



Mayor and Cabinet

Addendum to Lewisham and Lee Green LTN Monitoring Update

Date: 21 September 2022

Addendum to Mayor and Cabinet Report Item 15:

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

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

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

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

Although there is no comparable pre-scheme data, Table 3 Rev 1 presents data for additional locations collected during the original LTN scheme and then again during the revised LTN scheme during October 2020 and February 2021 respectively.

The data reveals that vehicle volumes have fallen on the majority of roads outlined in Table 3 Rev 1. The largest reductions were captured on Hither Green Lane (North of Brightside Road) of 2,484 vehicles per day and on Hither Green (North of George Lane) of 4,295. There were two roads which saw vehicle increases between the original and revised LTN measures which were Verdant Lane (1,708 per day increase) and Laleham Road North of Brownhill Road (161 per day increase)."

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

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

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

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

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

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

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