

Lewisham and Lee Green Low Traffic Neighbourhood Review



Public Consultation

June 2021



We want to find out your thoughts and experiences of the Lewisham and Lee Green Low Traffic Neighbourhood. Your feedback will help the Council make a decision about its future.

Lewisham and Lee Green Low Traffic Neighbourhood

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 urgently put measures like LTNs in place.

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. 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. It aimed to achieve this by restricting access to some roads by motor vehicles, but keeping them open to pedestrians and cyclists.

Due to the timescales and expectations set by central government, councils did not have time to consult on these changes and were expected to rapidly introduce measures that would achieve these results, without the full range of traffic studies and preparatory

work that would normally be done for such proposals. Across London, people have had mixed views about LTNs, and Lewisham is no different.

The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as walking and cycling improvements.

The scheme was implemented using a 'Temporary Traffic Order', which allowed the scheme to be implemented quickly. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which opened some of the restrictions to traffic. Details of the original scheme, in place between July and early November 2020, and the revised scheme, in place since November 2020, are included in this document. Emergency Service vehicles are able to travel through the camera enforced restrictions, as are Lewisham Blue Badge holders, who are able to apply for an exemption.

Lewisham and Lee Green Low Traffic Neighbourhood

Lewisham

	Existing filters /closures		Lewisham to Lee cycleway
	Modal filters		School
	Camera enforced modal filter. Access only for emergency services, local buses and cycles.		Station
	Reversal of existing one-way road		Borough boundary



Revised Lewisham and Lee Green Low Traffic Neighbourhood

In response to issues and feedback from residents, we made changes that we anticipated would ease traffic congestion on Hither Green Lane and at key junctions with the South Circular.

1. On **Manor Lane** the existing camera was adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs).
2. On **Manor Park** the existing camera was adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera continues to enforce vehicles who try to travel southbound.
3. 4. The existing cameras on **Ennersdale Rd** and **Dermody Rd** were adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera continues to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
5. On **Leahurst Road** the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera enforces this restriction. The width restriction was replaced by a 7.5 tonne weight restriction which is also enforced by camera.

	Pre-LTN filters		Lewisham to Lee cycleway
	LTN planter filters		Borough boundary
	Camera enforced restriction. Access for emergency services, local buses and cycles		

Previous proposals to make journeys to and from school safer

We recently consulted on proposals aimed at making children's journeys to and from school safer and healthier. After careful consideration and having listened to the feedback that we received, we have decided not to go ahead with those specific proposals. Feedback from residents was mixed, with some strongly in favour and some strongly opposed to the approach. However, there was strong support for some sort of road safety measures for children at school start and end times. In response to this, we are now planning a longer term roll-out of traditional school streets, which have been successful in other parts of the borough and across London. We will do this on a school-by-school basis, in discussion with the schools, and will share more details in due course.

Monitoring

Since the LTN was launched, the Council has been undertaking monitoring to understand how the LTN is operating, its impact and whether it is achieving its aims, as highlighted earlier in this consultation document. We have reviewed data for traffic levels, vehicle speeds, air quality and bus journey times. A full monitoring report is available at www.lewisham.gov.uk/ltnconsultation.

Traffic monitoring

Traffic has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme.

Due to the speed at which LTNs were required to be installed, we don't have a perfect set of monitoring data. For some of the roads, pre-scheme surveys were conducted in March 2019, in response to residents' concerns about traffic, walking and cycling, and others in June 2020, when COVID-19 restrictions were in place. These counts provide a snapshot in time. We have provided the comparable data that is available and this is presented below. Additional monitoring has taken place on other roads, including boundary roads, but where there is no comparable data available this has not been included in the tables. However, this information is available in the monitoring report.

The results are shown in two tables. The tables show the original pre-scheme traffic monitoring available for that road, alongside data from October 2020 (original scheme) and February 2021 (revised scheme). The information is presented for locations within the LTN and for outside the LTN, which are in neighbouring areas. Please note that some of the longer roads were subject to more than one survey location and these are made clear in the tables. The tables below outline the average number of vehicles per road per day.



Table 1

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Cambridge Drive	1436	417	233
Dallinger Road	1337	434	236
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
Average	3352	1227	1038

Table 1 indicates that traffic levels on the roads surveyed have reduced on average by approximately 69% between March 2019 and February 2021.

Table 2 indicates that traffic levels on these roads have reduced on average by approximately 20% between June 2020 and February 2021, with four locations observing an average increase in traffic of 16% on Courthill Road, Benin Street, Manor Lane Terrace and Harvard Road.

Table 2			
Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	291	803	242
Belmont Park	2324	1358	1195
Benin Street	364	562	513
Blessington Road	933	1140	861
Brandram Road	2325	2199	1213
Campshill Road	1509	1427	1289
Courthill Road	7252	9804	8065
Dacre Park	1607	2033	919
George Lane	2347	1793	2049
Harvard Road	589	568	594
Hither Green Lane	7275	7690	7373
Lanier Road	1126	550	402
Longbridge Way	2157	2483	1203
Manor Lane Terrace, East of Abernethy Road	396	512	501
Manor Lane, South of Dallinger Road	4621	2389	3667
Minard Road	268	1131	231
Nightingale Grove	1524	1501	893
Old Road	667	343	282
Radford Road	648	672	540
Springbank Road North of Duncreevie Road	1574	2029	1136
Springbank Road, South of Torridon Road	1055	1559	938
Springrice Road	1910	2304	598
Thornford Road	2058	1920	1464
Torridon Road	3221	3080	2289
Wellmeadow Road, South of Hither Green Lane	214	262	175
Wellmeadow Road, South of Torridon Road	294	443	191
Average	1867	1944	1493

Traffic speed monitoring

Local authorities, such as Lewisham Council, may influence the speed of vehicles through the use of traffic calming measures, such as speed humps. However, the Council cannot install speed cameras or issue fines for speeding, as under current legislation enforcement of speed limits is the responsibility of the Police. The responses to the survey questions within this consultation will be used by the Council report any traffic speeding concerns to the Police.

The tables below outline the average speed (mph) data by location from March 2019 and June 2020.

Table 3			
Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Cambridge Drive	23.4	19.9	15.3
Dallinger Road	21.8	17.5	15.6
Dorville Road West of Cambridge Drive	18.8	18.4	16
Dorville Road West of Leyland Road	19.6	18.8	18
Eastdown Park	15.5	18.5	18.4
Effingham Road	18.1	13	17.5
Ennersdale Road	19.3	17.1	17.2
Gilmore Road	17.2	16.3	19.1
Handen Road	19.8	18.6	18
Holme Lacey Road	20.1	13.7	13.3
Manor Lane Terrace	14.3	14.1	13
Leahurst Road South of Longhurst Road	14.6	12.9	16.7
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9
Leyland Road North of Osberton Road	19.3	11.3	14.6
Leyland Road North of Upwood Road	13.6	14.4	13.3
Longhurst Road	19.2	16	16
Manor Lane	19.6	16.4	15.5
Manor Park North of Northbrook Road	20.7	21.5	20.6
Manor Park West of Thornwood Road	24	21.4	20.5
Micheldever Road	24.4	20.6	19.9
Morley Road North of Dermody Road	18.2	16.1	18.5
Morley Road South of Lingards Road	17.4	14.9	15.4
Newstead Road	19.7	18.5	19.1
Pitfold Road	17.7	13.4	12
Southbrook Road	24.2	21	22.5
Staplehurst Road	17.1	17.8	16
Taunton Road	19.3	19	18.8
Upwood Road	17.5	15.9	16.1
Woodyates Road	21.5	19.8	17
Average	18.9	16.9	16.9

Table 3 indicates that on average vehicle speeds on these roads have reduced by approximately 10.6%, or 2mph, between March 2019 and February 2021. Four locations did record a small increase in average speed of approximately 9%, or 1.5mph, though none of these locations noted speeds in excess of 20mph. They were recorded on Eastdown Park, one of the locations on Leahurst Road, Gilmore Road and Morley Road.



Table 4 indicates that on average vehicle speeds on these roads have reduced by approximately 7.1%, or 1.2mph between June 2020 and February 2021. Seven locations did record a small increase in average speed of approximately 9% or 1.4mph, though none of these locations noted speeds in excess of 20mph, except for Courthill Road, one of the Springbank Road locations and Torridon Road, which recorded 21mph.

Table 4

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	20.2	17.8	16.7
Belmont Park	18	17.2	18.1
Benin Street	15.3	14.8	18.2
Blessington Road	15.5	18.5	16
Brandram Road	19.6	20	18.1
Campshill Road	18.6	15.3	14.8
Courthill Road	21.7	19.9	21.6
Dacre Park	18.2	17.4	17
George Lane	13.7	14.2	14
Harvard Road	11.3	12	8.4
Hither Green Lane	20.9	19.5	18.7
Lanier Road	15.4	15.1	14.6
Longbridge Way	14.4	12.8	14.2
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4
Manor Lane, South of Dallinger Road	20.2	20	19.5
Minard Road	12.7	13.7	14.8
Nightingale Grove	17.2	15.6	16.2
Old Road	14.5	13.1	10.2
Radford Road	14.6	17.6	17
Springbank Road North of Duncrive Road	18.4	17	17.9
Springbank Road, South of Torridon Road	23	20.5	21.5
Springrice Road	15.8	14.9	14.7
Thornford Road	19.3	19.5	18.6
Torridon Road	20.1	21.1	21
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4
Average	17	16.5	16.2

Air Quality Data

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: lewisham.gov.uk/airquality

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 influence people's travel patterns. Please note that some of the longer roads were subject to more than one survey location.

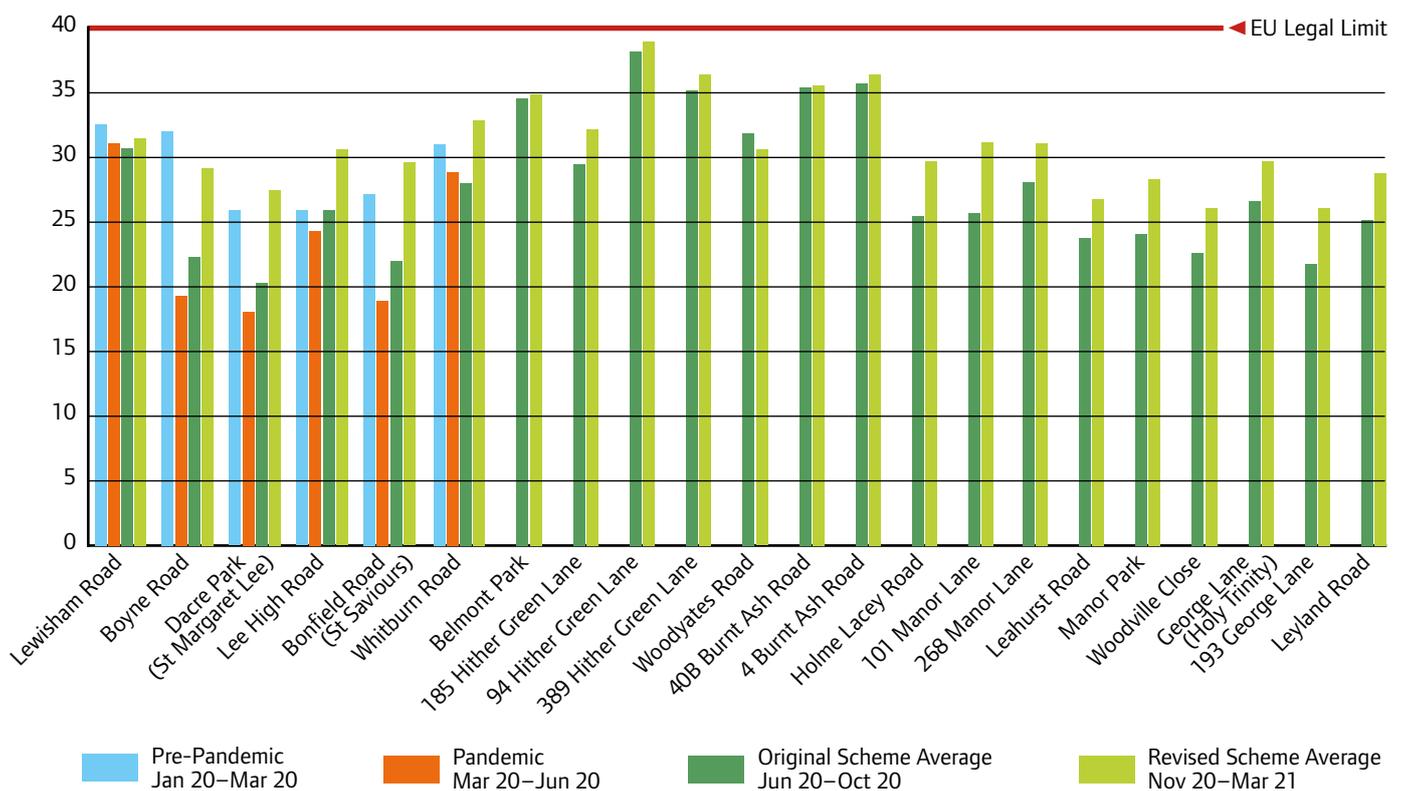
The data presented in Graph 1 shows the average NO₂ recorded within and around the Lewisham and Lee Green LTN over the course of the two variations of the scheme and shows the schemes have had little to no impact on air quality in and around the area.

Looking at the average NO₂ readings in Graph 1, it can be seen that there are no locations where NO₂ exceeded the EU Legal limit of 40 micrograms per cubic metre of air (40 µg/m³).

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.

Graph 1

Mean NO₂ concentrations within and on surrounding roads to the LTN



*Data shown above is provisional data for January to March 2021 and may be subject to change pending validation.

House numbers indicate the locations of where data was collected.

Air Quality monitoring on the A205 South Circular indicates that air quality improved during the first lockdown when people's travel was restricted. The air quality is now comparable to pre-pandemic levels as restrictions have been eased. The Council

continues to work with TfL on the introduction of the extended Ultra Low Emission Zone (ULEZ) in October 2021, which is expected to improve air quality in this area. The Council will continue to monitor air quality across the borough.



Bus Journey Times

The Council has worked with Transport for London (TfL) who have monitored 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, for the period between January and December 2020, which is the latest data available from TfL.

TfL data shows bus journey times on these corridors have 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.

TfL data for Brownhill Road shows an average increase of nearly 2 minutes for eastbound bus journey times between January and December 2020. The westbound average bus journey times however reduced by 3 minutes over the same period.

For the Burnt Ash Hill / Burnt Ash Road corridor data indicated an average increase in northbound bus journey times by just over 1 minute, with no change in the southbound times.

For the Lee High Road / Eltham Road corridor there was no material change in average bus journey times eastbound and a slight increase in average journey times westbound of 1 minute, when comparing the average bus journey times of January 2020 to December 2020.

Impact on emergency services

The Council has also been working closely with the emergency services to understand any impact the scheme has had in relation to emergency responses.

At no point have the emergency services highlighted any incidents as significant or asked for specific changes to be made as a result. The London Ambulance Service have reported a small number of incidents that led to delays within the original LTN area. The scheme was amended in November 2020, which addressed some of these concerns.

The Council continues to liaise with the emergency services to ensure safe access to all roads in Lewisham.

Please submit your responses by Sunday 8 August 2021

The LTN has been in place for nearly a year, and we need to make a decision about its long term future. We promised to consult and listen to residents, and we'd like to find out about your experiences of both the original and revised LTN. We'd also like to hear about any ideas you have to help us achieve the aims of the LTN: to encourage walking and cycling and to improve road safety and air quality. This feedback, alongside other considerations such as the data collected will be used to inform the future of the scheme.

We know that people have mixed views, and it's important we hear from as many people as possible. This will also help us assess whether the LTN has achieved its aims, as highlighted earlier in this consultation document. We have provided some monitoring data which may help inform your feedback.

The quickest way to feed back is through the consultation website, www.lewisham.gov.uk/ltnconsultation, although we understand that everybody may not have access to this and libraries and community centres are operating limited hours. We have provided a pre-paid envelope for a paper consultation to be returned. If you require this in a different format, please contact 0330 912 1905

Who is being consulted?

The consultation is open to all and we welcome your insight and opinions, which will be valuable in deciding the future of the LTN.

We have also engaged with a wide range of groups, including local representative groups, disability groups, public transport operators, schools, places of worship and health providers so we can get a wider pool of respondents.

The consultation results will form part of the formal review of the original and revised LTN. The findings of the consultation along with a summary report will then be presented to Mayor and Cabinet later this year.