

Appendix C – Monitoring Report – September 2022

Lewisham & Lee Green Low Traffic Neighbourhood

Date: September 2022

1. INTRODUCTION

- 1.1.1 The London Borough of Lewisham introduced the Lewisham and Lee Green Low Traffic Neighbourhood as a response to Government encouragement, following the outbreak of the COVID-19 pandemic.
- 1.1.2 The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians and urgently put measures like LTNs in place.
- 1.1.3 The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.
- 1.1.4 LTNs also aim to improve air quality and public health, reduce air and noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists.
- 1.1.5 The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. A copy of the strategy can be found [here](#).
- 1.1.6 In January 2022 as part of the report presented to Mayor and Cabinet, an update monitoring report was provided which included latest data collected which was from November 2021. This can be found at [Lewisham Council - Agenda for Mayor and Cabinet on Wednesday, 12th January, 2022, 6.00 pm](#).
- 1.1.7 As part of Mayor and Cabinet approval was given for the publishing of permanent traffic orders retaining the revised Lewisham and Lee Green LTN, it was also agreed that there be continual monitoring of the area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality and bus journey times.

1.2 Data limitations

- 1.2.1 It is important to note that any transport related data capture has

limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. However, data capture during a national pandemic is even more tumultuous, due to the tightening and easing of lockdown measures by Government which have severely influenced travel behaviour; resulting in at times volatile results.

1.2.2 The monitoring data has been undertaken over a period that is not under 'normal' conditions with frequent changes in restrictions on movements and social distancing. Although conditions have now improved, as there are currently no restrictions on movement or social distancing, travel patterns are still likely to be different to pre pandemic levels with many people still working from home and choosing different modes and times to travel.

1.2.3 Therefore the data produced/analysed in this report is to aid in the monitoring and evaluation of the scheme, with the knowledge that it holds some limitations.

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

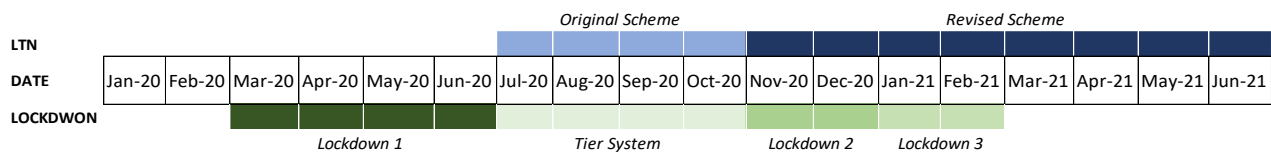


Figure 1 – Timeline of Measures and UK Government restrictions.

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

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

2. **AUTOMATIC TRAFFIC COUNT DATA:**

- 2.1.1 Automatic Traffic Count data was available prior to the introduction of the LTN for some locations as part of a scheme that was being developed by the Council prior to the pandemic called the 'Healthy Neighbourhoods' scheme (further information on this scheme can be found [here](#)). Data for these locations was collected over a consecutive seven day period starting on the 23rd March 2019, however when the original scheme was being developed it was understood that this did not cover the entire area and to gain a better understanding in the time frames outlined by Government additional data was collected to provide indicative information based on street similar streets. This data was collected over a consecutive seven day period starting on the 25th June 2020. From this point on this data will be referred to as pre-scheme data.
- 2.1.2 As a part of the original monitoring report which can be found [here](#), an additional data capture was undertaken in October 2021 over a consecutive seven day period starting on the 28th September 2021. This data forms a datum which covers the 'original LTN scheme' that was introduced in July 2020.
- 2.1.3 The scheme was revised in November 2020 for several reasons, one of the reasons was in response to resident concerns and data that indicated that vehicle flows on main roads, journey times and bus journey times could be increasing as a consequence of the scheme. The original scheme was therefore revised with the following changes:
- Manor Lane, the existing camera adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
 - Manor Park, the existing camera adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will enforce vehicles who try to travel southbound.
 - Cameras on Ennersdale Road and Dermody Road adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera will continue to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
 - Leahurst Road, the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera was installed to enforce this restriction. The width restriction was replaced by a 7.5 tonne weigh restriction which is also enforced by

camera.

- 2.1.4 A survey was undertaken in February 2021, over a consecutive seven day period starting on the 4th February 2021. These surveys were outlined in the monitoring report as a datum collection point which would provide an insight into the operation of the 'revised LTN scheme' as introduced in November 2020.
- 2.1.5 The latest survey data has been collected in April 2022, over a consecutive seven-day period. These surveys are located in similar position to previous collections and provide an indication of how the scheme is operating within a post covid normal.
- 2.1.6 Overall Traffic volume has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme. Comparable data that was available has been presented below (Table 1, Table 2). Additional surveys were undertaken during the course of the scheme, however these are at locations that were identified during the course of the scheme and have no comparable pre-scheme data available (Table 3).
- 2.1.7 Table 1 below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that average traffic volumes on the roads surveyed have reduced by approximately 67.7% between March 2019 and February 2021. March 2019 recorded an average of 3,220 vehicles per day per road, before falling to 1,249 in October 2020 during the original LTN scheme and 1040 in February 2021 during the revised LTN scheme. In the latest recorded counts, the average has increased since February 2021 to 1,860 vehicles per day per road however this is still a 42% reduction on the pre-scheme March 2019 figures.
- 2.1.8 All roads, with the exception of Leahurst Road (North of Ennersdale Road), Leyland Road (North of Upwood Road) and Morley Road (South of Lingards Road), have less vehicle traffic now in comparison to pre-scheme in March 2019.

Table 1: Pre-count scheme data 2019 comparison

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

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

2.1.9 Table 2 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and highlights that vehicle movements on these roads has increased on average by approximately 2% between June 2020 and April 2022.

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

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

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

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

Table 2 – Pre-Scheme data collected in June 2020

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

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

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

Average	3085	2298	4088
Difference	-	-788	1003
% Change from Jun 20	-	-25.53	33

2.2 Traffic Speed Monitoring

- 2.2.1 Traffic speed was also monitored at the same 55 locations. Pre-scheme

surveys can also be found from March 2019, and June 2020, when COVID-19 restrictions were in place. Comparable data that is available has been presented below (Table 4, Table 5).

2.2.2 Table 4 below details vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have decrease by approximately 5.4%, or 1mph between March 2019 and April 2022.

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

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

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

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

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

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

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

Table 5 Traffic speeds pre scheme june 2022

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

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

2.3 Bus Journey Times

- 2.3.1 The Council has worked with Transport for London (TfL) who have been monitoring bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill/ Burnt Ash Road and Lee High Road/ Eltham Road. These routes were selected to provide an insight to the effects on key corridors that are on the boundary of the scheme.
- 2.3.2 Figure 2 below identifies the key corridors which TfL have provided data.

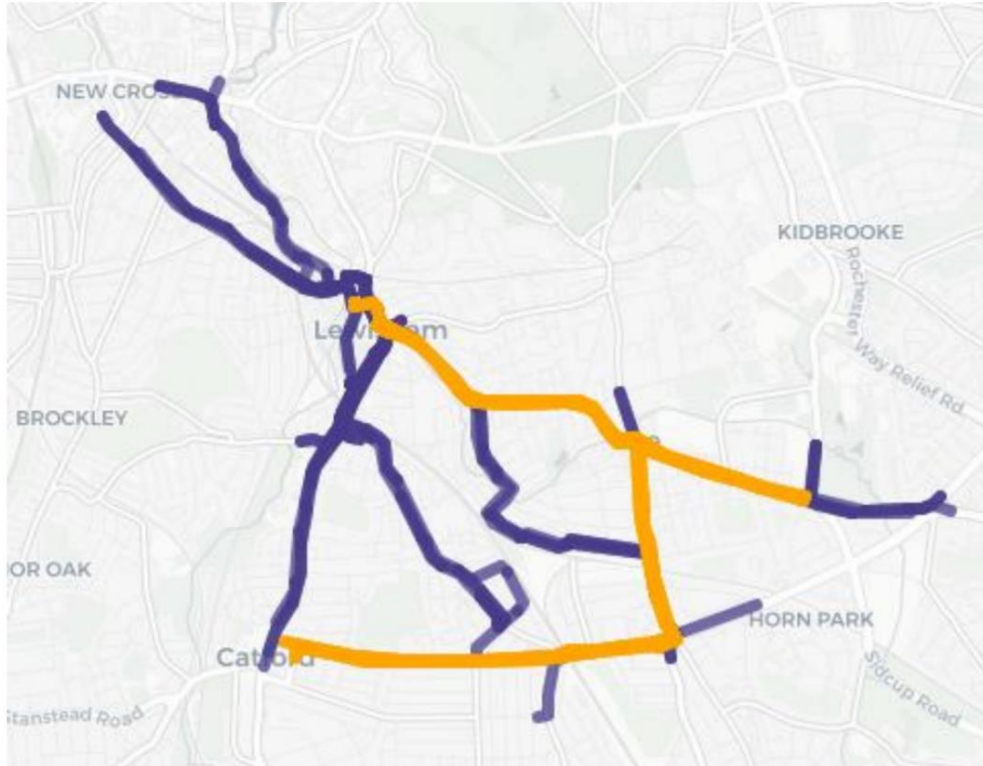


Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

2.3.3 The following data sets show the changes over time for bus journey times and traffic flow. We have selected the most recent data at the time of writing the report which includes up to the end of mid July 2022.

2.3.4 TfL data shows bus journey times on these corridors fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020. This pattern has continued across to the first half of 2022.

2.4 **Brownhill Road**

2.4.1 TfL data for the 12 hour average between 7am and 7pm on Brownhill Road eastbound (Figure 3) details pre-covid bus journey times averaged out at around 4.3 minutes per km for the above indicated route between Lewisham High Street and Burnt Ash Hill. In April 2020 this fell to under 3 minutes per Km as Covid-19 resulted in the first lockdown. As the original LTN launched in July 2020, journey times returned to 4 minutes per Km on

average, increasing to around 10 minutes per Km for the next few months, which coincided with the easing of restrictions/ the tier system. An increase in bus journey time was noted in September 2020, which coincided with the reopening of schools, however from November 2020 journey times settled to roughly 5 minutes per Km coinciding with the revised LTN launch.

2.4.2 In 2021 a similar pattern was observed with increases in bus journey times after the relaxation of social distance restrictions. There is also an increase bus journey times around September with the beginning of the school term.

2.4.3 In 2022 the average Eastbound bus journey times have fluctuated within January and for a short temporary period reached a journey time high of 10 minutes per km in early February, however from mid February to July average journey times have been below the average set in 2019 prior to covid and the LTN implementation. Within the first week of July there again has been a recorded increase in journey time. These rapid short term spikes in average journey times are likely to be due to incidents on other parts of the network which then have a knock on effect to the eastbound movement on the A205 rather than the LTN. For instance, in the first week of February Thames Water were required to undertake works on the A205 carriageway and multi-way temporary signals were in place. Similarly, in mid June Transport for London undertook carriageway repairs and again required multi-way temporary signals. Both of which match the large spike in average bus journey multi-way temporary signals.

2.4.4 This data would suggest that at times the average weekday bus journey time is running slightly higher especially in late 2021 however the average on the last 3 months has been below average.

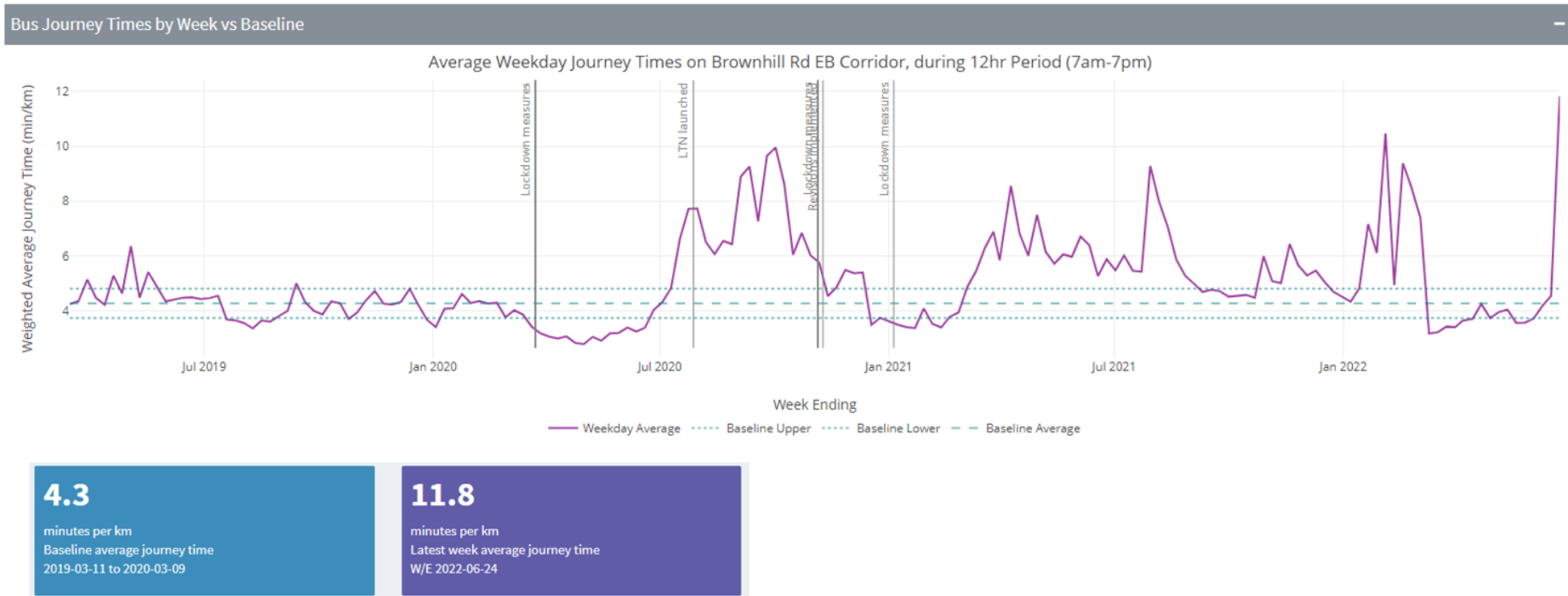
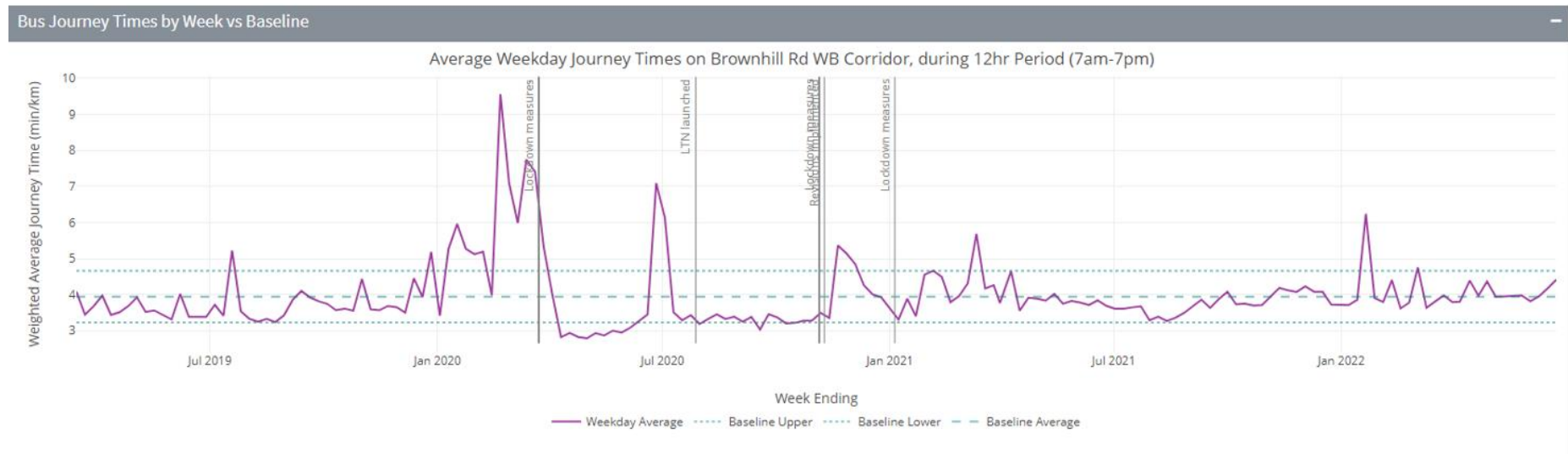


Figure 3 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

2.4.5 The westbound (Figure 4) average bus journey times however has stayed the same over the same period. Pre-covid bus journey times were around 3.9 minutes per km, in March 2020 this increased to over 9 minutes per km but then fell to under 3 minutes per km until May 2020. June 2020 saw average bus journey times of 7 minutes per km, falling to around 4 minutes per km again in July 2020 when the original LTN scheme was introduced, until an increase of over 1.5 minutes per km in September 2020 when the schools reopened. When the scheme was revised in November 2020, bus times settled to around 4 minutes per km again.

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



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

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

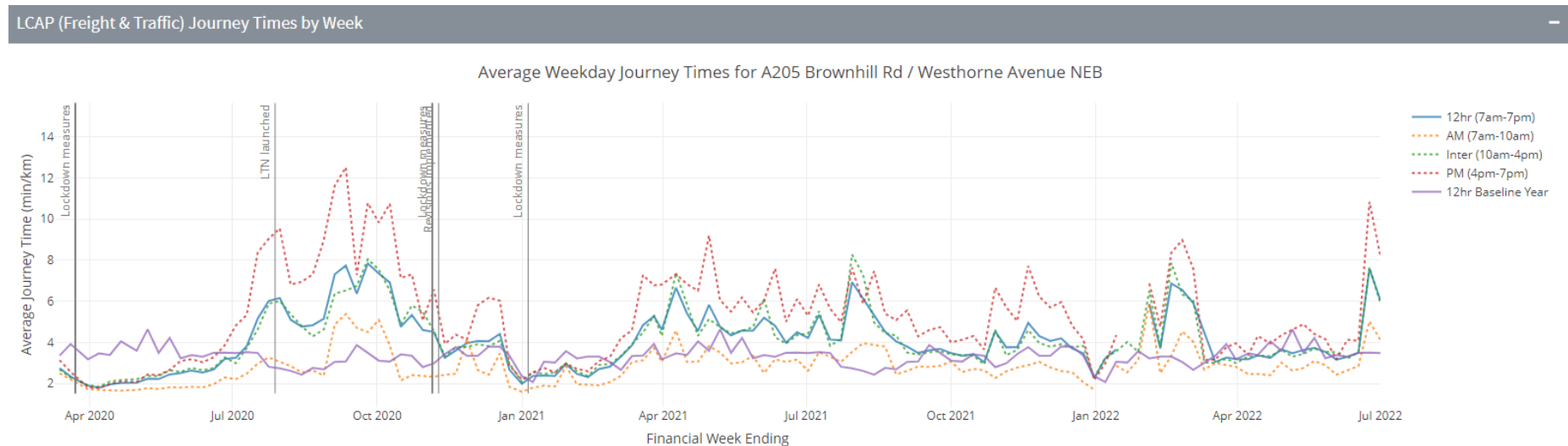


Figure 5 Traffic flow eastbound on A205 Brownhill Road (July 2022 snapshot)

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

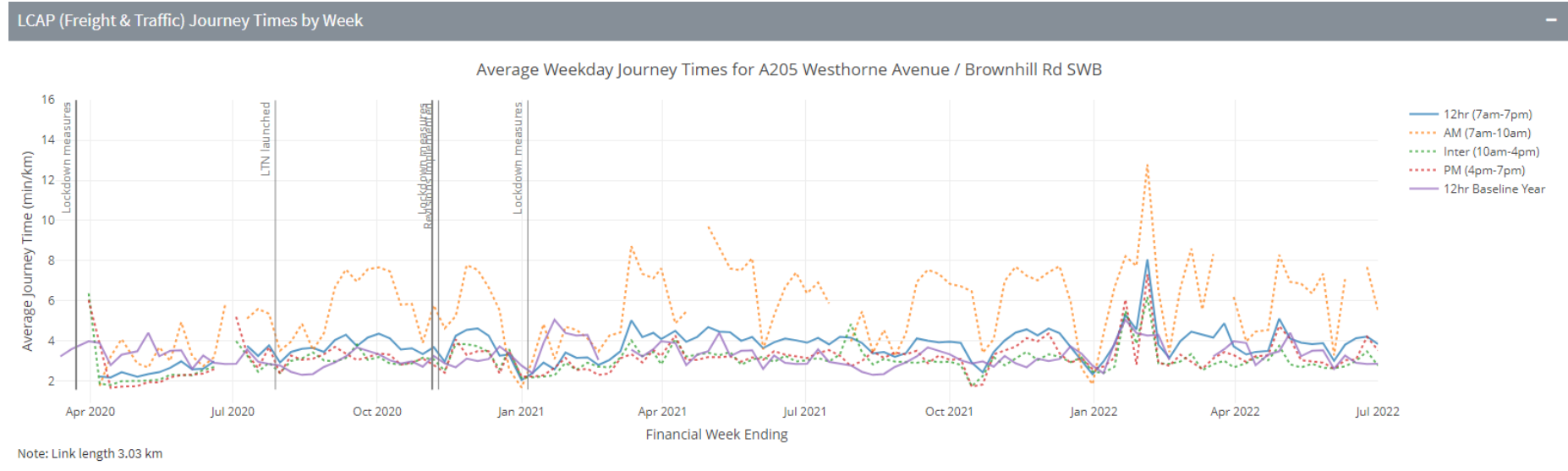


Figure 6 Traffic flow westbound on A205 Brownhill Road (July 2022 snapshot)

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

2.5 Burnt Ash Hill/Burnt Ash Road.

2.5.1 Figure 7 shows data for average weekday journey times on the Burnt Ash Hill/Burnt Ash Road corridor northbound. The average journey times were 3.6 minutes per km pre-covid, this fell to around 2.5 minutes per km post covid until September 2020, coinciding with the reopening of schools. Journey times peaked at over 7 minutes per km in October 2020 before falling to around the 3.6 minute per km mark at the end of 2020.

2.5.2 In 2021 the bus journey times have consistently been within the upper and lower baseline averages of 3.2 and 4.5 minutes per km with a maximum of 1 min per km above the pre-covid average for short period of time.

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

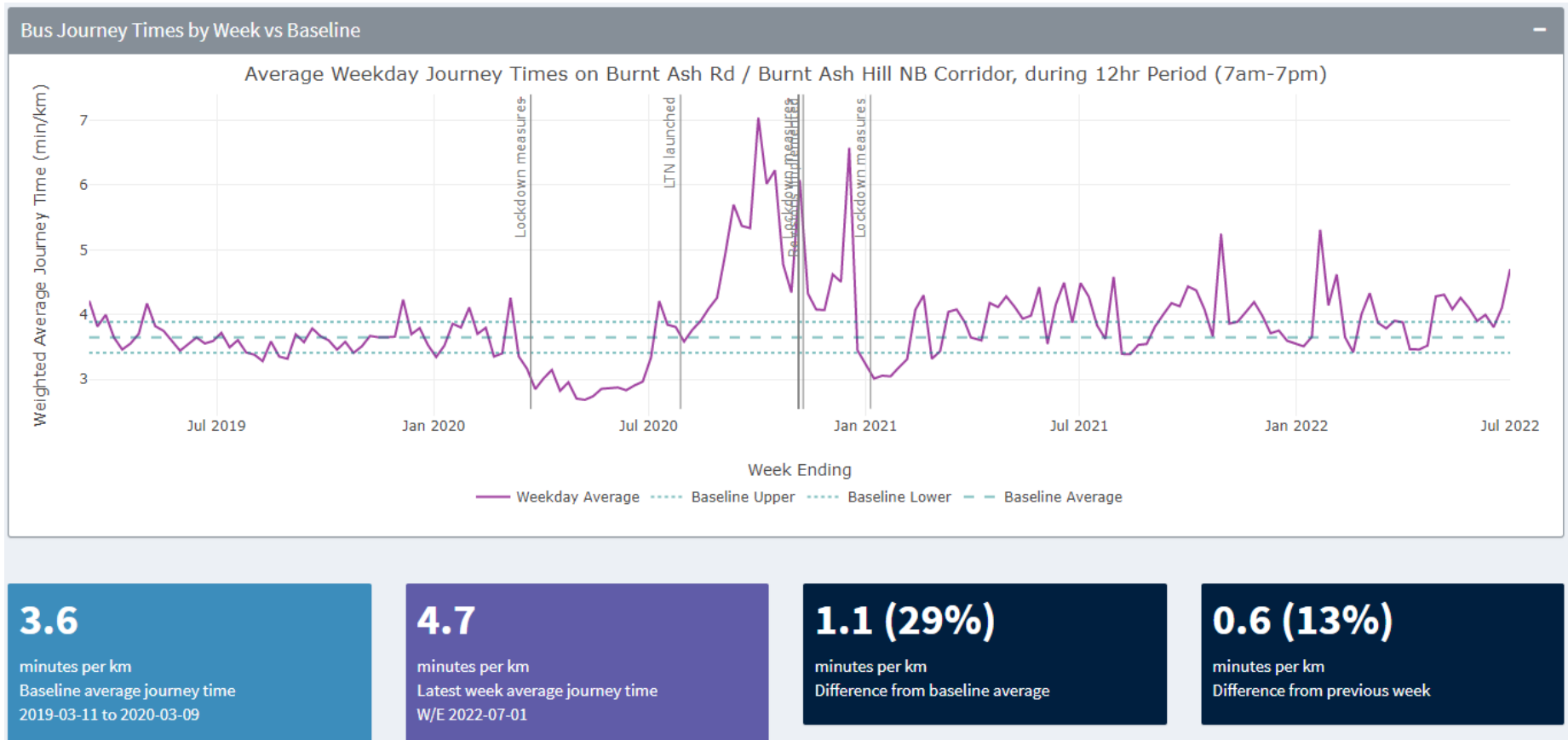


Figure 7 Bus Journey northbound on Burnt Ash Hill (July 2022 snapshot)

2.5.4 Figure 8 shows recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor. There has been little or no change in journey times when comparing pre-covid/pre-LTN with 2021 and 2022 data. In January 2020 average bus journey times were 3 minutes per km, this fell for the next few months before reaching its lowest time of

2.5 minutes in June, the launch of the LTN. Journey times then increased on average each month until peaking in October 2020 at 7 minutes per km. After the LTN was revised in November 2020, journey times stabilised at around 3 minutes per km. This has continued throughout 2021 and 2022.

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

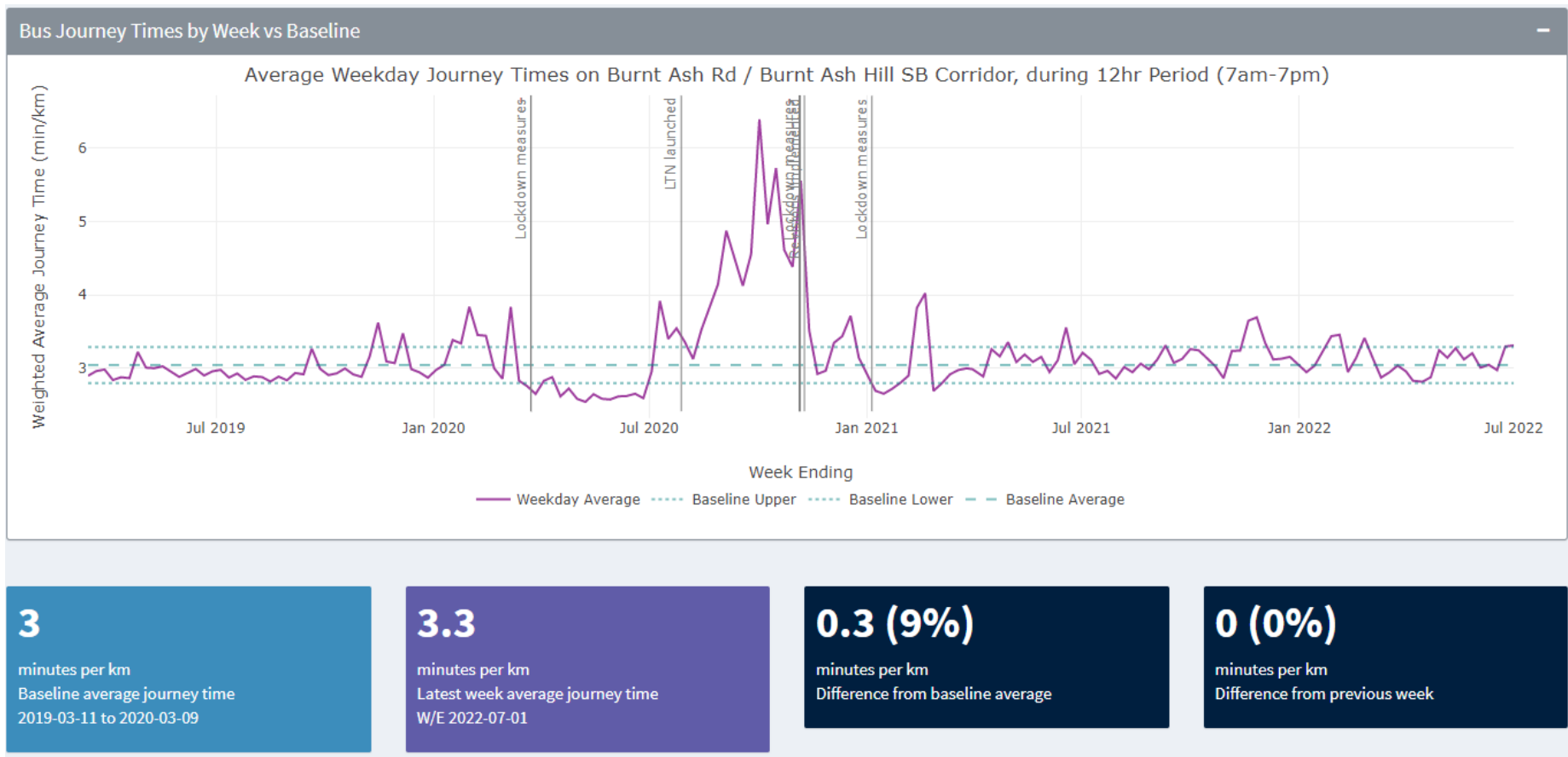


Figure 8 Bus Journey southbound on Burnt Ash Hill (July 2022 snapshot)

2.6 Lee High Road/Eltham Road

- 2.6.1 Figure 9 shows TfL data for the 12-hour average between 7am and 7pm on Lee High Road eastbound details pre-covid bus journey times averaged out at around 3.8 minutes per km. During the first lockdown this time reduced to below 3 minutes per km. Journey times rose and peaked in July 2020, just after the launch of the original LTN reaching 5.2 minutes per km, before stabilising for the rest of the year between 4 and 4.5 minutes per km on average.
- 2.6.2 Across the three-year study period journey times increased up to a peak of just over 6 minutes per km in July 2021, however, journey times have now fallen again to an average of 3.8 minutes per km again in July 2022.

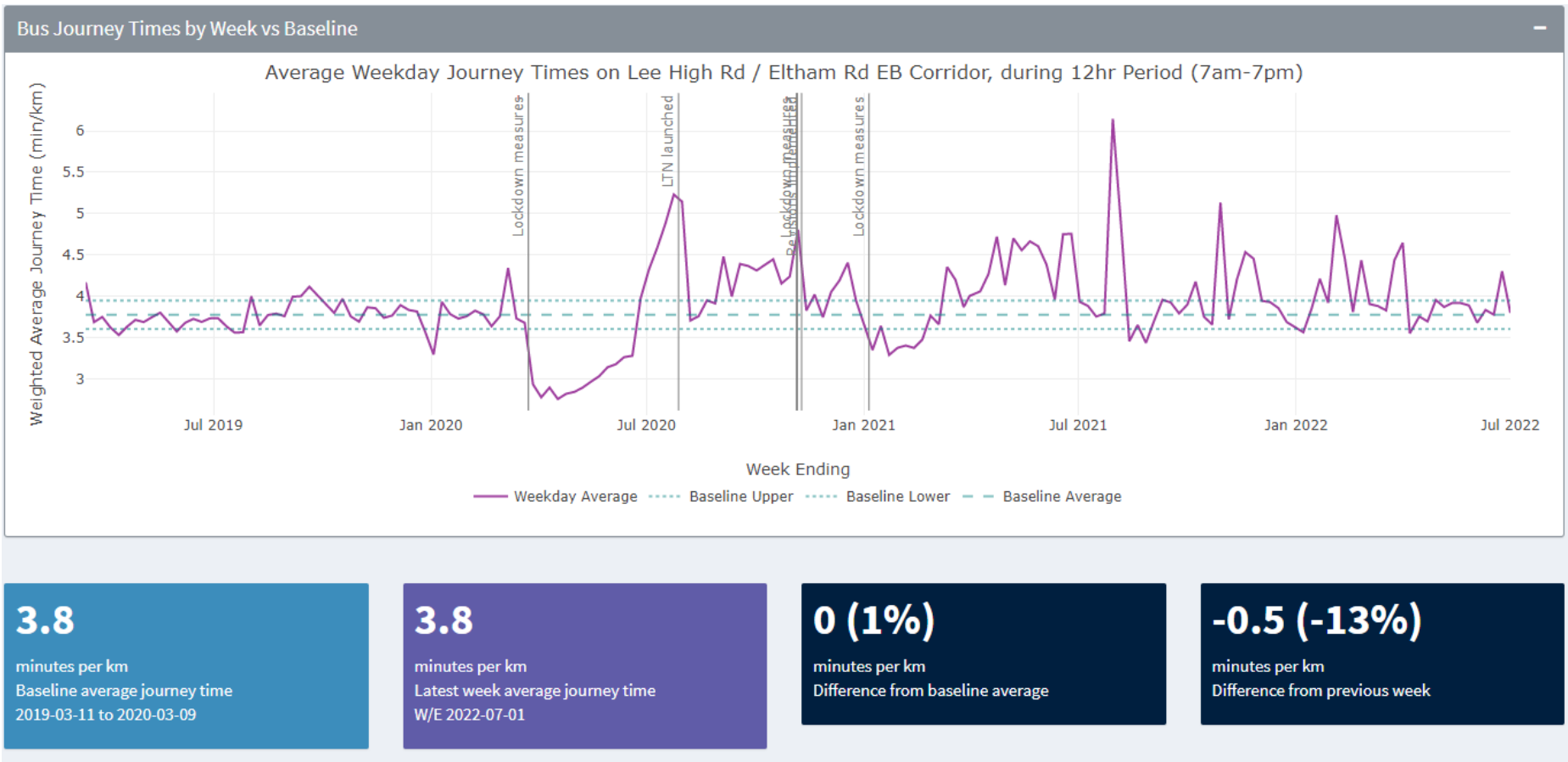


Figure 9 Average Weekday journey times on Lee High Rd Eastbound

- 2.6.3 Figure 10 shows TfL data for the 12-hour average between 7am and 7pm on Lee High Road westbound details pre-covid bus journey times averaged out at around 4 minutes per km. During the first lockdown this time reduce to below 2.8 minutes per km.
- 2.6.4 Journey times start to increase from April 2020, with an increase to the baseline of 4 minutes per km in July 2020 as the original LTN was implemented and peaking in September 2020 just under 6 minutes per km, coinciding with the return of schools.

- 2.6.5 In 2021 the average journey time per km rose from a low in January to peak at 5.5 minutes per km in July 2021. This dropped dramatically in August to under 3.5 minutes per km. Since then, it has fluctuated between the upper and lower baseline range of 3.5 and 4.5 minutes per km with a low in December 2021 well below the lower baseline.
- 2.6.6 In 2022, other than a short peak in early February, the bus journey time has remained consistent and current matches the baseline figure recorded pre-covid and pre-LTN. This would assume the LTN has not impacted on the bus journey times for the west bound corridor on the Lee High Road.

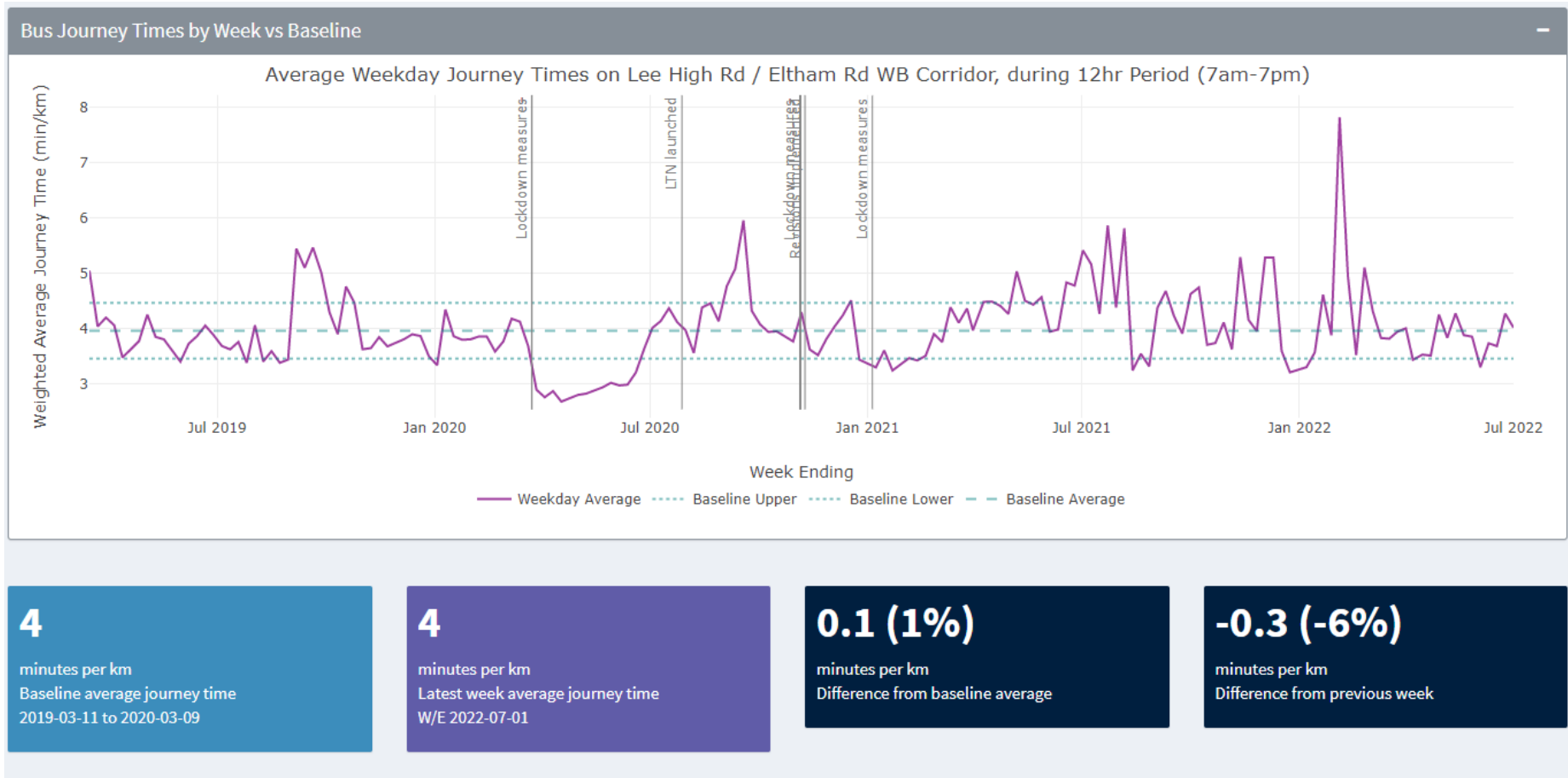


Figure 10 Average Weekday journey times on Lee High Rd Westbound

2.6.7 Bus Journey time data is under constant review with TfL and the data used within the report was the latest at the time of writing (July 2022). TfL have advised that they are unable to determine the overall effects of the scheme as although the above analysis investigates delays along the specific sections around the LTN, along the overall corridors the journey times have remained largely the same with little difference to no difference.

2.6.8 The data suggests that the vast majority of the metrics are all within baseline values that TfL use to monitor the TLRN.

2.7 Air Quality Data

- 2.7.1 The Council maintains a network of Nitrogen Dioxide (NO₂) diffusion tubes to assess pollution levels. NO₂ is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: www.lewisham.gov.uk/airquality
- 2.7.2 There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will have influenced people's travel patterns. Please note that some of the longer roads were subject to multiple survey locations. The data presented in the below section of this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved with the consultation and to ensure that data is presented, it should be noted that this data may be subject to change upon further investigation and validation.
- 2.7.3 The data presented in (Figure 11) below details the average NO₂ recorded within and around the Lewisham and Lee Green Low Traffic Neighbourhood. The data has been split to provide an average over five periods in time (with a minimum period of 3 months):
- **Pre pandemic** - to provide a baseline figure for what is 'normal' conditions;
 - **Pandemic** - to understand what effect the pandemic and lockdown had;
 - **Original scheme** - to understand the effects of the original LTN scheme; and
 - **Revised scheme** – to understand the effects of the revises LTN scheme.
 - **Limited Covid restrictions**” – to understand the effects with limited restrictions on movement
- 2.7.4 The data details that over the original LTN scheme a reduction on pre-pandemic levels across all surveyed locations was noted and that over the course of the two variations of the scheme, the LTN has had little to no impact on air quality in and around it. This continues to be the pattern with the latest set of data.
- 2.7.5 Looking at the average NO₂ readings in **Error! Reference source not found**.¹¹, there are no locations where NO₂ exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m³).

2.7.6 Monitoring found that the overall mean NO₂ concentration for the whole network was 29.0 µg/ m³ during the 'original LTN' period and 31.4 µg/m³ during the 'revised LTN' period, this is an increase of 8.3%. During the 'post covid' period this has dropped to 29.6 µg/m³

2.8 WHO Air Quality

2.8.1 The World Health Organization (WHO) have their own air quality guidelines for air quality levels. The LTN scheme was introduced back in July 2020 when the guidelines advised of a mean objective of 40 micrograms per cubic metre of air (40 µg/m³). The have however recently been revised in September 2021 and the new guidelines advise of a mean objective of 25 micrograms per cubic metre of air (25 µg/m³) mean over a 24 hour period. This new guideline differs to the EU/ UK legal limit as it is not a target, but guidance on what is acceptable. This adjusted figure however is a very ambitious guidance and would result in many streets in London not complying with.

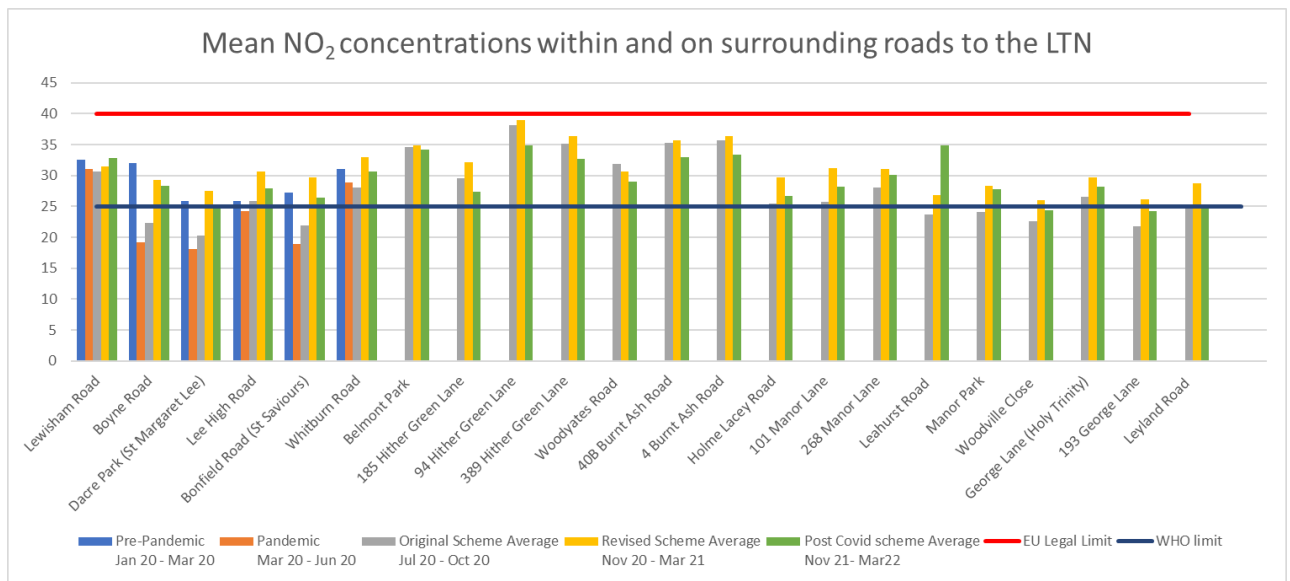


Figure 11 Mean NO₂ concentrations within and on surrounding roads to the LTN

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

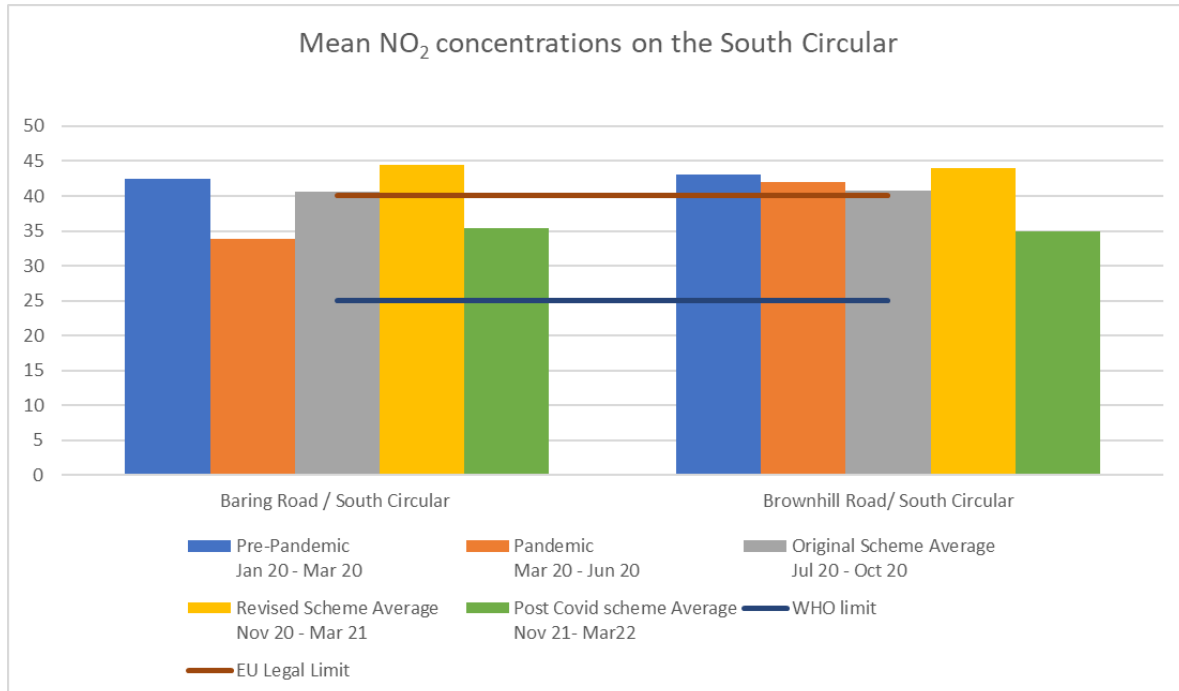


Figure 12 Mean NO₂ concentrations on the South Circular

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

2.9 Collision data

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

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

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

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

Table 6 Collision data for pre and post LTN

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

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

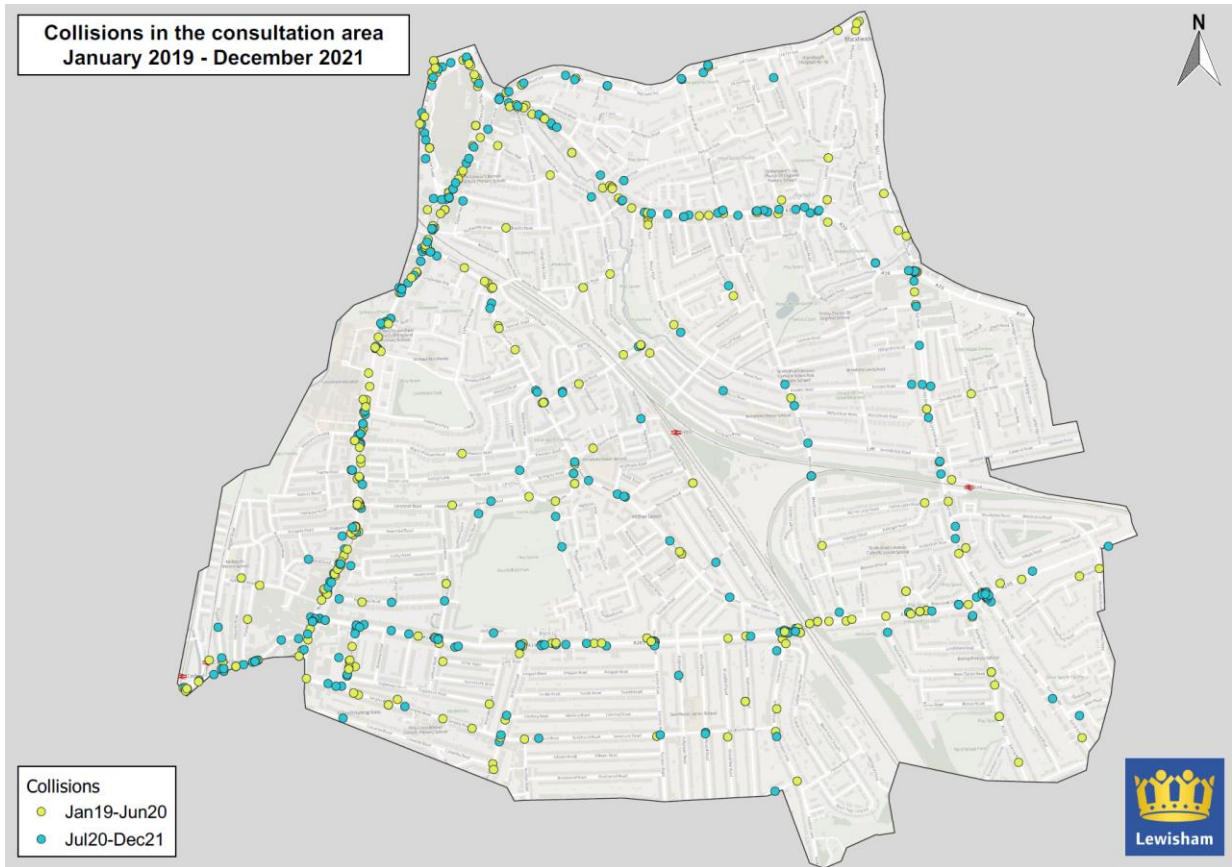


Figure 13 Map of collisions