Monitoring Report – April 2023

Lewisham & Lee Green Low Traffic Neighbourhood

Date: September 2023

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 encouraged councils to make significant changes to their road layouts to provide 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 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 In September 2022, a second monitoring report was provided to the Mayor and Cabinet, which included the latest data to April 2022 and a comparison to the years pre and post LTN implementation. This can be found at Lewisham Council - Agenda for Mayor and Cabinet on Wednesday, 21st September, 2022, 6.00 pm.

1.1.8 As part of Mayor and Cabinet, approval was given for publishing the permanent traffic orders retaining the revised measures for Lewisham and Lee Green LTN, it was also agreed that there be further monitoring of the

area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality, bus journey times and collision data.

1.1.9 This report provides an update on the agreed monitoring and includes data up to April 2023 a year on from the previous collected data.

1.2 Data limitations

1.2.1 The data presented in this report includes a comparison to the previous obtained data over 4 years including the period of lockdown measures by Government.

1.2.2 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.

1.2.3 Parts of 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.

1.2.4 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.

1.2.5 Figure 1 below shows summarised the timeline of the measures introduced as well as the COVID-19 restrictions introduced by the UK Government.

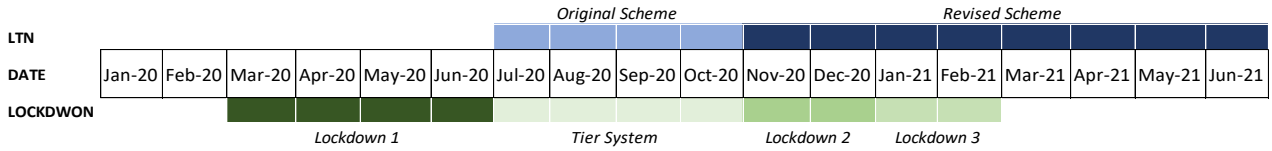

Figure 1 – Timeline of Measures and UK Government restrictions.

1.2.6 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.

1.2.7 While collecting traffic counts and vehicle speed data, with the use of automatic traffic counts, a number of sites where subject to vandalism with the cutting of the equipment. This was more widespread during the collection in 2022 although this issue occurred again during the last set of surveys in February 2023. Although the equipment was replaced several times this has meant that some data is missing and collected over a different seven-day period.

1.2.8 In order to get the most accurate results from the ATC surveys both the location and recording method have remained consistent. The location of surveys have been located in the same location for both pre and post implementation to provide the best comparison. Where possible the initial location was placed in locations away from away from junctions, in straight stretches of road and away from bends where the traffic has a strict lane discipline.

2. AUTOMATIC TRAFFIC COUNT DATA:

2.1.1 Automatic Traffic Count (ATC) 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 in 2020 it was understood that this did not cover the entire area, therefore, to gain a better understanding in the time frames outlined by Government, additional data was collected to provide indicative information based on street similar streets. This data was collected over a consecutive seven-day period starting on the 25thJune 2020. From this point on this data will be referred to as pre-scheme data.

2.1.2 As a part of the original monitoring report which can be found here, an additional data capture was undertaken in October 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 As part of the monitoring process, a survey was carried out in April 2022 over a consecutive seven-day period starting on the 25th April 2022. As mentioned above, there were several vandalism incidents during the time of the surveys, which meant that the equipment had to be replaced several times and survey times extended to be able to capture seven days' worth of data.

2.1.6 The latest survey data has been collected in February 2023, over a consecutive seven-day period. These surveys are located in similar position to previous collections.

2.1.7 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 and Table 2). Additional surveys were undertaken during the course of the project, however these are at locations have no comparable pre-

scheme data available (Table 3).

2.1.8 Table 1 below details data for locations where pre-scheme data was recorded in March 2019 and indicates that average traffic volumes on the roads surveyed have reduced by approximately 67.7% between March 2019 and February 2021 (last revision of the scheme). 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 counts collected in April 2022, 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. The latest figures for the survey carried out in February 2023 there has been a decrease on last year, with the average daily volume of 1734 indicating a 46.14% decrease from the original counts.

2.1.9 All roads, with the exception of Leahurst Road (North of Ennersdale Road), Leyland Road (North of Upwood Road) and Newstead Road, have less vehicle traffic now in comparison to pre-scheme in March 2019.

Table 1: Pre- scheme 2019 data comparison

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Dallinger Road	1337	434	236	282	277
Cambridge Drive	1436	417	233	346	451
Eastdown Park	8970	4165	3782	6321	5799
Effingham Road	947	619	374	711	596
Ennersdale Road	8895	1532	1674	3174	2877
Gilmore Road	3153	3235	1671	2964	2907
Handen Road	1797	895	614	1193	1402
Holme Lacey Road	1523	379	161	214	172
Manor Lane Terrace	1274	903	634	507	826
Leahurst Road North of Ennersdale Road	2002	1025	1148	2487	2238
Leyland Road North of Osberton Road	813	147	296	286	164
Leyland Road North of Upwood Road	276	251	133	286-	350
Longhurst Road	3911	607	961	2181	2110
Manor Lane	2642	332	255	343	327
Manor Park North of Northbrook Road	3839	1429	1653	2521	2247
Manor Park West of Thornwood Road	3923	1611	1181	2564	2407
Micheldever Road	3193	1108	952	1956	2297
Morley Road North of Dermody Road	10672	2337	2318	3980	3405
Morley Road South of Lingards Road	3883	2764	2414	3998	3841

Newstead Road	1673	881	668	1460	1695
Pitfold Road	245	240	181	147	132
Southbrook Road	4369	2543	1759	3460	2588
Staplehurst Road	4761	1154	1339	2988	2688
Taunton Road	2781	1484	1184	2192	1735
Upwood Road	3403	1255	667	1217	949
Woodyates Road	1998	734	555	569	610

Average	**3220**	**1249**	**1040**	**1860**	**1734**
Difference to Mar 2019		-1971	-2180	-1360	-1486
% Change from Mar 19		-61.20	-67.70	-42.25	-46.14

2.1.10 Table 2 below details 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 5% between June 2020 and February 2023.

2.1.11 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. Since, this figure has increased to 1,987 in the latest data collected in February 2023.

2.1.12 The lastest figures continue to show the biggest increase in volumes were Courthill Road and Manor Lane (south of Dallinger Road), however there were continued comparable decreases on adjacent roads which include Springrice Road and Longbridge Way. This could suggest the overall level of traffic in these outer roads to the LTN has been consistent but different routes are being taken.

Table 2 Pre-Scheme data collected in June 2020

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Ardgowan Road	291	803	242	302	284
Belmont Park	2324	1358	1195	1824	1631
Benin Street	364	562	513	152	347
Blessington Road	933	1140	861	966	-
Brandram Road	2325	2199	1213	2088	2138
Campshill Road	1509	1427	1289	2086	1798
Courthill Road	7252	9804	8065	7975	8646
Dacre Park	1607	2033	919	1309	1712
George Lane	2347	1793	2049	3589	3205
Harvard Road	589	568	594	553	646
Hither Green Lane	7275	7690	7373	7973	7997
Lanier Road	1126	550	402	840	786
Longbridge Way	2157	2483	1203	904	869
Manor Lane Terrace, East of Abernethy Road	396	512	501	507	463
Manor Lane, South of Dallinger Road	4621	2389	3667	5955	6153
Minard Road	268	1131	231	375	363
Nightingale Grove	1524	1501	893	2127	1713
Old Road	667	343	282	384	369
Radford Road	648	672	540	690	638
Springbank Road, South of Torridon Road	1055	1559	938	575	1338
Springrice Road	1910	2304	598	617	557
Thornford Road	2058	1920	1464	2275	2134
Torridon Road	3221	3080	2289	3344	3384
Wellmeadow Road, South of Hither Green Lane	214	262	175	255	252
Wellmeadow Road, South of Torridon Road	294	443	191	321	275
Average	**1879**	**1941**	**1507**	**1919**	**1987**
Difference	-	62	-372	40	108
% Change from June 20	-	3.30	-19.77	2.15	5.77

2.1.13 Although there is no comparable pre-scheme data, Table 3 presents data for additional locations that were collected during the original LTN scheme, then repeated during the revised LTN scheme, in April 2022 and the recent data collected in February 2023. 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 and February 2023.

2.1.14 The survey results within Table 3 show that overall, there has been an increase in vehicle volumes onwards of February 2021. 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 February 2023 indicate there is still an overall reduction in vehicle movements.

2.1.15 Hither Green Lane North of George Lane has shown the most change with an increase from February 21 to February 23 of 1,666 vehicle movements per day, although this represents a reduction of 2,629 vehicle movements per day when compared to data gathered during the original LTN scheme in October 2020. In contrast, Verdant Lane has increased overall by 1121 vehicle movements per day between the original scheme in October 2020, this however is down by 50% from the previously collected data in April 2022.

2.1.16 Overall, the recent surveys taken in February 2023 shows a reduction in vehicle movements of 8% across the roads surveyed when compared to the original scheme.

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	Feb-23
Ardgowan Road	477	370	712	744
Beacon Road West of Ardmere Road	548	283	461	398
Broadfield Road	257	183	301	289
Hither Green Lane North of Brightside Road	12431	9947	11142	10967
Hither Green Lane North of George Lane	13226	8931	10715	10597
Laleham Road North of Brownhill Road	2909	3070	2848	2830
Laleham Road North of Elmer Road	2052	1612	1183	1713
Minard Road	472	280	587	471
Torridon Road	1265	665	1148	1196
Verdant Lane	13326	15034	15552	13913
Wellmeadow Road	288	211	321	325
Average	**4296**	**3690**	**4088**	**3949**
Difference	-	-606	-207	-346
% Change from Jun 20	-	-14.11	-5	-8

2.2 Traffic Speed Monitoring

2.2.1 Traffic speed was also monitored at the same 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 decreased 1.5mph between March 2019 and February 2023.

2.2.3 In February 2023, the largest increase in speed was on Leahurst Road (north of Ennersdale Road) with a 2.15mph increase. On the other hand, the largest decrease has been on Southbrook Road where vehicle speed had reduced from 24.2 mph to 19.55mph indicating an approximate 20% decrease in average speed.

Table 4 Pre-Scheme data collected in March 2019 vs February 2023

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Dallinger Road	21.8	17.5	15.6	17.9	17.7
Cambridge Drive	23.4	19.9	15.3	21.2	20
Eastdown Park	15.5	18.5	18.4	16.3	17.15
Effingham Road	18.1	13	17.5	15.3	15.3
Ennersdale Road	19.3	17.1	17.2	17.4	16.6
Gilmore Road	17.2	16.3	19.1	19.25	18.8
Holme Lacey Road	20.1	13.7	13.3	15.75	15.6
Manor Lane Terrace	14.3	14.1	13	14.05	15.85
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9	14.15	15.45
Leyland Road North of Upwood Road	13.6	14.4	13.3	24.55	13.9
Longhurst Road	19.2	16	16	17.6	18.25
Manor Lane	19.6	16.4	15.5	18.35	16.95
Manor Park North of Northbrook Road	20.7	21.5	20.6	20	20.1
Manor Park West of Thornwood Road	24	21.4	20.5	20.65	20.45
Micheldever Road	24.4	20.6	19.9	20.6	20.7

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Morley Road North of Dermody Road	18.2	16.1	18.5	16.35	17.6
Morley Road South of Lingards Road	17.4	14.9	15.4	17.85	16.5
Newstead Road	19.7	18.5	19.1	19.7	19.05
Pitfold Road	17.7	13.4	12	16.65	16.8
Southbrook Road	24.2	21	22.5	21.05	19.55
Taunton Road	19.3	19	18.8	17	16.95
Upwood Road	17.5	15.9	16.1	16.7	15.65
Average	**19.0**	**16.9**	**16.8**	**18.1**	**17.5**

2.2.4 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 increased by 0.2 mph between June 2020 and February 2023.

2.2.5 The biggest decrease of vehicle speeds was seen in Campshill Road of just below 4 mph whereas the largest increase was in Belmont Park of 5.3mph

Table 5 Traffic speeds pre scheme 2020 vs 2023

Location	Before LTN June 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Ardgowan Road	20.2	17.8	16.7	12.9	17.55
Belmont Park	18	17.2	18.1	24	23.3
Benin Street	15.3	14.8	18.2	17.8	16.35
Brandram Road	19.6	20	18.1	19.3	18.95
Campshill Road	18.6	15.3	14.8	15.25	14.7
Courthill Road	21.7	19.9	21.6	16.6	20.45
George Lane	13.7	14.2	14	14.15	16.1
Harvard Road	11.3	12	8.4	8.5	11.75
Hither Green Lane	20.9	19.5	18.7	22.05	20.95
Lanier Road	15.4	15.1	14.6	15.8	14.95
Longbridge Way	14.4	12.8	14.2	13.75	13.4
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4	14.05	15.05
Manor Lane, South of Dallinger Road	20.2	20	19.5	18.35	16.95
Minard Road	12.7	13.7	14.8	15.3	16.25
Nightingale Grove	17.2	15.6	16.2	16.4	17.3
Old Road	14.5	13.1	10.2	12.3	-
Radford Road	14.6	17.6	17	18.5	17.35

Location	Before LTN June 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Springbank Road, South of Torridon Road	23	20.5	21.5	21.45	21.95
Springrice Road	15.8	14.9	14.7	15	17.6
Thornford Road	19.3	19.5	18.6	19.5	19.75
Torridon Road	20.1	21.1	21	21.4	21
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7	13.25	13.4
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4	13.5	13.5
Average	**17.0**	**16.3**	**16.1**	**16.5**	**17.2**

2.3 Bus Journey Times

2.3.1 London Borough of Lewisham 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.

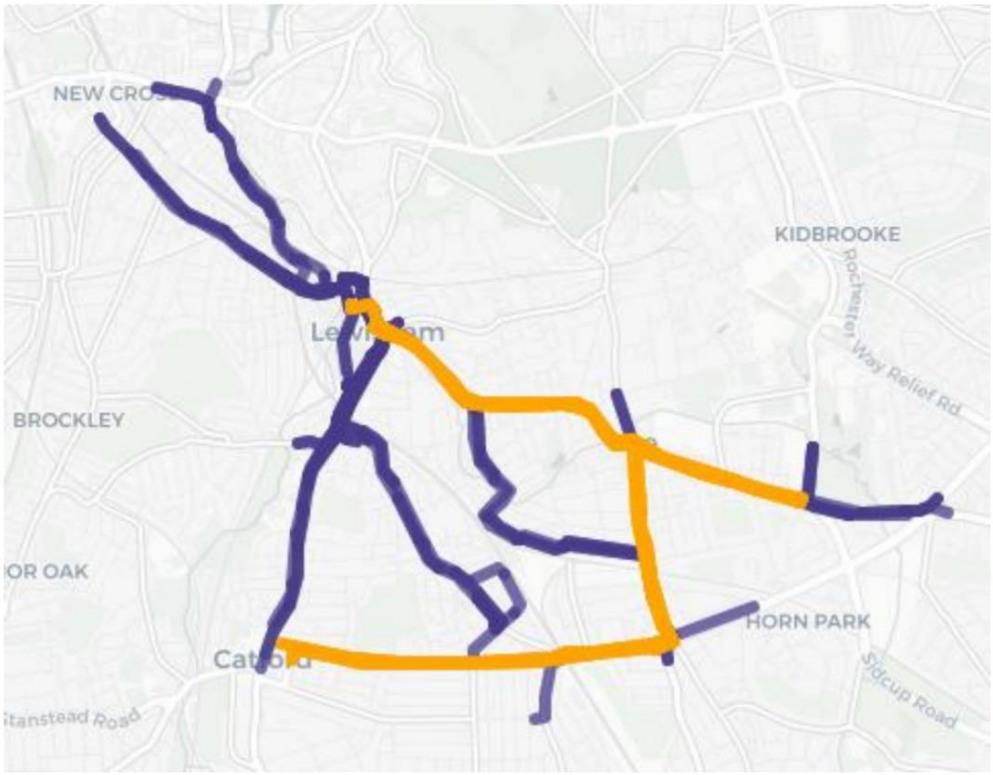

Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

2.3.3 The following data sets show the changes over time for bus and traffic flow journey times. We have selected the most recent data at the time of writing the report which includes up to the end of mid-April 2023.

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-19 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 months of 2023.

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 on the Brownhill Road route between A21 Lewisham High Street and A2212 Burnt Ash Hill. In April 2020 this fell to under 3 minutes per km as the first lockdown was introduced as a result of COVID-19 restrictions. 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 (Figure 1).

2.4.2 The average Eastbound bus travel times in 2022 have varied within January and briefly reached a travel time high of 10 minutes per km in early February, but from mid-February to July, the average travel times have been lower than the average set in 2019 before the implementation of COVID-19 and the LTN. These sharp short-term increases in average travel times are likely the result of accidents on other network segments that then have an impact on eastbound traffic on the A205 rather than the LTN. For instance, during the first week of February, temporary signals for multiple lanes were in place as Thames Water completed work on the A205 highway. 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.

2.4.3 In late July, the journey time dropped below the baseline average of 4 minutes per km, however data from late July to October fluctuated up to reaching a journey time of more than 12 minutes per km. Sharp peaks of this nature are usually associated within a direct impact on the route, however there is no evidence of any works directly in this section of road. It maybe have been related to works occurring on other section of the network outside of Brownhill Road.

2.4.4 In October 2022, bus journey levels fell below the baseline average in 2019 prior to COVID-19 and had oscillated throughout the latter part of 2022 to the latest week average of 4.66 minutes per km, which is below the expected upper baseline range for this route.

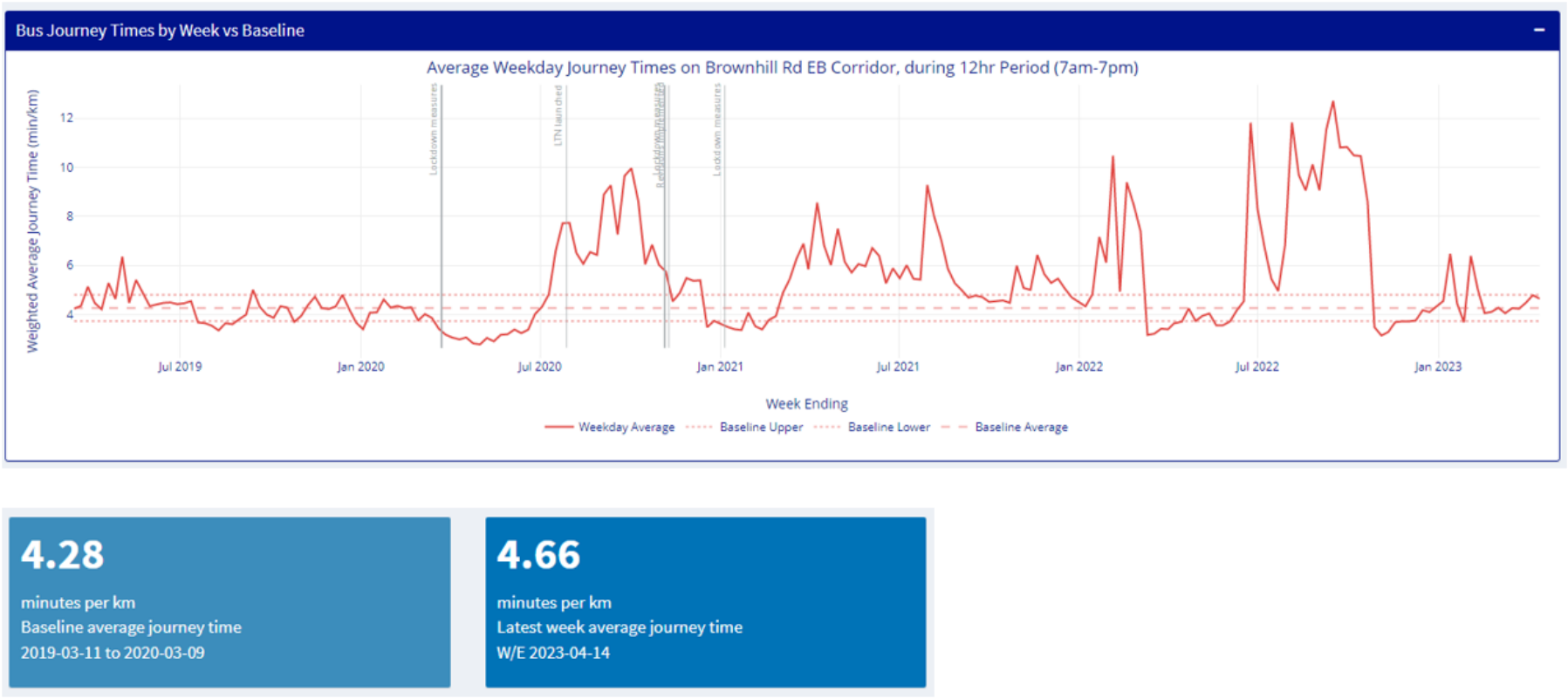

Figure 3 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

2.4.1 The Westbound Pre-covid average bus journey times (Figure 4) 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. Late 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.

2.4.2 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 recording a journey time below the baseline value.

2.4.3 Throughout 2022 the bus journey times have been consistent with the trend during 2021, however data indicates a spike of up to 6 minutes per km in January and July 2022, which are still lower than the times recorded in the same months in 2020 before the LTN was implemented. Overall the westbound route continues to be consistently within the lower and upper baseline bus journey time average indicating that the westbound journey times have been unaffected by the introduction of the LTN.

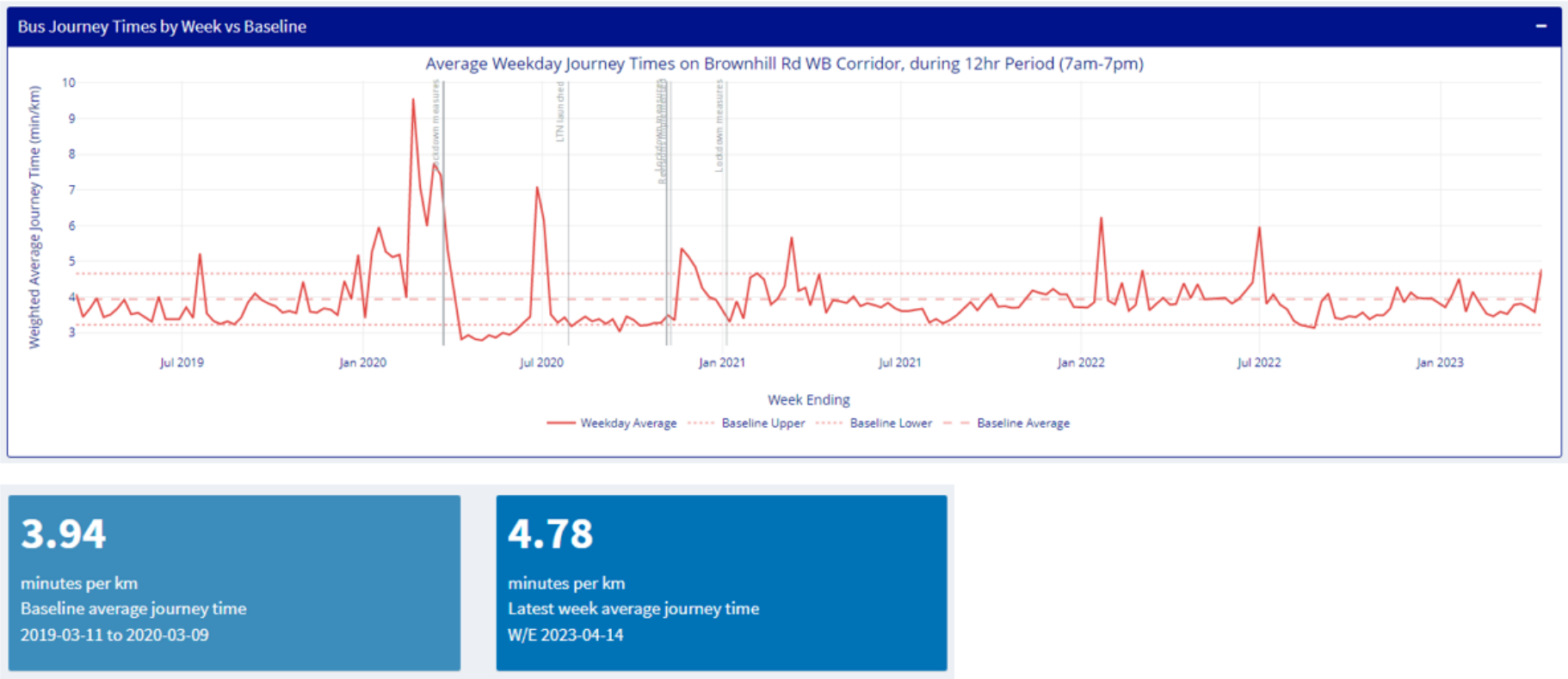

Figure 4 Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.4 The below graphics provide an update on the vehicle traffic flows from TfL for the period to April 2023

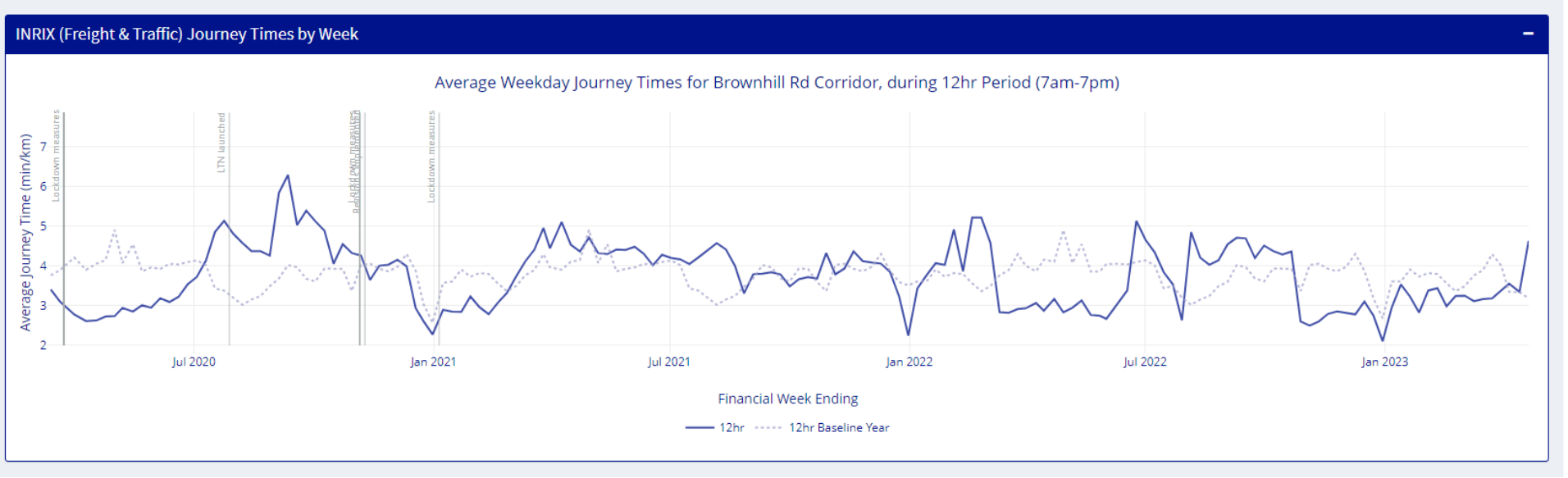

Figure 5 Average Weekday Journey Times of General Traffic on Brownhill Rd EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.5 Figure 5 above shows the general journey time along Brownhill Rd corridor in the Eastbound direction for a 12 hour period of 7am to 7pm. Data indicates that the average journey time was approximate 5 minutes per km when the LTN was first implemented in early 2020 and shows a spike in time to above 6 minutes per km in September, which is in line to the Covid restrictions being lifted and the return to schools. However, when the LTN was revised, journey times dropped to under 4 minutes per km and to less than 2 minutes during January 2021 lockdown.

2.4.6 During 2021 the traffic journey time fluctuated throughout the year between 3 to 5 minutes per km. At the beginning of January 2022 there was a drop intime to less than 2 minutes per km to then rise to over 5 mins in March 2022. March to June showed an average of 3 minutes per km which is below the 12hr baseline average and from July to September it indicates an average of around 4 minutes per km. By October the journey time dropped to under 3 minutes and up to March 2023 has consistently been operating lower than the average 12 hr baseline.

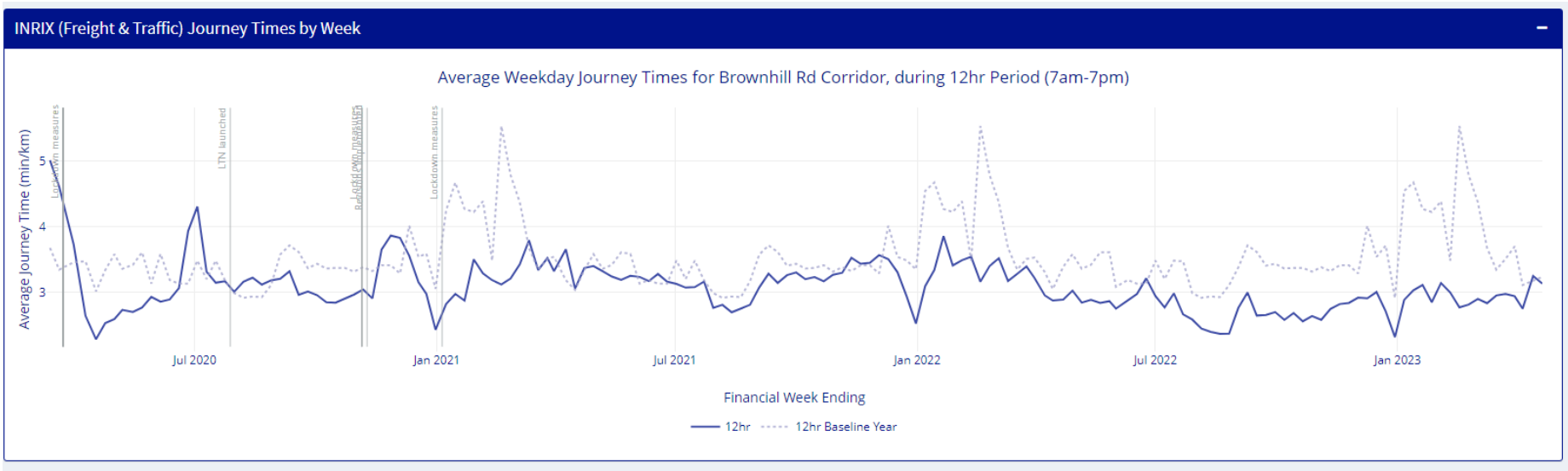

Figure 6 Average Weekday Journey Times of General Traffic on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.7 Figure 6 above shows the general journey time along Brownhill Rd Corridor in the Westbound direction for the same 12-hour period. Similar to the bus journey time data for the westbound journey time the 12-hour average hasn't changed greatly. It is also running below the expected 12 hr baseline.

2.4.8 The vehicle traffic flow for the section of the A205 Brownhill Road / Westhorne Avenue NEB from 2020 to July 2022 indicated that journey times had fallen by approx. 3 minutes per km similar to prior the LTN implementation. We were unable to obtain the most recent data for this section as TfL has changed their data system to INRIX and this area is no longer covered by their monitoring system.

2.5 Burnt Ash Hill/Burnt Ash Road.

2.5.1 Figure 7 below 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.

2.5.4 In 2023, there has been a sharp peak to above 10 minutes per km in bus journey time in February to then dropping back to 4 minutes per km as per the last data available in April 2023. This short sharp increase would suggest that there is a change in situation on site suggest as temporary light or road works. However, the average bus journey times are returning to pre-covid levels of around 3.6 minutes per km.

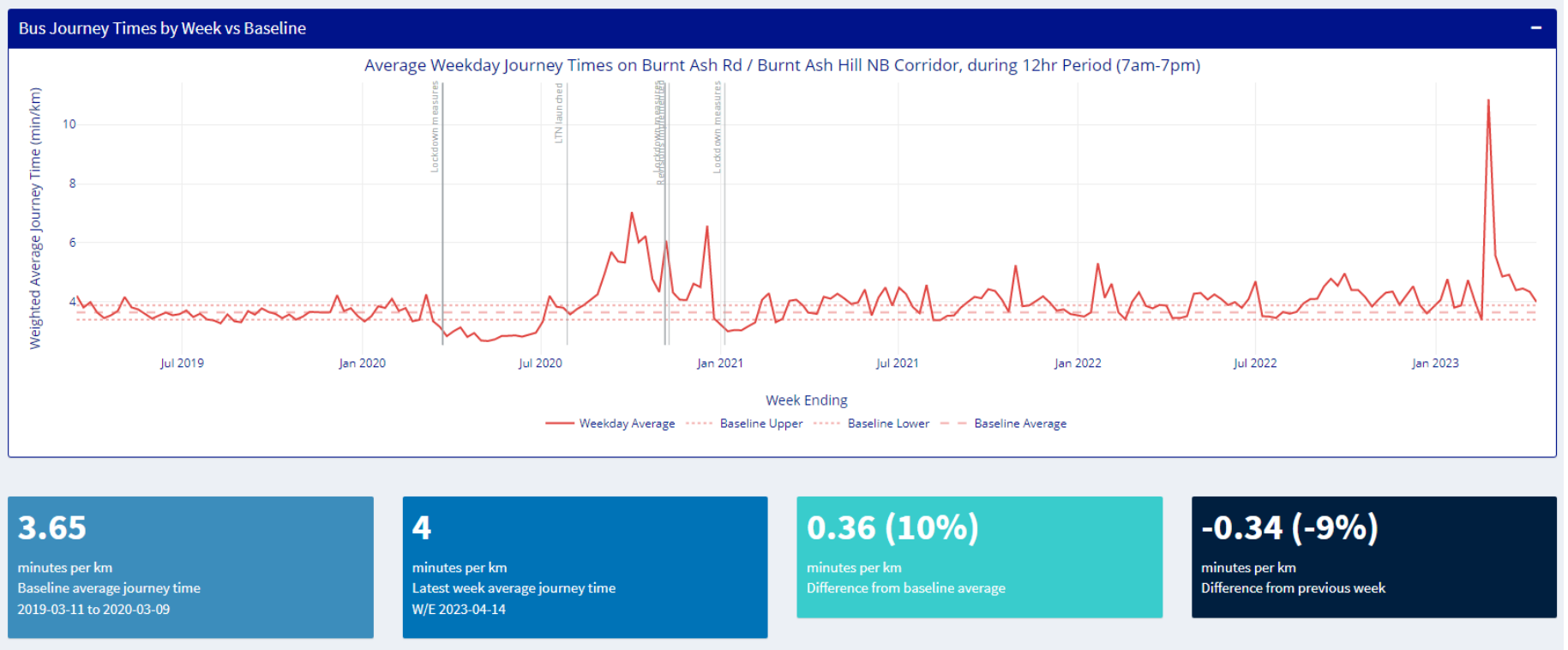

Figure 7 Average Weekly Journey Times on Burnt Ash Hill/Burnt Ash Rd NB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.5.5 Figure 8 below 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 until July. 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 around 2.5 minutes in June, when the LTN was implemented. 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 until September 2022 where there was an increase in journey time to above 4 minutes per km, in line with the start of the school calendar, to then decrease to an average of 3 minutes per km until the end of 2022.

2.5.6 In 2023, similar to the northbound data, there was a spike in journey times in early 2023 which continues to provide evidence that there was an additional factor on the network causing a delay such as road works or temporary traffic lights.

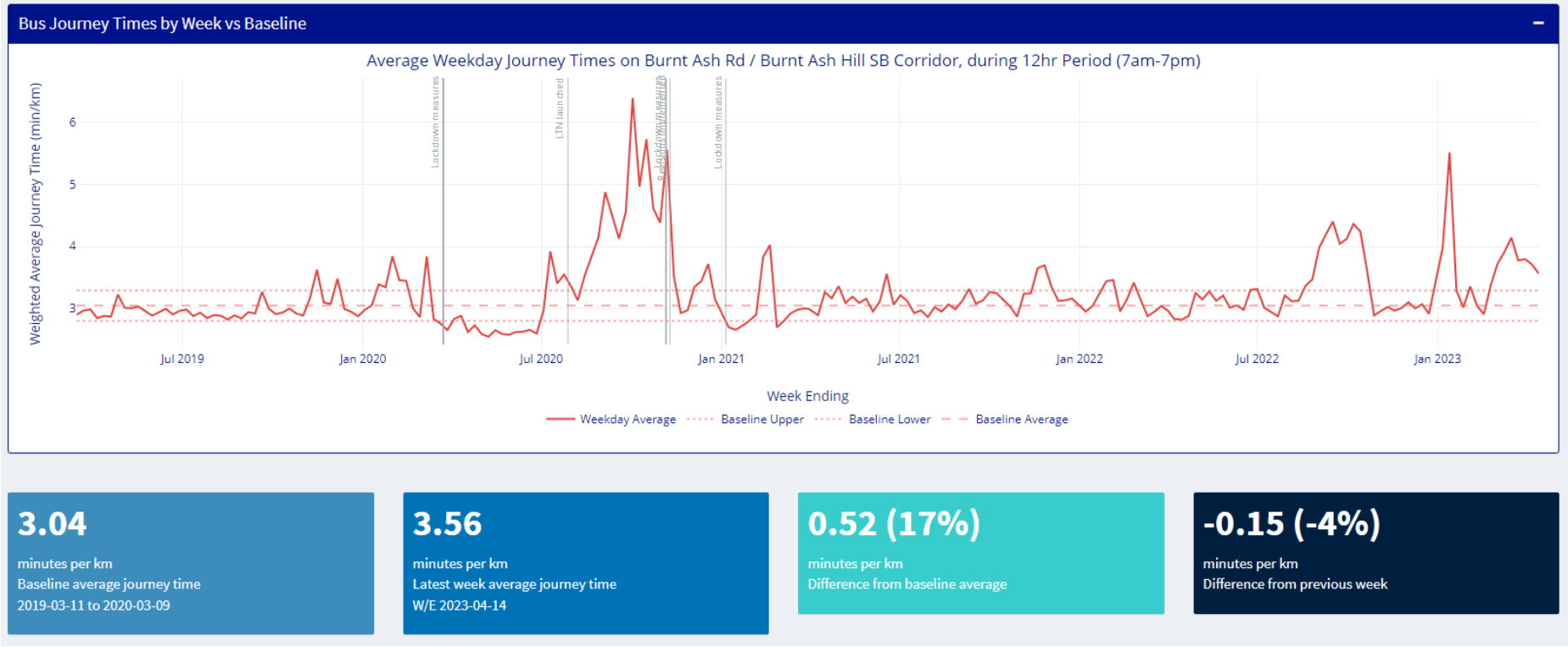

Figure 8 Average Weekly Journey Times on Burnt Ash Hill/Burnt Ash Rd SB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.6 Lee High Road/Eltham Road

2.6.1 Figure 9 below 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 then 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 four-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 and have then fluctuated throughout the second half of 2022 and the start of 2023, reaching an average journey time of round 4 minutes per km.

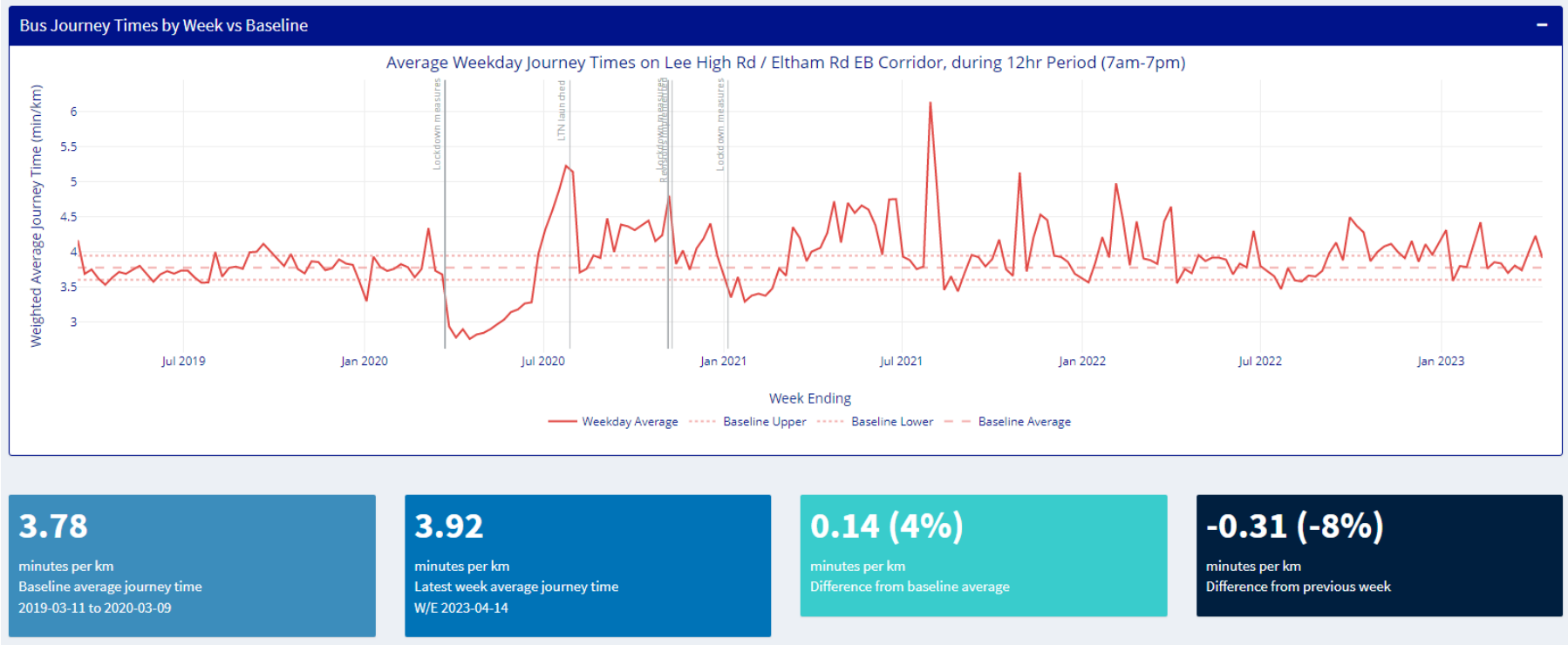

Figure 9 Average Weekly Journey Times on Lee High Rd/Eltham Rd EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.6.3 Figure 10 below 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 3 minutes per km.

2.6.4 Journey times start to increase from April 2020, with a rise in line to the average 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 of around 3.5 minutes per km to peak at just below 6 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 to just below 8 minutes per km, the bus journey times fluctuated throughout the year for an average between the upper and lower baselines of 3.5 and 5.5 minutes per km.

2.6.7 In 2023 has been consistent to between the lower and upper average baselines, other than an increase in February of approximate 5.5 minutes per km, reaching a lowest time average of 3.3 minutes per km in the last recorded week in April 2023.

2.6.8 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.

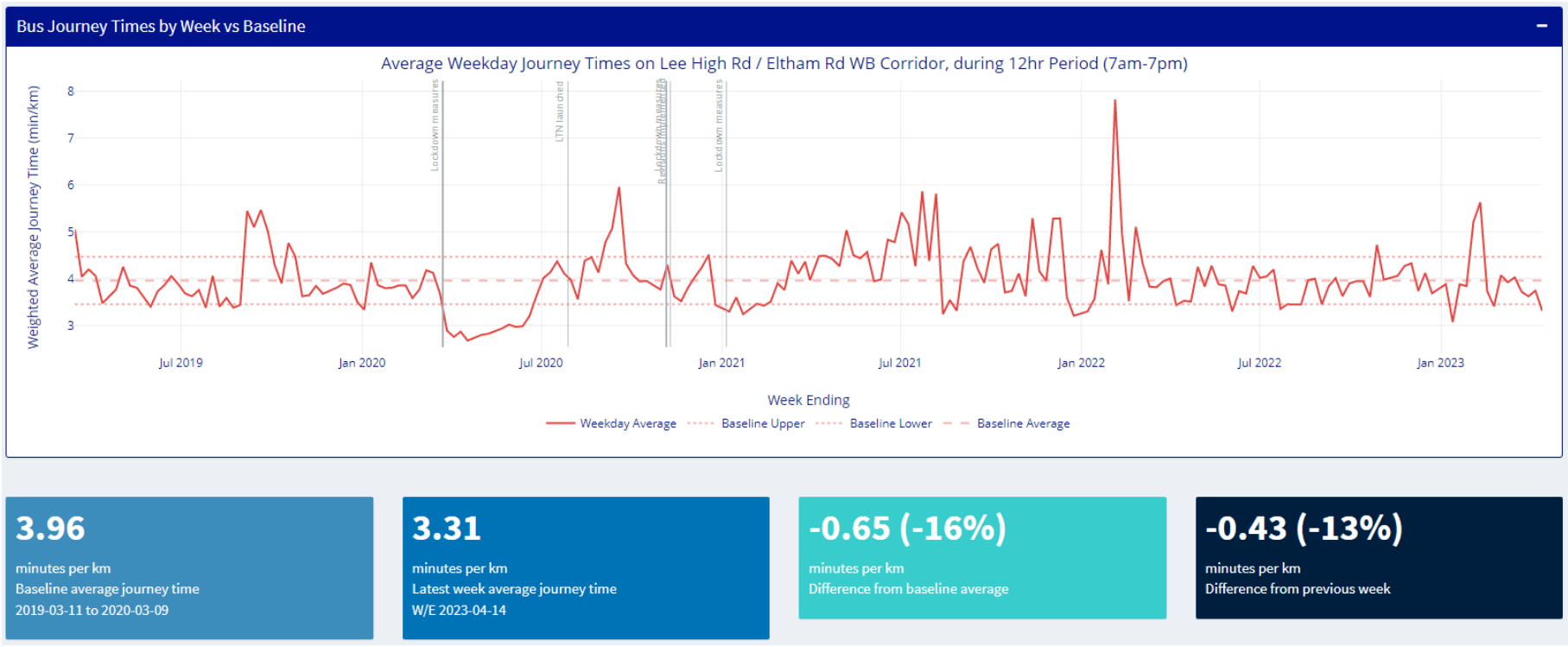

Figure 10 Average Weekly Journey Times on Lee High Rd/Eltham Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.6.9 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 (April 2023). 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.

2.6.10 The data continue to suggest that the vast majority of the metrics are all within baseline values that TfL use to monitor the TLRN.

2.7 Air Quality Data

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

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

2.7.3 The data presented in Figure 11 below details the average NO_2 recorded within and around the Lewisham and Lee Green Low Traffic Neighbourhood. The data has been split to provide an average over six 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;
- **Revised scheme** – to understand the effects of the revises LTN scheme. ;
- **Limited Covid restrictions** – to understand the effects with limited restrictions on movement;
- **Monitoring scheme** – to understand the effects of the LTN scheme after it was made permanent.

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 received in May 2023.

2.7.5 Looking at the average NO_2 readings in Figure 11, there are no locations where NO_2 exceed the United Kingdom annual mean objective of 40

micrograms per cubic metre of air (40 µg/m³).

2.7.6 Monitoring found that the overall mean NO_2 concentration for the whole network was 29 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, and the latest data until March 2023 indicates a further drop to 28.5 µg/m³. This shows a small decrease in comparison to the original scheme average.

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 most recent 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.

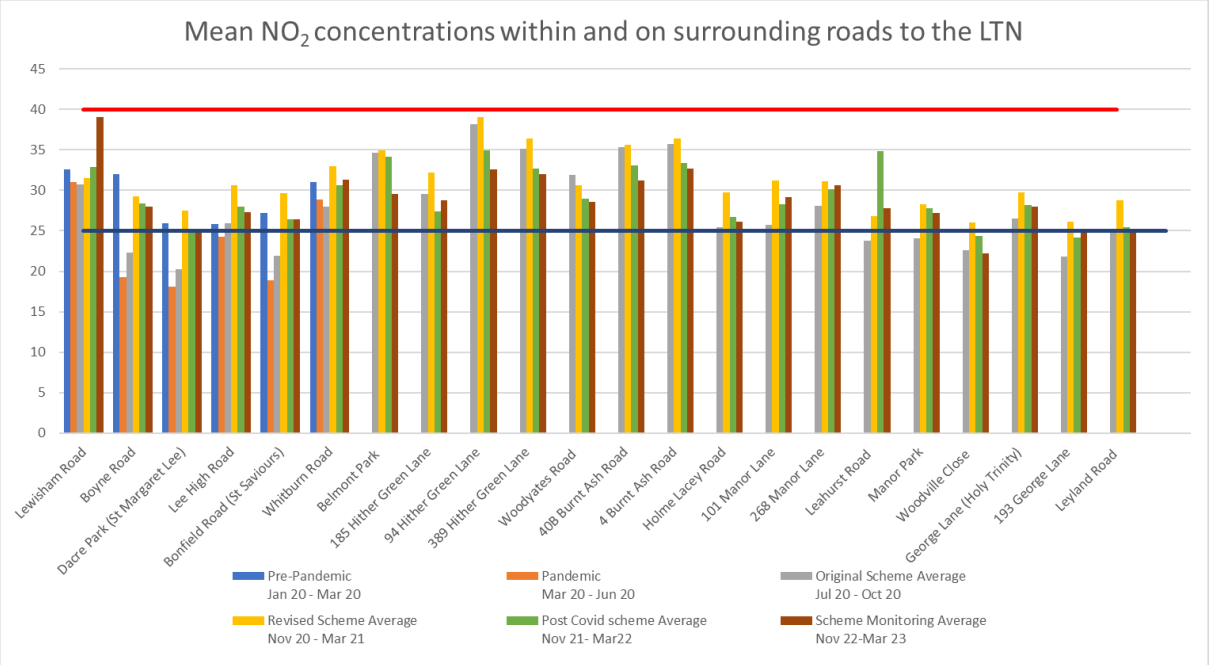

Figure 11 Mean NO2 concentrations within and on surrounding roads to the LTN

2.8.2 Air Quality monitoring of the A205 South Circular (Figure 12) indicates that air quality improved during the first lockdown when people's travel was restricted. The air quality improved during the Post-Covid period where data shows mean NO_2 concentrations of approx. 35 µg/m³ at both sites. During the period November 2022 to March 2023 the air quality levels have risen to an average of 39.8 µg/m³ at the Brownhill Road site but has remain consistent at 35 µg/m³ at the Baring Road site. The overall air quality levels have improved since pre-pandemic and shown to be slightly above the levels recorded during Covid.

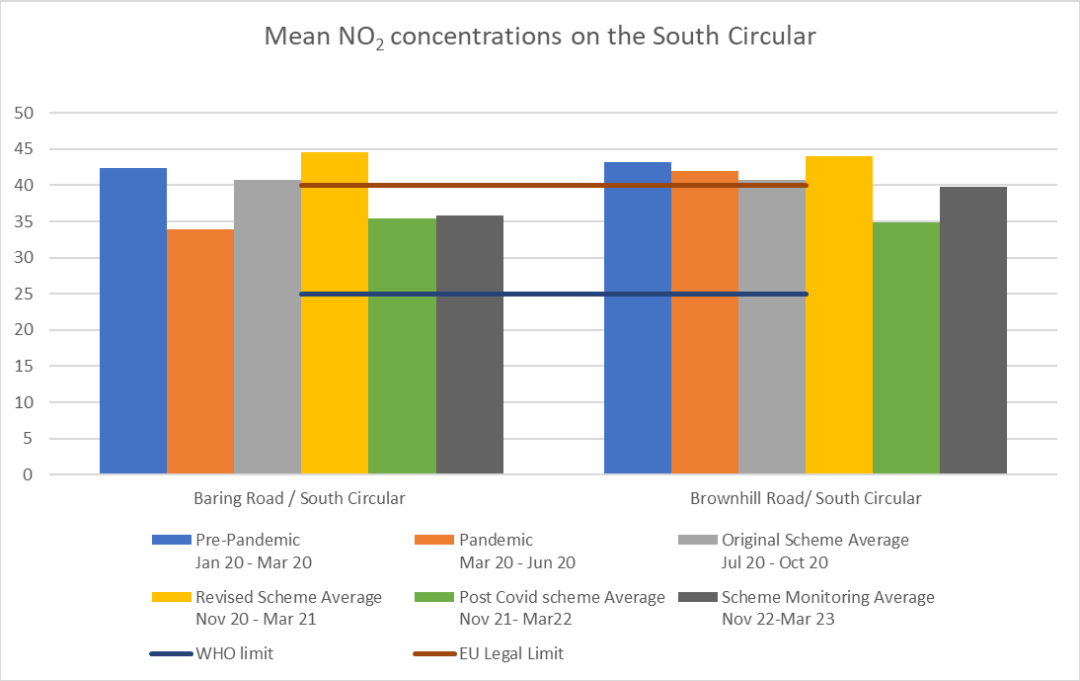

Figure 12 Mean NO2 concentrations on the South Circular

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 provided by TfL, we have reviewed collisions within the consultation area. To note this data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the police. Damage only collisions are not included. Data is as reported to the Metropolitan police 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 30th September 2022. The data has been analysed in 12 months intervals over a 4 year period as shown in table below, comparing two years of data before the LTN implementation and two years post LTN.

PRE LTN	POST LTN
YEAR 1: JULY 2018 TO JUNE 2019	Year 3: July 2020 to June 2021
YEAR 2: JULY 2019 TO JUNE 2020	Year 4: July 2021 to June 2022

2.9.3 Table 6 and Table 7 below show the level of collisions by road type and collision severity for the two years pre and two years post for both the LTN and the consultation area.

Table 6 Collision Data Pre-LTN

PRE-LTN

ROAD TYPE	Year 1: July 2018-June 2019			Year 2: July 2019 - June 2020			24 Month pre scheme Total
	Slight	KSI	Total	Slight	KSI	Total	
ALL ROADS	190	30	220	158	21	179	**399**
BOROUGH ROAD	69	11	80	51	7	58	**138**
TLRN	121	19	140	107	14	121	**261**

Table 7 Collision Data Post-LTN

POST-LTN

ROAD TYPE	Year 3: July 2020-June 2021			Year 4: July 2021 - June 2022			24 Month post scheme Total
	Slight	KSI	Total	Slight	KSI	Total	
ALL ROADS	168	20	188	116	27	143	**331**
BOROUGH ROAD	56	10	66	33	4	37	**103**
TLRN	112	10	122	83	23	106	**228**

2.9.4 Table 8 below shows a comparison between the totals in the 24 months pre-LTN and 24 months Post LTN.

Comparison between pre and post LTN (24 months)

ROAD TYPE	Pre LTN			Post LTN			Total Difference
	Slight	KSI	Total	Slight	KSI	Total	
ALL ROADS	348	51	399	284	47	331	**-68**
BOROUGH ROAD	120	18	138	89	14	103	**-17**
TLRN	228	33	261	195	33	228	**-33**

2.9.5 The above data indicates that there has been a reduction in collisions in both the borough roads and the TLRN roads (roads managed by TfL). Overall within the consultation study area there has been a reduction in both KSI and slight injury collision since the introduction of the LTN.

2.9.6 The maps below show the general locations of the collisions for the years pre and post LTN, but it should be noted that these locations are based on descriptions of the collisions in the reports provided to the police and therefore might not be fully accurate.

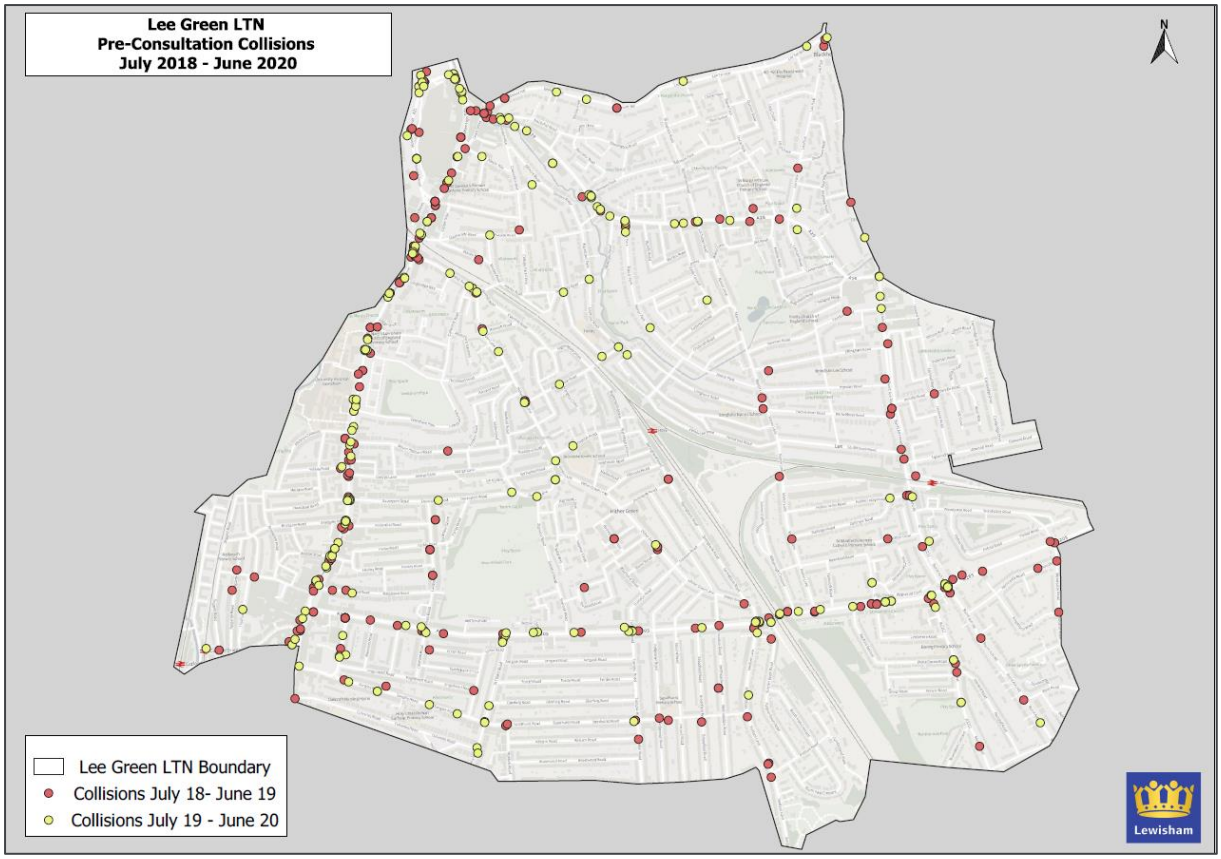

Figure 13 Pre-LTN Collisions June 2018-June 2020

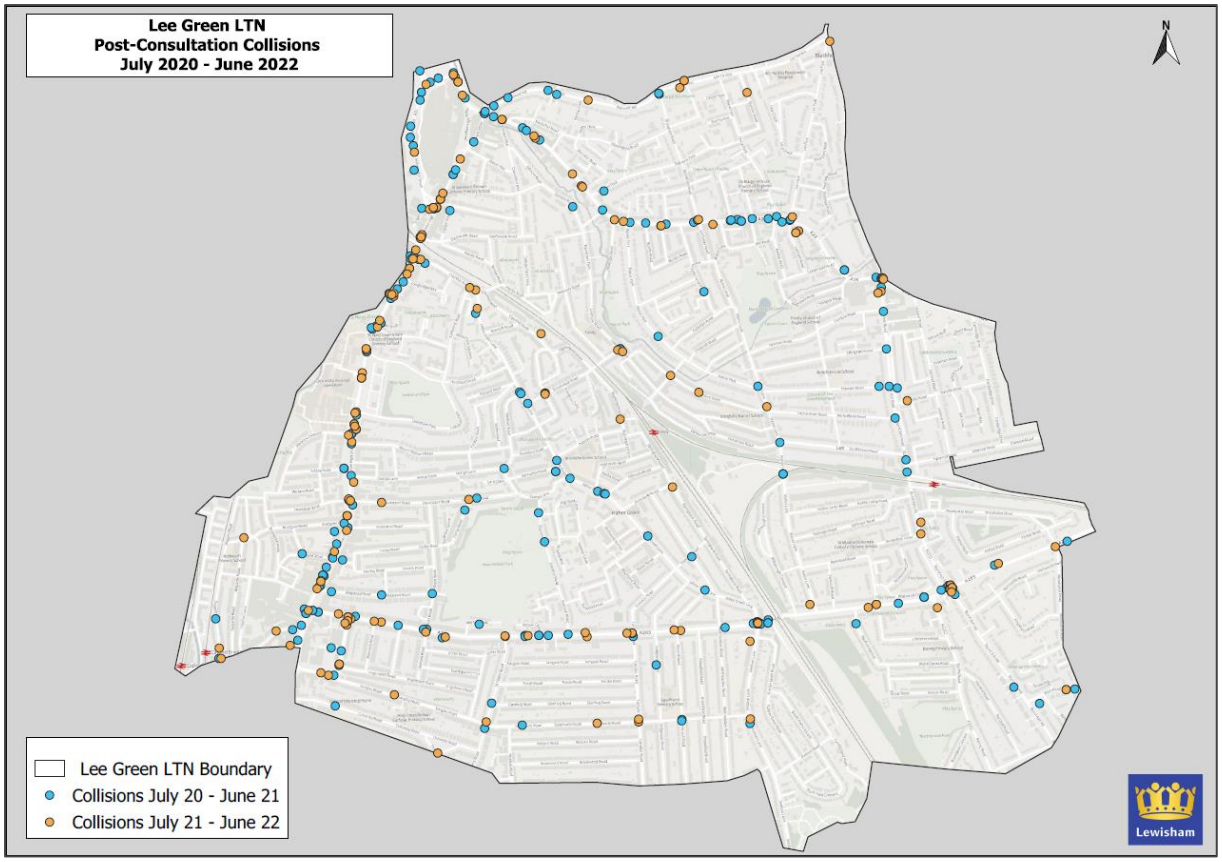

Figure 14 Post-LTN Collisions July 2020-July 2022