment was forwarded to the communication team for action.  | No changes needed.  |
| ANON-1JDS-WHNK-A | a resident | <i>1 - Waste management across the borough needs to be improved. There is no proper control over recycling bins and waste maintenance.<br/>2 - Cyclelanes need to be considered as a priority, for example at New Cross Road and Pomeroy street</i>  | <i>I personally cycle around London, but it happens that I don't feel safe on my own borough. I find some other areas of the city much more prepared for people to cycle and walk safely.</i><br><br><i>I separate waste, but for example, I have never received the organic bin I've asked for. And also, I can see a successful waste management re recycling and general waste?</i><br><br><i>I personally think that introducing Low Traffic Neighbourhoods across Lewisham would improve the borough significantly.</i> |   | The comments have been passed on to the relevant teams for action.  | No changes to this plan.  |
| ANON-1JDS-WHN5-M | a resident |  | <i>I don't drive so already I'm doing well. I cycle and walk as much as I can. And encourage others to do so</i>   |   | No comment.   | NA  |
| ANON-1JDS-WHNZ-S |            |  |  |   | No comment.   | NA  |

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|                  | a resident                  | <p>(1) In my opinion although the actions of single London Borough Councils are necessary for the prevention and control of locally generated pollution, they cannot do anything about air pollution deriving from outside the Borough, including other countries. Does Lewisham employ any scientists who are able to assess the relative contributions of local and external pollution according to weather conditions? Is any estimate even possible?</p> <p>(2) No Council or government can consider air pollution in isolation from measures to address climate change. For example, what is the Council doing to encourage car-owning families NOT to pave over their front gardens in order to avoid residential car parking fees? I have never seen any helpful suggestions on this topic. It is well known that high density paving over front gardens increases city temperatures with detrimental effects in summer. It is less well known that plants, especially hedges can absorb pollutants from vehicle emissions as well as being beneficial in fighting climate change and promoting biodiversity.</p> <p>My intention in bringing up the above two points is that actions often have unintended consequences. For instance pushing up residential parking charges is counterproductive in other ways. The same is true when Lewisham Council shuts off roads in certain (usually posher areas) with the intention of reducing road pollution whereas the obvious unintended consequences is to simply divert the pollution to another (usually poorer neighbourhood). My observations and those of others suggest that the Council often lacks joined up thinking.</p> | <p>This is demeaning question that sets out only to interrogate residents about their knowledge of poor air quality which shouldn't be the objective of this exercise. As a scientist, I can assure the Council that I fully understand my contribution to tackling poor air quality. I would reverse the question and ask the Council do they understand that certain of their recent actions are not helping.</p> |   | <p>(1) LBL would consider such types of modelling when the right funding becomes available. (2) Air pollution is not considered in isolation because the GLA/DEFRA oversees and fund London wide air quality projects. The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads do become more congested while drivers adjust to the new layout.</p>   | <p>The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. Schemes elsewhere have demonstrated that if walking and cycling is safer and more convenient for shorter trips, fewer people will use their cars unnecessarily. They may also decide not to make certain trips, to travel at quieter times, switch to public transport or combine trips. However, this takes time to take effect.</p> |
| ANON-1JDS-WHNF-5 | a resident                  |  |   | <p>Be much bolder on walking, cycling and low carbon travel infrastructure</p>  | <p>Agree with comments, Lewisham are looking to improve walking and cycling infrastructure. Individual scheme details are not included in the AQAP.</p>  | <p>No changes needed as already address through a number of actions included in the plan.</p>   |
| ANON-1JDS-WHNM-C | a resident                  | <p>There is far too little emphasis on promoting safe and healthy travel. Lewisham already has a pitiful and embarrassing record in providing cycle lanes. The provision of cycle parking is awful too.</p> <p>There needs to be a move to electric vehicles in combination with this.</p> <p>It is all far too little to improve air quality</p>  |   | <p>Lewisham needs to start a campaign to get people to install low emission boilers and give funding support to encourage this.</p>   | <p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Therefore active travel is promoted with improvements to walking and cycling infrastructure. Details of individual projects are not in the AQAP. Under the Governments ECO3 Scheme, Eligible home owners could have their old inefficient/Broken boilers replaced completely free of charge, or heavily subsidised. If you qualify, we can arrange your free boiler replacement done within few days. Addressing indoor air quality and air quality campaigns are already considered in the AQAP. Regarding grants for boilers, contacts should be made with the energy trust Government scheme (ECO3) 2018 supporting heating measures. see <a href="https://www.workworkltd.org.uk/?gclid=EAlaIqobChMI04PV9Jyi9AIVGLLTC h2IRgxAEAYAiAAEgIdAvD_BwE">https://www.workworkltd.org.uk/?gclid=EAlaIqobChMI04PV9Jyi9AIVGLLTC h2IRgxAEAYAiAAEgIdAvD_BwE</a> and <a href="https://www.gov.uk/improve-energy-efficiency">https://www.gov.uk/improve-energy-efficiency</a>.</p> | <p>No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>  |
| ANON-1JDS-WHNC-2 | a resident                  | <p>I think there should be more focus on maintaining trees in the borough as these are important for improving air quality.</p>  | <p>You could help by making more and better cycle lanes.</p>  | <p>Please make it safer to cycle.</p>   | <p>Agree with comments, Lewisham are looking to improve walking and cycling infrastructure. Individual scheme details are not included in the AQAP. The Strategy for Parks &amp; Open Spaces prioritises healthy streets and green spaces in Lewisham.</p>   | <p>No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.</p>  |
| ANON-1JDS-WHPD-5 | a resident                  |  |   | <p>provide financial support</p>  | <p>Lewisham are looking to install more CPZs and LTNs. The Healthy Neighbourhood Programme (including low traffic neighbourhoods) will be rolled out across the borough, subject to funding.</p>   | <p>No changes needed.</p>   |
| ANON-1JDS-WHPQ-J | regular visitor to Lewisham |  |   |   | <p>No comment.</p>   | <p>NA</p>   |
| ANON-1JDS-WHPR-K | a resident                  | <p>There is nothing about decreasing motor traffic in the Borough, especially important are high levels of commuting through the Borough.</p> <p>There is little but warm words about creating safe active travel spaces: cycle lanes, well maintained, parking free pavements, car free/minimised streets (eg LTNs)</p> <p>What happened to the 'cycle spine' through the Borough?</p>  |   | <p>School streets<br/>LTNs<br/>Protected cycleways (as part of a network, not just going to a roundabout then stopping)<br/>Stop pavement parking<br/>Make commuting through routes less attractive (close roads to motors)<br/>Actively seek out and block rat running cut through<br/>Make cycling safe for school commutes</p> | <p>Parking on pavements is an issue through the Borough and greater investigation is required. Collaboration with TfL will benefit all and is important to Lewisham. Lewisham remain committed to the outcomes that LTNs aim to achieve and we will continue to explore how best to achieve them and will ensure that residents are involved in shaping future plans. Lewisham are looking to improve walking and cycling infrastructure. Individual scheme details are not included in the AQAP. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.</p>   | <p>No changes needed as already address through a number of actions included in the plan.</p>   |
| ANON-1JDS-WHPJ-B | a resident                  | <p>I would like to see nurseries included in the school air quality planning. My son attends Faith Montessori nursery on Stanstead Road, which is part of the South Circular. It is a great nursery but I am concerned about his exposure to air pollution from the main road. It would be great if nurseries like his could get support to plant a</p>  | <p>I walk and cycle where possible and would like better infrastructure to encourage active travel.</p>   | <p>Offer advice and support to my local nursery to plant and maintain an effective green barrier.</p>   | <p>Nurseries are included in the school action plan.</p>   | <p>No changes needed.</p>   |
| ANON-1JDS-WHPP-H |                             |  |   |   |  |   |

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| ANON-1JDS-WHP9-T | regular visitor  | <i>There is too much reliance on the hope that electric vehicles will solve everything and nowhere enough focus on supporting active travel which has a far greater positive impact.</i>   |   |   | Electric vehicles are an area that Lewisham see as assisting the AQAP, alongside increasing active travel infrastructure. Individual scheme details are not included in the AQAP.  | No changes needed as already address through a number of actions included in the plan.   |
| ANON-1JDS-WHPW-R | worker in Lewisham   |  |   | <i>Assess best practice and emulate. Invest to assist with behavioural change. Do not wait and refocus.</i>   | The comment made has been noted. We will increase our campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change.   | No changes needed.   |
| ANON-1JDS-WHPY-T | a resident   |  | <i>- not drive<br/>- not burn stuff<br/>- not use coal/wood for heating<br/>- encourage cycling</i>   |   | No comment.  | NA   |
| ANON-1JDS-WHPE-6 | a resident   | <i>I'm worried that the changes you've made have reduced air quality around poorer areas - ie, with the low traffic neighbourhoods. (I'm not against them as such - we all need to get out of our cars more but they've reduced traffic and air pollution in middle class areas but not poorer areas.)</i> | <i>Videos, mayor's email, social media etc can all be used to let us know what we can do (other than getting out of our cars).</i>  | <i>More electric charging points.</i>   | The intention of LTNs isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. During the settling in phase of a scheme like this, surrounding roads are likely to become more congested while drivers adjust to the new layout. Lewisham are looking to install more EV charging points where feasible. | No changes to the final AQAP because the point made has been considered in the draft plan.   |
| ANON-1JDS-WHP2-K | on behalf of a business/organisation/institution/community group/authority |  |   |   | No comment.  | NA   |
| ANON-1JDS-WHP5-P | on behalf of a business/organisation/institution/community group/authority |  | <i>reduced speed levels<br/>moving to low emissions<br/>no burning of fossil fuels</i>  |   | No comment.  | NA   |
| ANON-1JDS-WHPV-Q | a resident   | <i>What is unclear is the level of funding available and engagement with local organisations and communities. At a time when so much is cut, stretched and overworked. How will this be different?</i>   | <i>I now work from home and use my car much less. I walk more and am getting more confident cycling where possible or using public transport. I avoid using heating or have it on a lower setting. I avoid having a coal fire. My car has a small engine and low petrol use. I don't idle when waiting. I shop local where possible</i> | <i>- easy access to information<br/>- pool information about national or other schemes<br/>- alerts when the weather keeps in pollution<br/>- more individualised action to problem solve with people who continue to drive their children to school and idle outside<br/>- address the chronic traffic on the south circular</i> | Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles.  | Public health has been working closely with the Environmental Protection team on anti-idling work with the pan-London project on anti-idling project being funded by the Mayor of London. Parking is carrying out enforcement via Civil Enforcement Officers (CEOs). A Traffic Management Order has been made, so Penalty Charge Notices (PCNs) can be served. |
| ANON-1JDS-WHPT-N | a resident   |  |   |   | No comment.  | NA   |
| ANON-1JDS-WHPH-9 | worker in Lewisham   |  |   | <i>More info about what air quality champion entails, and where to get smokeless fuel<br/>More segregated cycle lanes to encourage people to cycle</i>  | More information will be made available on our website. This is already under consideration during our upcoming Air quality campaign.  | No changes needed.   |
| ANON-1JDS-WHP1-J | worker in Lewisham   |  | <i>Hopefully my employer will introduce a salary sacrifice scheme for vehicles so I could get an electric or hybrid vehicle through the scheme</i>  | <i>Encourage local businesses (perhaps by leading by example) to offer staff ways of purchasing a low or zero emission car.</i>   | Given the financial climate a financial incentive is not something that Lewisham are looking at for now.   | No changes to the final AQAP because the point made has been considered in the draft plan.   |
| ANON-1JDS-WHPK-C | a resident   |  | <i>Reduce my travel by car, walking and cycling rather than public transport</i>  | <i>Promote the use of electric cars more, install more charging points. Add more planters to the borough and reduce heavy goods through traffic from other boroughs</i>   | Lewisham supports the extension of the ULEZ to cover the entire Borough. Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Lewisham will encourage electrical vehicle uptake. Planters in the Borough should be investigated.  | No changes needed as already address through a number of actions included in the plan.   |
| ANON-1JDS-WHPB-3 | worker in Lewisham   |  |   | <i>Fund initiatives properly and see them through</i>   | Comments noted.  | No changes needed.   |

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| ANON-1JDS-WHPZ-U | a business ow | <i>Cars could be discouraged by higher taxes and fuel costs. A bigger awareness campaign of how deadly car emissions are. Hard hitting ads warning of the impact we are making on climate change by one short journey by car etc<br/>Too much focus is on schools and lower income households (for energy schemes) This affects everyone</i>   | <i>Selling my car.<br/>Operation so I can walk more easily<br/>Recycle everything, rarely buy new.<br/>Spend time educating others in the community.<br/>Saving water. Use rainwater for many tasks and work<br/>Use heating sparingly<br/>Switched to LED lights<br/>Using a trolley to transport gear by foot<br/>Etc</i> | <i>Reductions for outlay for these provisions, including wifi so less travel is needed. Even 10% off a boiler etc<br/><br/>Events, festivals, that preach the zero Carbon message<br/><br/>Penalise car use<br/><br/>Give bonuses and rewards (eg free gym passes) for businesses who go car free<br/><br/>Vegan events to get everyone reducing carbon</i> | Comment noted and under consideration during the course of the plan. Responses to the comments made on our proposed transport/highway/parking interventions are provided in the transport AQ specific policy statement attached this report.   | LBL transport AQ specific Policy Statement.  |
| ANON-1JDS-WHPF-7 | a resident    |  |   |   | No comment.  | NA   |
| ANON-1JDS-WHPM-E | a resident    |  | <i>I do but I am constrained by the lack of a decent and affordable bus network and a massive lack of electric charging points. This lack of charging points is what is stopping me getting an electric car.</i>  | <i>More charging points or maybe if someone has an electric vehicle then have their own bay outside their house similar to a disabled bay.</i>  | We are planning to install more EV charging points across the Borough, we encourage residents to apply for a EV charging point at their home. We review EV charging sites based on requests submitted by residents for new charge points, along with information on areas of likely high demand, proximity to existing charge points and as we identify each potential location. | No changes to the final AQAP because the point made has been considered in the draft plan.   |
| ANON-1JDS-WHPC-4 | a resident    | <i>There's so little on traffic reduction. All you want to do is replace petrol/diesel vehicles with electric ones. There'll still be congestion and the borough will be unattractive for people wanting to walk and cycle</i>   |   |   | A combination of methods are looking to reduce traffic in the Borough, including cycling and walking infrastructure and healthy neighbourhoods.  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling   |
| ANON-1JDS-WHP6-Q | a business ow | <i>Segregated cycle highways in Deptford alone is not ambitious enough</i>   |   | <i>Partially fund them. Direct us to professional support.</i>  | Improvements to cycling infrastructure is not limited to Deptford, we are looking to improve active travel infrastructure across the Borough   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |
| ANON-1JDS-WHPU-P | a resident    | <i>Encourage more use of public transport by ensuring that there are more frequent services.</i>   |   |   | Public Transport services should be referred to TfL. We are positive in communications with TfL.   | No change to the plan. The draft plan included an action (19.1) to work with all relevant organisations to improve air quality on strategic roads. This would include TfL. Consultation is part of the process of delivering the schemes |
| ANON-1JDS-WHP7-R | a resident    | <i>Having read the report I am surprised there is no mention of planting street trees. There is a mass of data to show that street trees mitigate pollution, slow traffic, reduce urban heat islands (and use of aircon), reduce localised flooding, foster well being, encourage community engagement, encourage walking, encourage biodiversity, and bring many more benefits.</i> | <i>Work to plant more street trees<br/>Retrofit my home where possible<br/>Walk not drive<br/>Buy sensible food, use less plastic</i>   | <i>Make a greener borough - change grey spaces into green spaces. Work to create green corridors across the borough for those who want to walk.</i>   | The suggestions will be considered in our Local Plan and our park/open space strategy.   | No changes needed.   |
| ANON-1JDS-WHPG-8 | a resident    | <i>All busses should be fully electric all taxis and taxi services should be fully electric. We need pedestrian zones in Lewisham central to discourage driving</i>  |   | <i>Pedestrianise my road, discourage by enforcing resident only parking 24/7</i>  | There are currently no plans for pedestrian zones in Lewisham currently, but this could be investigated in future. TfL's 9000 strong bus fleet meet or exceed the cleanest Euro VI emission standards. The Mayor's aims are for all taxis and Private Hire Vehicles (PHVs) to be zero emission.  | No changes needed  |
| ANON-1JDS-WHPA-2 | a resident    | <i>Do more to discourage driving in Lewisham, especially through traffic</i>   | <i>Not owning a car.<br/>Using public transport and walking</i>   | <i>Enforce speed limits on neighbourhood roads<br/>Reduce incentives to drive cars (eg stop privileging parking spaces over pavements and green spaces)</i>   | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Parking on pavements is an issue through the Borough and grater investigation is required. Speed limit enforcement is undertaken by the Police.  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.  |

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| <p>a resident</p> <p>ANON-1JDS-WHPS-M</p> | <p><i>Re: connecting people through community engagement, the greatest changes will come from those not already engaged in the community. Those who are already interested in checking air quality alerts, or have signed up to a community-focussed app (airtext?) have already taken steps towards making changes. I am in frequent contact with people who are completely uninterested in improving air quality (or other aspects of their local area), I don't know if this is through ignorance or disenfranchisement, but if you work out a way to engage this section of the population then you will surely see a shift in people's adoption of positive air quality practices. Eg. Frequent idling awareness/walk to school campaigns at the school gates. Identifying 'park and stride' options for schools (this would also work towards Lewisham's drive to reduce obesity and increase activity in children). Also, a big omission is the role of electric bikes and scooters. I don't enjoy the way that many of the scooters are ridden, but I do believe that they will be pivotal in getting people out of cars. By overlooking the role that they currently play, we're ignoring the impact they could make. They're not going to go away. So better that we embrace their use, improve their safety and see them a step towards sustainable travel.</i></p> | <p><i>I know that there are various aspects of my life that contribute to poor air quality. I drive, however I try to do so as little as possible, even if that means togging me and the kids in head-to-toe waterproofs to brave the lashing rain on a 25min walk to school. I understand that to improve air quality I will be inconvenienced. But the satisfaction of knowing I am making a contribution to improving air quality outweighs this inconvenience. I understand that, looking at the bigger picture, my inconvenience is incredibly minor. The car we have is old and diesel - the worst kind! I live next to the border of the ULEZ extension, it will impact on where I have occasionally driven to. But I welcome the extension. I cannot yet afford an electric car and I know the most environmentally aware thing to do is to only replace my existing car when it is beyond repair. Our electricity supply is 100% renewable (octopus) and we are considering replacing our gas hob and oven with electric/induction alternatives to reduce our gas consumption.</i></p> | <p><i>Make any actions as cheap as possible/free, otherwise you rule out a large proportion of the borough being able to participate.</i></p>   | <p>The comments made have been noted. We will increase air quality information to the public, campaign, engagement and projects to raise public awareness about the air quality issues and behaviour change. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Lewisham are exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial. Increasing cycle infrastructure is key, although individual scheme details are not included in the AQAP. School campaigns will be investigated further as three is evidence to show that children can influence their parents travel habits.</p> | <p>We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric cars) as far as possible. We are committed to making Lewisham carbon neutral by 2030, as set out in Lewisham's Climate Change Action Plan. Although the overall aim of our transport strategy is to encourage more walking, cycling and public transport journeys, we also recognise the need to support the use of electric vehicles for essential car journeys. Reducing car use is one of the best ways to cut emissions. Sustainable Travel Towns studies show that car driver distance could be reduced by five to seven per cent, which can provide large reductions in NOx/PM emissions. The Cycle Strategy which feeds into the AQAP clearly prioritises a shift away from car use. It aims to increase cycling numbers from 600,000 to 1,500,000 by 2026. We will build on the work already undertaken in relation to encouraging cycling and walking. Lewisham have a plan for a number of cycle routes through the Borough, all information can be found at <a href="https://lewisham.gov.uk/inmyarea/regeneration/deptford/north-lewisham-links/cycling-quietway">https://lewisham.gov.uk/inmyarea/regeneration/deptford/north-lewisham-links/cycling-quietway</a>. Public health has been working closely with the Environmental Protection team on anti-idling work with the pan-London project on anti-idling project being funded by the Mayor of London. Parking is carrying out enforcement via Civil Enforcement Officers (CEOs). A Traffic</p> |
| <p>a resident</p> <p>ANON-1JDS-WHMD-2</p> | <p><i>I think the language used around transport and parking is far too moderate considering the scale of the issue. As a pedestrian and public transport user, I feel Lewisham does far too much to encourage private vehicle ownership. On my street (Ennersdale Road) car parking spaces occupy 50% of the pavement. How is this an infrastructure to encourage active transport. We need to council to commit to radical action which actively discourages car ownership: fewer parking spaces; more LTN's; expand ULEZ to the entire Borough. Encouraging electric vehicles is a temporary solution and unsustainable for the future (given the carbon footprint for manufacturing these vehicles). And where will this infrastructure go? I've seen enough examples already, ugly charging ports taking up pavement space. The Council should be discouraging the use of private vehicles full stop. While the overall aims of the plan are welcome, the list of concrete plans are filled with vague statements about 'raising awareness'. If Lewisham is serious about tackling the Climate Emergency, they need to propose concrete and radical plans to discourage and decrease private vehicle use in the Borough.</i></p>  |   | <p><i>As a lifelong pedestrian and user of public transport (and occasional cyclist), I have no interest in owning a private vehicle. To encourage active transport, behind by giving pavements back to pedestrians. Pavement parking was abandoned by most boroughs in the 70s, yet there are designated parking spaces on pavements all over Lewisham (Ennersdale Road, Leahurst Rd, Fernbrook Rd). If a street is too narrow to have parking on both side then it shouldn't. More trees, more LTNs, more cycle lanes and fewer cars and parking spaces please!</i></p> | <p>Agree with encouraging a shift away from car ownership but this is behaviour change and will take time. Lewisham will encourage electrical vehicle uptake. Lewisham supports the expansion of the ULEZ to cover the entire Borough however this is a TfL scheme. A combination of methods are looking to reduce traffic in the Borough, including cycling and walking infrastructure and LTNs.</p>  | <p>No changes needed as already address through a number of actions included in the plan.</p>   |
| <p>a resident</p> <p>ANON-1JDS-WHMD-2</p> | <p><i>Education of residents is not extensive enough and should be the main priority. For as long as there are residents who don't respect or adhere to the various rules aimed at reducing pollution, problems will persist. Enforcement is not Lewisham's strong point and prevention must become its focus. ULEZ punishes the working poor and the focus should be on imposing compliance rules on local authorities and big business first of all, before assessing the positive impact of that and then seeing what is left for the individual to do.</i></p>   | <p><i>I can walk or take public transport more regularly. Fly tipping and poor management of refuse collections can be a real barrier to this with footpaths inaccessible due to fly tipped waste and / or wheelie bins left strewn across pavements. I have a ULEZ compliant car but know many of the working poor can't afford to change vehicles - this should be subsidised</i></p>   | <p><i>I don't need support from Lewisham but others do. Invest in making old homes more carbon efficient reducing the need for residents to light fires. Replace single glazing, insulated homes, consider cycling some of the older property stock (e.g in conservation areas) out in favour of new. Help residents upgrade vehicles to low emission / electric alternatives but only do this when it is clear that the charging infrastructure can cope.</i></p>  | <p>Comment noted. LBL agree with the need for investment in existing housing stock. The big question is how this is funded. The Government's Head and Building Strategy published last month does not make this clear. The suggestions have been passed on our enforcement teams. TfL should be contacted about the ULEZ.</p>  | <p>Comment noted. The suggestions have been passed on our enforcement teams and TfL who implemented the ULEZ. Financial aid to upgrade vehicles to electric is not something that Lewisham can provide, however residents are able to apply for charging points and we are looking to install more ev infrastructure.</p>   |
| <p>ANON-1JDS-WHMD-C</p>                   |  |   |   |  |   |

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| a resident<br><br>ANON-1JDS-WHMR-G | <i>The planning permission system in conservation areas actively works against addressing air quality issues by obstructing and blocking residents' attempts to retrofit properties (especially external insulation). This needs to be addressed so that the need for building conservation does not actively obstruct improving air quality and addressing climate change as it does at present.</i>  | <i>I got rid of my car recently and have no plans to replace it until electric cars become more feasible. I have resisted commercial pressures to instal a wood-burning stove. I cycle where it is safe and practical to do so. I replaced my older gas boiler with the most efficient, low emissions model I could find.</i> | <i>1. Actually so something, anything, to enforce the declared 20mph speed limit. Currently there is no enforcement whatsoever and almost no-one observes the limit. Drivers who attempt to observe the limit are often abused, undertaken and even threatened by other drivers who want to drive at speeds beyond the limit.<br/><br/>2. Ensure that planning/conservation departments stop obstructing and blocking residents' attempts to retrofit their homes.<br/><br/>3. Completely ban wood-burning stoves. It is absurd to suggest that some WBSs are "clean" or that owners of WBSs don't burn heavily polluting materials. Some wealthy residents want their WBSs, but Lewisham Council should not be pandering to their wishes.</i> | These suggestions are under consideration during the design of our Local Plan.   | No changes needed.  |
| a resident<br><br>ANON-1JDS-WHMP-E | <i>Cyclists are on the increase and this will go up - massively - if the routes could be deemed safe. PROPERLY SAFE! At the moment too many drivers are in a hurry and it causes too many near misses.</i>   | <i>I have stopped be a driver. I am no longer a car owner. I have three children and they have had to learn to cope. And it is a good lesson for them and the future. In inner city London there is, largely, no need for families to have cars.</i>  | <i>It is a city-wide issue. And a national issue. That's what Lewisham can do. It can work at getting all the other parties to do the same.</i>  | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual scheme details are not published in the AQAP.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.   |
| a resident<br><br>ANON-1JDS-WHMP-I | <i>The proposals contain an overall lack of ambition. Heavy traffic, rat running, parking on pavements etc. remain a constant threat to the health of borough residents. The South Circular, particularly on Catford Bridge, are horrendously congested and polluted. The area has high footfall due to the stations and accomodation but the pavements are narrow and very close to the busy road.</i>  | <i>I use active travel and public transport wherever possible. I pay for a garden waste bin instead of burning my garden waste.</i>   | <i>Make parking more expensive. Charge oversized SUVs much more for parking (they don't even fit in marked parking spaces sometimes). Reduce parking across the borough. Clamp down on pavement parking. Install more cycle infrastructure. Build more pedestrian crossings. Make fewer roads through roads. Use ANPR to limit non-resident through traffic.</i>   | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Parking on pavements is an issue through the Borough and greater investigation is required. A combination of methods are looking to reduce traffic in the Borough, including cycling and walking infrastructure and healthy neighbourhoods. Lewisham are currently working on a proposal to undertake a combination of improvements to Public Realm between Catford and Catford Bridge stations, utilising S106 funds for this purpose. There are no plans to increase parking based on the size of vehicles.  | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.   |
| a resident<br><br>ANON-1JDS-WHMY-Q |  | <i>Continue to not drive, using my bike and public transport.</i>   |  | No comment.  | NA  |
| a resident<br><br>ANON-1JDS-WHM2-G | <i>In answer to Q2 - the Council needs to make progress on all 7 items. Which aspects of which are to be prioritised should be based on a cost/benefit over 5 years - where cost is availability of funds and benefit is the gain in air quality over a sustainable period to a significant section of the population at risk.<br/><br/>The time and energy spent on monitoring is only worth the spend and officers' time involved if the Council knows what it will do with the results to make an improvement in air quality. Extra data once adequate data has been collected in any particular case will be money badly spent - when money is so tight.<br/><br/>I would wish to see a far higher priority given to promoting active travel, cycling and walking, in all its forms. I think this should probably be the top priority - mental health and overall physical health be improved as well as better lungs. Streets will be more available for walking in etc, etc. Use of private electric vehicles are very much a second best to active travel - which is not to say that no provision should be made for them - but active travel be prioritised.<br/><br/>In this I would also include the work on School Streets. This is a good initiative wish I would wish to see rolled out to all schools - including considering naming and shaming, as a last resort, those that do not engage. Getting very many more getting parents and children to walk to school, especially primary school should be a feasible objective.<br/><br/>Electric and other cargo bikes - other London boroughs are idling much more than Lewisham right now. Lewisham should commit in its strategy to learn from the best, in this any other areas - no need to re-invent the wheel best - so our council becomes a leader in its own right</i> |   | <i>I would wish the Council to provide a much better cycling infrastructure than is currently the case. We are laggards in London. Yes, TfL has been involved, too, but that is true of all the other London boroughs, too, where much more has been going on.</i>   | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. We encourage Schools to partake in the School Streets initiative but they are not required to join. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. Cargo bikes is an area for Lewisham to research. Lewisham are exploring cycle hire procurement to implement a permanent cycle hire scheme, assessing providers and will likely run a trial. | The comments about monitoring around sensitive receptors are already under consideration (see Table 4.1) and will be implemented in due course. No changes to the final AQAP because the points made have been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |

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| ANON-1JDS-WHM5-K | a resident   | <i>The south circular needs addressing, especially the rat running through the Corbett estate and Hither Green lane. Not enough bus routes or safe walking routes. Not enough cameras to monitor. Proposal of 75 pollutant monitors is not enough, there should be many more.<br/>The burning of fires in peoples gardens is epidemic, this should be completely banned, no exceptions. Nobody polices this and it is terrible what it does to air quality during the summer months. You should make brown bins free and available to all properties to help avoid this.</i>  | <i>I will be buying an electric car. I walk and use Public Transport as a priority first, but currently the network around the Corbett Estate is just not good enough, nor safe after dark.<br/>I do not burn rubbish or any fires, I am aiming to phase out the use of my gas boiler within the next 3 years.</i>   | <i>Improve walking routes and public transport. Work with police to make the streets safer, install more CCTV. Ban the burning of vegetation and rubbish in peoples gardens, provide free recycling to help tackle this issue. Sort out rat runs through the Corbett estate. Improve the footpaths which are in a terrible state to make walking more appealing.</i>  | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Hither Green Lane and Corbett Estate can be investigated to identify the current issues and and remedial measures. CCTV is located in areas where compliance is extremely poor, it is generally the last measure due to its high cost implications.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |
| ANON-1JDS-WHMV-M | a resident   | <i>There is not enough emphasis on inappropriate vehicles using narrow roads through and cut throughs. Keeping large trucks on the main A roads is vital to keep congestion on residential streets. Speed monitoring, speed enforcement, improved pedestrian crossing and creating roads that are more suited to pedestrians and cyclists needs more focus so that pedestrians can travel safely through residential areas including Brockley,</i>  | <i>Change vehicle to a cleaner one and walk cycle and use public transport wherever possible</i>   | <i>Support our residents demand for a safer and healthier Road. Malpas Road B218, has experienced a large number of car accidents, with damage to private property and many resulting in car owners being removed from their vehicles by the emergency services. The road is not currently suitable for two way traffic as it is so narrow. Larger vehicles (vans and larger) cause congestion with multiple traffic jams adding to the pollution. There are little safe places to cross and this makes the road unsuitable for the more vulnerable in our community to use the road safely. Young children do not have one suitable pedestrian crossing and older people are scared of crossing Malpas Road. We have been campaigning for a safer road since 2014 with no changes.</i> | Malpas Road should be investigated into the issues that are raised. Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual schemes are not detailed in the AQAP. Speed enforcement is undertaken by the police but speed monitoring is constantly undertaken by Lewisham.   | No changes needed as already address through a number of actions included in the plan.  |
| ANON-1JDS-WHMH-6 | a resident   | <i>Please reconsider school streets running. That should all be closed at the same time. Make ltn infrastructure permanent but call it something else!! "Ltn" is too toxic. Tell drivers where their money went. You conned and bullied me into paying £65 for going up an road with NO signage. I need to know it's coming back to me and in what form.</i>  | <i>I've cycled all my life. I'm doing all i can without making myself more ill than i already am.<br/><br/>Education.<br/>Community composting.<br/>Change the regs on paving over gardens</i>   | <i>Correction: Please reconsider school streets timing.<br/><br/>Allow older people to try cycling by providing a safe space to try rideling - all those sorts tracks not doing anything!! Give free cycle instructor training... I dont gave £400 to train. In Scotland, its free.<br/>Bike storage on every road- one car space = 5+ bikes = less traffic.</i>  | All fines collected are used within the scope of Government legislation, which means it must go back into transport. School Streets are in place to prevent vehicles from accessing the school at the start and of the the school day, they have proved successful but remain under review. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual scheme details are not published in the AQAP. The cost of cycle training is not currently under review. | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |
| ANON-1JDS-WHMK-9 | a resident   |   | <i>By only using Ultra Low Emission Vehicles or walking, cycling or using public transport - the Council needs to help people do this by putting in wider footpaths, providing much more cycle storage, implementing cycle routes, and installing many more electric vehicle charging points.</i>  | <i>Provide information about funding, and helping residents access vehicle charging points at home.</i>   | Responses to the comments made on our proposed transport/highway/parking interventions are provided in the transport AQ specific policy statement attached this report.   | No changes to the final AQAP because the point made has been considered in the draft plan.  |
| ANON-1JDS-WHMB-Z | a resident   |   |  |   | No comment.   | NA  |
| ANON-1JDS-WHMH-Z | on behalf of a business/organisation/institution/community group/authority |   |  |   | No comment.   | NA  |
| ANON-1JDS-WHMF-4 | a resident   | <i>Lewisham is not an island. It is part of London and cannot deal with these issues in isolation without makin life worse for everyone around us and those on the main roads going through lewishqm. These measures will lead to an improvement for a few privilged people and a worse situation for the poorerresidents of the borough.</i>   |  | <i>Provide money. Most people can't afford the luxury of making changes and therefore things will only get worse for the poorer members of the community.</i>   | These comments have been passed on to the GLA and TFL. We agree that council spend needs to be targeted on low income and vulnerable residents. This is under consideration.  | Agree that working with neighbouring Boroughs and TFL is key  |
| ANON-1JDS-WHMG-5 | a resident   | <i>I am new to thinking about this seriously. However, I have learnt that wind power is incredibly efficient. You mention solar power, but not solar wind power specifically. I actually think solar wind power might be a good resource in the borough. I live on the 4th floor of my building and developments around us have created a strong wind tunnel effect. I am aware that it is possible to install small wind turbines now, but I am struggling to find local businesses who specialise in this or to find more information in general. Would it be possible to promote the use of small wind turbines, via information, bursaries, new development legislation etc especially on buildings in the borough with multiple stories such as mine? This should bring business to the borough re installation of these products as well as reducing the carbon footprint of the borough.</i> | <i>I receive emails from you but they are easy to skim over or ignore. I think something visual in the community which connects these issues to the places I walk around each day would help me to think about the issues and to understand what I can do to help e.g. information boards, pieces of art/commissioning artists to work with messaging this to the community.</i> | <i>Deliver information to me. Enact legislative changes enabling the installation of solar/solar wind power if possible. Provide bursaries for the installation of equipment.</i>   | The comments made have been noted and passed on to the relevant team for consideration.   | No changes needed.  |

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| ANON-1JDS-WHM6-M | a resident | <i>I live on the South Circular (Honor Oak Park, SE23 3LH) and the traffic is choking. One simple fix has not been adopted. Many roads off the South Circular (eg. Grierson Road) are blocked to traffic. This means anybody who wants to access that road can't just turn left, but has to drive in a circle (all on the South Circular) to access it. You are literally drawing all of the traffic onto the busy, choked up, main thoroughfare - if you opened the side roads (which have been blocked to traffic for at least ten years), there would be far less traffic idling on the main road emanating petrol and diesel fumes. This particular main artery into and out of London was never such a congestion problem until all the side roads were blocked pushing all (even local traffic) onto the South Circular.</i>  | <i>I have a car only for necessary journeys, not everyday use (I work from home). I would cycle everywhere and happily get rid of my car altogether if cycling wasn't so dangerous in London. A white painted line to separate bicycles from lorries and buses is completely inadequate as a safety precaution. Pavements are constantly widened in this area, narrowing roads and pushing vehicles even closer together, but why not create cycle lanes instead of widening pavements so much?</i> | <i>Replan the roads so that vehicles are not pushed into a bottleneck and open up side roads so that cars and buses etc can reach their destination more directly, and not be funnelled onto main roads when they are trying to get home to a minor road.</i>   | These road closures are historic and not part of the AQAP, however they could be investigated to understand the current issue being described.  | No changes to the final AQAP because the point made has been considered in the draft plan.  |
| ANON-1JDS-WHMC-1 | a resident |   |   |   | No comment.   | NA  |
| ANON-1JDS-WHMC-1 | a resident |   |   | <i>Be Transparent<br/>Do not lie or spin the facts and the figures to suit the agenda and actions being pushed<br/>Consult in person regularly<br/>Do not take years to reverse actions that have proved to be causing damage to local populations, infrastructure and increasing air pollution<br/>Do not push an agenda that appears to work for only a few based on radical beliefs<br/>Take into consideration those individuals that can't ride a bike or don't feel safe doing so<br/>Take into consideration the growing elderly population</i>  | The comments made have been noted.  | Lewisham's corporate priority is to build safer communities, where every resident feels safe and secure living here and travelling around the Borough.                            |
| ANON-1JDS-WHMC-1 | a resident | <i>It's good to see this air pollution plan being drawn up, and I welcome the great progress made with school streets.<br/><br/>There is an unfortunate lack of focus on concrete development of active travel infrastructure, and attention to EV charging, which, while important should be a last resort in sorting out air pollution. The (sorry, but laughable) provision of 600 secure bike hangar spaces across the borough is nothing like what should be available - there are 850 car parking spaces in Lewisham shopping centre alone!<br/><br/>Given the huge opportunities for health and the economy when more journeys are made by walking or cycling, there should be much, much more attention paid to how to get people moving around actively, rather than just "encouraging". You can educate people all you like about the importance of reducing car journeys but if the alternative is unsafe or unpleasant - as it is in a lot of the borough - this will be unsuccessful. School streets are great, but don't link up with other walking and cycling infrastructure to allow children to walk and cycle safely from home.<br/><br/>I would like to have seen a much greater focus on what the council is actually doing to make it safe and pleasant for people to walk and cycle.<br/><br/>In addition, I would welcome information about how anti-idling measures will be enforced. I took part in the schools workshop at Coopers Lane, and regularly ask people to stop idling, but have seen little difference in the rates of idling. A traffic officer rotating around schools monitoring for idling would be very helpful. I have now submitted several instances of idling to the idling enforcement team but not had any feedback.<br/><br/>I welcome the mention of green space as important for reducing exposure to air pollution</i> | <i>Car is a last resort<br/>Modelling active travel to friends and family and my children<br/>Asking people to stop idling when I see it<br/>No bonfires/bbqs</i>   | <i>The council needs to install well designed and joined up cycling and walking infrastructure across the borough. This will enable people to make the shift to active travel and will ease transition to healthy neighbourhoods (/LTNs) when these are rolled out across the borough.<br/><br/>Funding for these needs to be considered in the context of the health and care benefits to be gained by improving physical activity. The status quo is unsustainable, appalling for the climate, and appalling for health, both from damaging air pollution and from unhealthy inactive lifestyles.</i> | Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all, this includes infrastructure and new cycle hangars. Individual scheme details are not published in the AQAP. Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles and LBL will erect non idling signs around schools as necessary and will continue taking enforcement actions if necessary. The Strategy for Parks & Open Spaces prioritises healthy streets and green spaces in Lewisham. Our Parks/open spaces and our local plan presents measures to increase green infrastructure across the borough. | No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |
| ANON-1JDS-WHMM-E | a resident | <i>There is mention of green space but the fact that Lewisham loses 150-200 mature trees every year is not being addressed. This will contribute to a significant loss of mitigation against the health impacts of air pollution. Please ensure that the air quality strategy is linked with green space strategy and that the loss of mature trees is halted. More information: <a href="https://blog.ecosia.org/how-trees-reduce-air-pollution-world-environment-day/">https://blog.ecosia.org/how-trees-reduce-air-pollution-world-environment-day/</a></i>  | <i>Previously answered</i>  |   | The comments have been passed on to the relevant Team for consideration.  | No changes needed.  |
| ANON-1JDS-WHMS-H |            |   |   |   |   |   |

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| ANON-1JDS-WHMA-Y | a resident | <i>The issue of Lewisham being a major transport route with high volumes of trucks and other diesel polluting vehicles is not being addressed enough. Charging polluting and commuting vehicles for travelling through Lewisham is one way of reducing them.</i>   | <i>I cycle or walk. On the rare occasion I do drive, I use an electric vehicle. I make sure all my children cycle to school. I am actively campaigning for my children's school to become a school street. I support temporary road closures for pedestrians and play streets. What would help me to continue doing this is better cycling infrastructure in Lewisham, more pedestrianised areas and making all primary schools School streets as the norm.</i> | <i>Better cycling and pedestrian infrastructure. Make air polluters pay, e.g. by charging residents a tax on vehicle ownership- charge more for the most polluting vehicles or ownership of more than one vehicle. Make all primary schools have School streets with NO vehicles allowed on them during drop off/ pick up. Increase pedestrianised areas and pedestrian crossings. Offer cycle loans/ cycle training to improve access to bikes and cycling confidence across the borough.</i>  | Lewisham supports the ULEZ and has pushed for the expansion to cover all of Lewisham. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Individual schemes are not detailed in the AQAP. We encourage Schools to partake in the School Streets initiative but they are not required to join. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria. The Try before you bike scheme allows you to try out a new or nearly new bike for a monthly fee. | No changes needed as already address through a number of actions included in the plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling.     |
| ANON-1JDS-WHQD-6 | a resident | <i>There should be much better infrastructure for walking and cycling in Lewisham. Particularly there needs to be a re-allocation of road space from cars to people. Huge investment in segregated cycle lanes (which are lacking in Lewisham). Reduce on-street parking in favour of wider pavements. Ban ALL pavement parking borough-wide and enforce.</i>  | <i>I don't own a car, I don't drive and I walk/cycle every trip I make within the borough.</i>  | <i>Invest in safe cycling and walking infrastructure!!!! This is THE most important factor in getting people out of their cars and adopting active travel.</i>  | Agree with comments. Walking and cycling is key to active travel and Lewisham are proactive in making walking and cycling safer for all. Parking on pavements is an issue through the Borough and greater investigation is required.   | No changes to the final AQAP because the point made has been considered in the draft plan. Table 4.1, Action 25 refers to provision of infrastructure to support walking and cycling. |
| ANON-1JDS-WHXC-C | a resident |  |   | <i>Reverse engineer LTN's and school streets, as extended ULEZ will be introduce shortly &amp; E10 new petrol began in September, as explained section 6.</i>   | LTNs and School Street go through a number of stages before implementation, this allows for maximum scope and to achieve the right measures for the location. Criteria to select school for actions will be included in the school air quality action plan. These will include school and public engagement, existing air quality interventions and GLA predicated air quality concentration of pollutants among other criteria.   | No changes to the final AQAP because the point made has been considered in the draft plan.  |
| ANON-1JDS-WHQN-G | a resident |  |   |   | No comment.  | NA  |
| ANON-1JDS-WHQQ-K | a resident | <i>I think it looks a thorough campaign, but I think it is still possible for people in lewisham to be completely unaware of all you are trying to do. I think more efforts to reach more people and create real change are essential to have real success in acueving the goal such for 2030. The goal is admirable and the goalposts are in view but people need to be MOBILISED and shown both how to take responsibility for their own actions, given compelling incentives to do so, and be shown how the council and government are making our streets and workplaces much much more environmentally sound and safe. This will on turn inspire compliance and a comprehension of the challenges we are all facing.</i> |   |   | The comments have been noted and will be considered.   | No changes needed.  |
| ANON-1JDS-WHQJ-C | a resident | <i>Most of the Council's housing stock has low energy performance scores because of a lack of roof and wall insulation.</i><br><br><i>For decades the Council has failed to utilise idle land for green (and other economic or social) purposes and residents have to pay Council Tax to maintain land which could help to deliver green objectives.</i><br><br><i>The Council has made no effort to reopen Brockley Train station or increase the capacity of other overcrowded public transport services because it always just says this is TFL's responsibility.</i>   | <i>Walking, cycling, public transport, green initiatives at home etc</i>  | <i>Lewisham Council has not made any efforts for our council owned block to be allowed to install electric chargers. We have asked multiple times but are just told to speak to the management company and this company says it is not in the contract and no funds to implement. Lewisham Council needs to ensure that its contracts with suppliers have tangible green requirements.</i><br><br><i>Lewisham Council has allowed the management company of multiple blocks to continue installing gas boilers in council owned properties. What a waste of money and lack of forward thinking.</i> | The comments have been noted and will be considered.   | No changes needed.  |
| ANON-1JDS-WHQX-T | a resident |  | <i>Driving a modern car with low emissions, swapping to electric vehicle once they clean up the environmental impact of making electric cars and create batteries long enough to do the long distance drives I have to do. Never idle my engine. Walk when I can. (I will not cycle as I consider it far too dangerous with all the crazy and terrible drivers on London roads!</i>   | <i>Enforce the ULEZ. Ensure no buses or taxis which aren't ULEZ compliant drive in the Borough. Do something about the reports of idling cars.</i>  | Civil Enforcement Officers have the power to serve a Penalty Charge Notice for idling vehicles. Lewisham supports the expansion of the ULEZ to cover the entire Borough, but this is a TfL scheme. It is designed to discourage driving with a higher emission vehicle, rather than to prohibit.   | No changes to the final AQAP because the point made has been considered in the draft plan.  |
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| Paper responses |  | Three (1-3) paper responses | <p>Respondent 1: (a) Insulating homes and ensuring that new developments are well insulated with sustainable energy<br/> (b) Final mile collection and not individual deliveries<br/> (c) Banning diesel from Lewisham roads, like Deptford Church Street</p> <p>Respondent 2: (a) Annual report on progress-overview by independent assessors to ensure rigorous application</p> <p>Respondent 3: (a) More bicycle infrastructure</p> | <p>Respondent 1<br/> (a) Stop cutting down trees and building on green spaces<br/> (b) Strong enforcement of air quality policies<br/> (c) Grants, subsidies and incentives</p> <p>Respondent 2<br/> (a) Tell us how to avoid the dreadful air and how to protect children</p> |  |  |
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