



Overview and Scrutiny Business Panel

Report title: Update on temporary measures to support safer walking and cycling in response to the COVID 19 pandemic

Date: 24 November 2020

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Zahur Khan, Director of Public Realm

Outline and recommendations

Following a report to Overview and Scrutiny Business Panel in May 2020, and an update report provided to the Committee in September 2020, this report provides an update on the changes that have been made to the Lewisham and Lee Green Low Traffic Neighbourhood (LTN) and provides a further update on the overarching measures to support safer walking and cycling in response to the COVID 19 pandemic. The primary aim of the measures is to facilitate those walking and cycling to do so safely, whilst also maintaining social distancing.

The Overview & Scrutiny Business Panel is asked to receive and comment on the update report.

Timeline of engagement and decision-making

The Overview and Scrutiny Panel considered a report on 26 May 2020. Following that a delegated decision was taken by the Executive Director for Housing, Regeneration & Environment on 2 June 2020.

An update report was provided to members of the Overview and Scrutiny Business Panel for their meeting on 29 September 2020, although it should be noted that this was not discussed at the meeting.

All measures outlined in this and previous reports are consistent with the longer term objectives of the borough's Transport Strategy and Local Implementation Plan 2019-2041, which was agreed by Mayor & Cabinet in January 2019.

1. Summary

- 1.1. The purpose of this report is to provide an update on the short term changes that have been made to the Lewisham and Lee Green Low Traffic Neighbourhood (LTN) and provide an update on the other temporary transport measures to support pedestrians and cyclists during the COVID 19 pandemic. The primary aim of those measures is to facilitate those people walking and cycling, to do so safely whilst maintaining social distancing. The package of interventions will help support the recovery from this crisis, whilst also being in alignment with a wider range of longer term policy objectives.

2. Recommendations

- 2.1 The Overview & Scrutiny Business Panel is asked to receive and comment as necessary on the contents of this report.

3. Policy Context

- 3.1. In response to the COVID-19 pandemic, in May 2020, the DfT asked local authorities to act quickly, and within weeks, to introduce schemes to create more space for walking and cycling, whilst also maintaining social distance. In response a growing number of local authorities across the UK and beyond are considering which measures to put in place to help people safely make the essential trips they need to on foot or by bicycle.
- 3.2. The measures are also consistent with the Council's long term transport strategy and climate commitments, which support and encourage a shift away from private car use towards more sustainable, active modes of travel, such as walking, cycling and public transport.

4. Emergency transport measures in response to COVID-19

- 4.1. The emergency transport measures in response to COVID-19 fall within four programmes and an update and further information in relation to each of these programmes is provided in the following section.

Creating quieter residential streets for walking and cycling – Lewisham and Lee Green Low Traffic Neighbourhood

- 4.2. One of the projects to be delivered as part of the Council's emergency transport

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response to the pandemic is the Lewisham and Lee Green LTN. The aim of the scheme is to support safe walking and cycling, enable social distancing and to provide alternatives to private car use because capacity on public transport is limited.

- 4.3. The Lewisham and Lee Green LTN was delivered from early July 2020 using both physical and camera enforced modal filters. Background document 5 includes a map of the measures that have been delivered. The physical barriers use planters and bollards to prevent most motor vehicles from passing through, whilst the camera enforced modal filters use automatic number plate recognition (ANPR) cameras to achieve compliance. ANPR camera modal filters were used where the modal filter location was on a bus route and / or the emergency services route network.
- 4.4. The locations for the temporary modal filters within the Lewisham and Lee Green LTN were identified following consideration of a range of information. The assessment factored in traffic data, resident complaints received and officer observations. They were also informed by previous engagement that had been undertaken on the Healthy Neighbourhood project. They are in areas where through-traffic was already known to be an issue, and where higher volumes of traffic were anticipated to return as lockdown restrictions were eased. Nearby footways are also less than three metres wide, making it more difficult for pedestrians to socially distance. Other strategic factors, such as the proposed cycle network identified in the 2018 Lewisham Cycling Strategy, were also taken into consideration.
- 4.5. Following delivery of the LTN, streets within the area experienced the benefits of the scheme with lower traffic levels observed as a result of vehicular traffic through routes being removed. The TfL Cycling Action Plan identifies that safety remains the biggest barrier to cycling and that more than half of Londoners who don't cycle choose not to because they are scared of traffic. By reducing traffic levels one of the main barriers to cycling is reduced and, in addition, the conditions for pedestrians are improved. Consequently more people were noted making journeys by foot and on cycle.
- 4.6. However, through site observations and feedback from Ward Members and residents it was clear that neighbouring areas outside of the LTN were experiencing more negative impacts, such as increased levels of traffic using their streets, such as Hither Green Lane and Springbank Road, and reports of essential journeys taking considerably longer due to the impact and traffic levels of main roads. In addition, correspondence was received indicating objection to the scheme and there is a petition requesting the removal of the road closures, which at the time of writing this report had received 11,807 signatures.
- 4.7. TfL also shared information in relation to the levels of congestion being experienced on their network and the impact this was having on bus journey times. Two key corridors were used to monitor bus performance:
 - Catford Gyratory to Burnt Ash Hill/Westthorne Avenue junction; and
 - Burnt Ash Road and Burnt Ash Hill (between the A20 and A205)
- 4.8. For the corridor from Catford Gyratory to Burnt Ash Hill / Westthorne Avenue junction, journey times increased at the beginning of July, stayed relatively stable through July-August then increased again end of August-September. In the week commencing 20th September 2020 average journey times were 1.2 mins/km higher than last year 7am-7pm (7.3 vs 5.4 mins/km). Bus passengers were experiencing a 4.4 minute increase above the 2019/20 average of 12.4 minutes.
- 4.9. For the Burnt Ash Rd & Hill corridor, journey times increased across all peaks from end of July through August. From the end of August, the AM peak has continued to increase but the PM & Interpeak have levelled/decreased. In the week commencing 20th September average journey times were 1.4 mins/km higher than last year 7am-

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7pm (6.6 vs 5.4 mins/km). Bus passengers were experiencing a 1.4 minute increase above the 2019/20 average of 6.2 minutes.

- 4.10. In relation to individual bus routes the information shared by TfL indicated that the route that was experiencing the greatest delays was route 202 in an eastbound direction in the pm peak (from 4pm to 7pm). The average journey time change, since 31 August compared to pre-lockdown, was an additional 3.9 minutes. It is considered that this is also associated with a particular pinch point on the road network where the A205 goes under the railway bridge to the east of the junction of the A205 / Hither Green Lane and Verdant Lane.
- 4.11. Officers worked collaboratively with TfL to see if these combined impacts could be mitigated through traffic signal timings. A review of signal timings for all of the junctions along the A205 between Torridon Road and Burnt Ash Hill was undertaken and changes made to increase the cycle time. This increased the time available for all vehicle movements, but focused on reducing delay on the A205. A review of signal timing was also undertaken in Lewisham Town Centre and all of the junctions between Lee Green and Sidcup Road on the A20 with the aim of increasing capacity to reduce delays to all movements. It should be noted that all of the sites are actively managed and timings respond according to delays observed. The limit of improvements that could be achieved by signal timing changes alone had been reached and changes on-street were required to further address the issues identified.
- 4.12. It should be noted that the LTN is not solely responsible for the issues identified above, however, it is recognised that it is a contributing factor and therefore, having received this feedback, it was important that the Council listened and responded. Further, it was always said that changes to the scheme would be made if needed and this is a key part of implementing a scheme as a trial. As a result short term changes were introduced from 9th November 2020, which are outlined below and were communicated to residents on 16th October 2020 (see background document 6).
 - I. On Manor Lane, the existing camera was adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
 - II. On Manor Park, the existing camera was adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will continue to enforce vehicles who try to travel southbound.
 - III. The existing cameras on Ennersdale Road and Dermody Road was 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)
 - IV. On Leahurst Road the planters will remain in place and the fire gate will be removed to allow vehicles to travel west to east (Hither Green to Lee Green). A new camera will enforce vehicles travelling from east to west (Lee Green to Hither Green). The existing width restriction will be changed to a weight restriction to enable enforcement by camera to achieve the same outcome.
- 4.13. The Council will also work with local schools to implement School Streets in the LTN as soon as possible, which will mean timed closures of some individual streets to coincide with drop off and pick up times.
- 4.14. It is considered that these changes strike a balance between retaining some of the benefits of the low traffic neighbourhood that have recently been realised, and addressing some of the issues that have arisen, as a result of a number of factors. Allowing traffic to travel from Hither Green to Lee Green at Dermody Road, Ennersdale Road and Leahurst Road will mean that this route is available, which has the potential to reduce the delays currently being experienced across the wider network. We know

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that the delays being experienced on the south circular are greatest in the eastbound direction. We and TfL therefore believe that these measures could help to relieve some pressure being experienced at particular locations, such as on Hither Green Lane and the South Circular.

- 4.15. The scheme will continue to be monitored in line with the monitoring strategy (see background document 4). The air quality monitors will continue to be in place and the traffic counts will be repeated at the same locations so a like for like comparison of data is able to be undertaken. Officers will also continue to liaise with TfL and utilise their data in relation to bus performance, which uses GPS transponders to provide information on bus journey times, and the impact on their network.
- 4.16. The data collected from the monitoring of the scheme will be included in the public consultation material, and together all of this information will be considered as part of the review of the scheme to be undertaken in April 2021.
- 4.17. Following the implementation of the changes outlined in paragraph 4.12, a short survey is planned for mid December 2020.
- 4.18. The review of the scheme that is to be undertaken will also consider the responses to the public consultation which will be undertaken in March 2021. The consultation strategy is yet to be fully developed, but the current thinking is that this is likely to be hosted on the Lewisham website consultation portal with a series of questions to understand views on both the original scheme and the amended scheme. A consultation document will be made available which will provide an overview of the schemes and the monitoring data that has been gathered. The consultation will be publicised using the Council's normal communications channels, as well as a letter drop to the residents and businesses in the vicinity of the scheme area.
- 4.19. The consultation material will need to strike a balance between providing the public with a sufficient level of information to enable them to reach an informed view, but ensuring the information is easily understandable for the majority. A range of consultation methods will also be employed so that the consultation reaches as many people as possible and encourages as many responses as possible.

Creating quieter residential streets for walking and cycling – phase 1 modal filters

- 4.20. An initial tranche of locations were delivered where rat running has historically been identified as an issue, and where it was feared higher volumes of traffic would be likely to re-emerge. This is based on traffic data, resident complaints, and/or officer observations. The footways in these locations are also below 3m. This tranche included filters at George Lane, Silverdale and Bishopsthorpe Road, Glenbow Road, Scawen Road, South Row and Kitto Rd. An update on the status of each of these filters is provided below.

South Row – This modal filter was temporarily lowered as a result of discussions with Morden College about their delivery and servicing requirements and the difficulties that they were experiencing due to the combination of the closure, the weight restriction on Kidbrooke Gardens and the size of vehicle that they need to have access. Discussions have been held with the Royal Borough of Greenwich regarding this location and the potential to reinstate the modal filter. Should it be reinstated the HGV restrictions on Kidbrooke Gardens would need to be lifted to provide an alternative servicing route for vehicles servicing Morden College. Further measures will also need to be introduced to dissuade motorists from driving onto the heath to circumnavigate the closure point. The timing for progressing the next steps for this location is yet to be agreed, but Ward Councillors and residents / businesses in the immediate vicinity will be given sufficient notice, with a letter

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drop to be organised.

Kitto Road – This location has been proven contentious and has been subject to repeated vandalism. Consideration is currently being given to the appropriate next steps for this location, which will be subject to further funding being allocated.

Scawen Road – this location, which sits outside Sir Francis Drake school, serves a dual purpose of acting as a school street, whilst also benefitting the wider community outside school hours by reducing traffic along Scawen Road. Initial findings suggest that there is likely to have been minimal traffic displacement. As with all filter locations, Commonplace feedback has been mixed.

George Lane – Following feedback from residents and Ward Members, officers have been reviewing options for the George Lane modal filter and will be changing the measure to a weight restriction. The change will be initiated in December and put in place with the necessary signs and changes to the temporary traffic order. It is considered that this option will address the issues being experienced by the residents of Springrice Road, whilst also providing the continuity of a measure and some level of protection from HGV traffic for residents of George Lane.

Bishopsthorpe and Silverdale – these filters remain in place, and as with all filter locations, there is mixed feedback on Commonplace. Concerns have been raised regarding the impact of displaced traffic onto Mayow Road. However, some preliminary monitoring has shown only a 3% increase in traffic volumes immediately after implementation (excluding cycles and powered two wheelers which are currently permitted through the filter).

Glenbow Road – this filter remains in place, and as with all filter locations, there is mixed feedback on Commonplace. Initial officer findings suggest that traffic displacement is minimal. The filter improves pedestrian and cycle safety around the park entrances and for those using the cycle route.

Creating more pedestrian space in busy public places, at pressure points

- 4.21. As outlined in the previous OSBP report of 29 September 2020, officers identified a number of locations on high streets and at park entrances where the existing conditions meant that it was difficult for pedestrians to comply with social distancing due to limited footway widths and/or shop queuing systems, and intervention was considered necessary. These measures are primarily funded by the DfT Reopening High Streets Safely funding.
- 4.22. An initial tranche of schemes were implemented earlier in the year, with further locations subsequently added. All of the locations listed below have been monitored closely on site and via Commonplace to check they are working as intended, and remain in place to date.
- Sangley Road, Foxberry Road, Dartmouth Road, Hither Green Lane and Wells Park Road:- suspension of parking bays and / or loading bays to create more space for pedestrians;
 - Blackheath Village: Implementation of a one-way system for pedestrians due to constrained footways;
 - Coulgate Street: timed closure of street to support businesses by facilitating al-fresco dining;

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- Staplehurst Road: a parklet trial which provides covered outdoor seating in place of parking bays, to support businesses. The equipment and installation was provided as a free trial by the supplier.
- 4.23. Where parking bays have been suspended to create more space for pedestrians, water-filled barriers were installed to physically restrict parking in the suspended bays. These measures have been in place since June 2020, at which time they were expected to be in place for a limited duration. As the COVID-19 situation remains ongoing, these measures to facilitate social distancing are now expected to be required for a longer period than initially anticipated, depending on the speed of rollout of a vaccine and subsequent reduction in cases.
 - 4.24. The water-filled barriers require regular monitoring and periodic maintenance, e.g. refilling with water and moving back into position where they have been displaced. The cost of maintaining the barriers is around £3,600 for 6 months per site. Consideration is therefore currently being given to removing the water-filled barriers and replacing them with temporary double yellow lines to prohibit parking without the need for physical barriers. This would provide a restriction which is understood by the general public. Removal of the barriers would also result in an increase in footway space where the barriers were previously installed on the footway. This would be a one off cost of approximately £1,200 per site, plus a cost for the necessary traffic order of approximately £600 across all sites. This offers a lower cost solution, whilst also meeting the desired objectives. If at the end of the pandemic, a decision is taken to reinstate the parking, the double yellow line markings could be removed at a cost of around £1300 across all sites.
 - 4.25. Further schemes are in development for Deptford High Street and Montpelier Vale in Blackheath, which will also seek to create more space for pedestrians, support businesses and improve cycle safety. Further details will be published on the Commonplace platform and communicated to local residents and businesses in the vicinity via letter drop, once they are agreed. The temporary pedestrian signage in Blackheath is also being refreshed as it has a limited lifespan, but is considered to still be of benefit, particularly given the second lockdown.
 - 4.26. In the May 2020 report Luxmore Gardens was identified as one of the locations where interventions were considered necessary and measures would be implemented. It was intended that parking on one side of Luxmore Street, which currently has footway parking on both sides of the street making it difficult to safely practice social distancing, would be suspended. Unfortunately the funding bid to TfL to progress this scheme was not successful as it did not meet their criteria, nor does it meet the DfT funding criteria and therefore this scheme has not been implemented. However, if further funding becomes available, there remains an aspiration to progress this scheme, subject to an assessment of competing priorities.

Creating safer spaces for pedestrians / cyclists outside schools

- 4.27 School streets are streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off times, when schools are open. This will provide a safe area for children entering or leaving the school during these periods, facilitating the ability to socially distance at the school gates, where feasible.
- 4.28 Schools have been prioritised based on a range of criteria, with highest priority given to those with school support for the programme, footway widths below 3m, higher traffic volumes and higher pupil numbers.
- 4.29 Schemes have been put in place at the following school streets, with some schools

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using temporary barriers in the short term whilst delivery of the equipment required to deliver the full scheme is awaited. This is due to longer than anticipated lead times on the equipment due to high demand from other local authorities:

- Adamsrill Primary School;
- All Saints CE School;
- Ashmead Primary School
- Conisborough College
- Deptford Green School;
- John Ball School
- Kelvin Grove Primary School;
- Prendergast Ladywell School,
- Sir Francis Drake School; and
- Tidemill Academy School

- 4.30 At the time of writing this report further school streets are due to be implemented at the following locations in the coming weeks: Athelney, St William of York, St John the Baptist, Lucas Vale, Holbeach and Coopers Lane.
- 4.31 The remaining schools will have school streets implemented in January 2021 upon receipt of the necessary camera enforcement equipment: Gordonbrock, Elliot Bank, Rushey Green, Brindishe Green, Haseltine, Rathfern, Kilmorie, Myatt Garden, Holy Cross and Good Shepherd. Unfortunately due to the national shortage of camera equipment these delivery timescales are longer than initially anticipated.
- 4.32 As noted earlier in the report, consideration is also being given to the most appropriate way of bringing forward school street proposals for the schools in the Lee Green area, given the recent changes that have been made.
- 4.33 There are a number of schools where it has not been possible to implement school streets due to feasibility and funding constraints. Where this hasn't been possible in the short term, but where the school have expressed support for the programme, we have been considering other temporary measures. This includes temporary footway widening at the school gates, which should still help to create more space for social distancing and/or coloured surfacing on the carriageway to help improve awareness of the school, slow speeds and improve safety for those travelling by active modes such as walking and cycling. This includes the following schools: Torridon and Sandhurst. There is an aspiration to extend these measures to St Mary Magdalen, Childeric, and Turnham as part of the next phase, and in the meantime the schools have been provided social distancing stickers for application to the footway outside, and temporary 'slow down' signs mounted on lamp columns.
- 4.34 When further funding becomes available, further school streets will be implemented where there is the support for this from schools. To date a further 8 schools have registered an interest in having school streets. Funding will be prioritised based on the criteria set out in para 4.28.
- 4.35 A summary of the initial feedback received from those school streets implemented to date has highlighted the following:
- Positives: a calmer environment has been created at school pick up and drop off; there is a better relationship between residents and schools; anecdotally residents are seeing more walking/cycling on the street and not just amongst those travelling to/from the school; have been generally well received by schools.
 - Negatives: some residents are feeling that their movement is being restricted, Of 10 school streets implemented so far, only 2 have raised issues of abuse from drivers wishing to pass through the restriction, which should be resolved

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when the physical equipment arrives. The use of temporary barriers is only being pursued where schools are in agreement to managing this.

- Other constructive comments: a suggestion that a section of the school noticeboards is dedicated to project updates and feedback. Some residents have requested bike maintenance sessions on the street and cycle training sessions to support the uptake of cycling, which has been arranged.

- 4.36 Before traffic monitoring has been undertaken. Post monitoring will be undertaken once the final schemes have been implemented to understand the full impact. This will include traffic surveys, perception surveys, hands up surveys and air quality monitoring at a number of schools.

Creating safer spaces for pedestrians / cyclists along key corridors

- 4.37 These measures primarily seek to increase space for cyclists through the provision of 'pop up' cycle lanes. However, there are also opportunities to provide extended footway space for pedestrians where necessary and feasible. To date, no schemes have been delivered as part of this project due to challenges in meeting the TfL criteria regarding minimum cycle lane widths as a result of constraints on carriageway widths and also a need to avoid significant civil works. However, elements of the TfL criteria are now seemingly being relaxed so these schemes are being revisited. The schemes that are currently under consideration are routes along the Brookmill Road / Thurston Road corridor and Baring Road. Further news of the next tranche of London Streetspace funding is awaited to inform how to proceed.

5. Financial implications

- 5.1. There are no financial implications directly arising from this report. However, the following information may be of interest to the Committee:
- 5.1.1. A funding deal between the Government and TfL has been reached to cover the remainder of 2020/21. This deal includes a further £75m for active travel for the remainder of the financial year to cover both TfL roads and borough roads.
- 5.1.2. It has facilitated the re-instatement, within limits, of the Local Implementation Plan (LIP) funding with £23m approved for the LIP programme for the remainder of the current financial year 20/21. This funding has been applied to each borough based on the current LIP formula and Lewisham's allocation is £761,000. There was a previously agreed programme of works for 2020/21 which was paused as a result of the pandemic. Officers are currently considering how this funding should be utilised in the context of the previously approved programme and the schemes that have been delivered in the first half of the year utilising other funding.
- 5.1.3. Confirmation from the DfT regarding the second Tranche of the DfT Emergency Active Travel Fund, to which TfL submitted a bid for London for £20m of borough projects, is still awaited.

6. Legal implications

- 6.1. The Legal implications as outlined in the 26 May 2020 Overview and Scrutiny Business Panel report are still applicable. Any further Legal implications that arise from undertaking the next steps will be addressed in the appropriate decision report.

7. Equalities implications

- 7.1. All staff are trained to meet their responsibilities as outlined in the Equality Act 2010.

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- 7.2. Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- 7.3. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- 7.4. advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
- 7.5. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.6. The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.7. The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.
- 7.8. The equalities implications of the measures were set out in the previous OSBP report and any further equalities implications that arise from undertaking the next steps will be addressed in the appropriate decision report.

8. Climate change and environmental implications

- 8.1. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by walking and cycling rather than private transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council’s Air Quality Action Plan (see background paper 6) and Climate Action Plan.
- 8.2. Any climate change and environmental implications that arise from undertaking the next steps will be addressed in the appropriate decision report.

9. Crime and disorder implications

- 9.1. A number of the modal filter locations and equipment have been subject to criminal damage. Officers have liaised with the Council’s Strategic Community Safety Services Manager and with the Police on these issues, particularly in relation to incidents where we have information that could assist in identifying the individuals that caused the damage.
- 9.2. Any crime and disorder implications that arise from undertaking the next steps will be addressed in the appropriate decision report.

10. Health and wellbeing implications

- 10.1. The health and wellbeing implications of the measures were set out in the previous OSBP report and any further implications that arise from undertaking the next steps will be addressed in the appropriate decision report.

11. Background papers

1. London Streetspace Plan: interim guidance for boroughs (TfL May 2020)
<http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>
2. Corporate Strategy 2018-2022

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<http://councilmeetings.lewisham.gov.uk/documents/s61022/Draft%20Corporate%20Strategy%202018-2022.pdf>

3. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
4. Monitoring Strategy - Lewisham and Lee Green LTN -
<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>
5. Lewisham and Lee Green Low Traffic Neighbourhood newsletter -
<https://lewisham.gov.uk/documents?query=lewisham%20and%20lee%20green%20low%20traffic%20neighbourhood&sort=score>
6. Changes to the Lewisham and Lee Green Low Traffic Neighbourhood - [https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/lewishamcovidresidentialstreets/lee%20green%20map%20-%202016-10-20%20\(002\).pdf](https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/lewishamcovidresidentialstreets/lee%20green%20map%20-%202016-10-20%20(002).pdf)
7. Lewisham Air Quality Action Plan (2016-2021)
<https://www.lewisham.gov.uk/myservices/environment/air-pollution/Documents/LewishamAirQualityActionPlanDec2016.pdf>

12. Glossary

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

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
DfT	Department for Transport
EHRC	Equality and Human Rights Commission
EAA	An Equalities Analysis Assessment (EAA) is undertaken when making changes to the way a service is being delivered to ensure that the Council is meeting its obligations in relation to the Equality Act 2010 and the Council's equality objectives
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society.
ETO	An Experimental Traffic Management Order is a legal order made by a Local Authority which manages the behaviour of all road user where consultation is carried out after the order becomes live, with the restrictions already in place. This type of order may be in place for up to 18 months.
Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in

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Term	Definition
	England and Wales
LLW	London Living Wage
Modal filter	a road closure that stops motor vehicles, but which still allows pedestrians and cyclists (including electric cargo cycles) and powered two wheelers through
Modal shift	The change from one mode of transport to another, such as from car to bicycle or public transport.
NHS	National Health Service
RTRA 1984	The Road Traffic Regulation Act 1984 is an Act of Parliament in the United Kingdom, which provides powers to regulate or restrict traffic on UK roads, in the interest of safety
School street	Streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off, while schools are open
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority
TMA	The Traffic Management Act 2004 (TMA) is an act of parliament that was introduced to tackle congestion and disruption on the road network. The TMA places a duty on local authorities to make sure traffic moves freely and quickly on their roads and the roads of nearby authorities
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
TTO	A Temporary Traffic Order (TTO) is an order made by a Local Authority to restrict or prohibit traffic on the road for road works, where there is a likelihood of danger to the public or to allow litter and cleaning duties to be carried out. Normally requires a notice of intent for at least 7 days before
TTRN	A Temporary Traffic Regulation Notice (TTN) is a notice which may be use to immediately put into effect a TTO where it appears to a Local Authority that the restriction or prohibition should come into force without delay

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Term	Definition
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether

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