

# **Appendix H Summary of findings and concerns Lewisham & Lee Green Low Traffic Neighbourhood**

Date: November 2021

## 1. INTRODUCTION

1.1.1 This report considers the most common comments raised during the public consultation with respect to the council policies and future programmes, Equality Impact Assessment, data surveys and information provided from scheme partners such as Transport for London and statutory undertakers (including the emergency services).

### 1.2 **The LTN will cause traffic displacement onto boundary roads leading to congestion and longer journey times**

1.2.1 The Lewisham and Lee LTN is one part of the wider Lewisham Transport Strategy and Local Implementation Plan which details the aspirations for the borough up to 2041 and how it contributes towards achieving the ambitious visions of the London Mayors Transport strategy (MTS).

1.2.2 This strategy is enabling the Borough to plan strategically for transport, to achieve the broad MTS goals of Healthy Streets and healthy people, a good public transport experience and new homes and jobs. A key part of this strategy is the development of healthy neighbourhoods in order to reduce traffic and encourage active travel across the borough.

1.2.3 One of the aims of developing healthy streets is to actively encourage people especially those undertaking short journeys to consider more active and sustainable alternative modes of travel and therefore reduce motor vehicle trips rather than displace to other parts of the network

1.2.4 Traffic flow and bus journey time data is seen as a good indication to what impacts new measures could be having on the main roads. The monitoring report outlines in detail the changes in journey time over the last 18 months. The most recent data from October 2021, vehicle trips and bus journey times were on a par with the 2019 baseline values and had not change dramatically, indicating that trips have changed and not just migrated onto other parts of the network.

1.2.5 The public consultation also suggests that those with cars are already walking and cycling more with 21% (1,483) of all respondents agreed or strongly agreed that the revised LTN had encouraged them to walk or cycle more and 14% (751) of car drivers said the LTN had encouraged them to walk or cycle more.

1.2.6 In addition, the scheme was implemented very quickly on a temporary basis with a limited amount of funding and therefore we were unable to implement the scheme with a full range of complementary measures. Going forward it is proposed that further complementary measures are implemented to improve the street environment and create a further reduction in short car based trips. These measures include introduction of EV parking bays, cycle hangars, increased

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planting and greening, additional/ improved pedestrian crossing facilities, traditional school streets and additional enforcement of roads where speeding has been identified

### **1.3 The LTN will cause traffic to displace into other areas outside the LTN**

1.3.1 The Council have been undertaking traffic surveys and working with TfL to understand the impact on traffic both within and outside of the LTN. The current data sets from the traffic surveys reveal that the average traffic flows within and on the roads immediately surrounding the LTN have actually reduced by between 20% and 60%, when comparing pre scheme to the revised scheme. Data from TfL also reveals that the traffic flows and bus journey times on the A205 are within the 2019 baseline data sets, so have not recorded any major changes.

### **1.4 Due to changes in traffic patterns air quality outside the LTN will get worse**

1.4.1 Unfortunately, the Air Quality data following the dates provided in the monitoring report have not yet been validated and published. The monitoring report however does detail that on average the original scheme resulted in a marked improvement for roads that were surveyed\* and that the data details that air quality on average NO<sub>2</sub> levels have pre scheme to revised scheme are similar and within a standard deviation. This will soon be published by the Councils Air Quality team in the future. However the data provided from traffic surveys and TfL indicate that with the reduction in average traffic flows that this should result in an improvement in Air Quality, this will however need further investigation and review when the AQ data is published.

### **1.5 The LTN will impact Emergency Services as it will take longer to get into the area.**

1.5.1 The Council has been working closely with the emergency services to understand any impact the scheme has had in relation to emergency services. Through this partnership the London Ambulance Service had reported a small number of incidents that led to delays within the original LTN area. The changes made in November 2020 help to address these concerns.

1.5.2 In order to mitigate further these concerns, all proposed modal filters within the area are proposed to be changed to ANPR camera's which will exempt emergency services. As well as increasing access to the area it will also provide a reduced traffic route to other parts of the borough.

### **1.6 Those with disabilities who can't walk or cycle and have to use a car will be disadvantaged**

1.6.1 The design of the scheme is to discourage through motor vehicle traffic and encourage more sustainable and active travel, however we recognise that this is not always possible for those with a disability who have to drive. This is why all

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areas are still accessible by motor vehicle although in some circumstances different routes will need to be taken.

1.6.2 To improve accessibility in the area further a key part of the scheme was to allow registered Lewisham blue badge holders to be exempt from camera enforced modal filters.

1.6.3 With all options for the future recommended to convert modal filters to camera enforcement within the LTN, the exemption will be extended to these areas to enable those with a registered Lewisham blue badge to travel throughout the LTN area.

1.6.4 It should also be noted that TfL research (TfL: 2019) shows that the most common mode of transport used at least once a week for disabled Londoners is walking, followed by using the bus. Travelling by car as a driver is the least common.

## **1.7 Although quieter there are no incentives as part of the scheme to encourage more walking and cycling.**

1.7.1 The scheme was implemented very quickly on a temporary basis with a limited amount of funding provided by TfL for the main modal filters and therefore we were unable to implement the scheme with a full range of measures, as we would have traditionally. We recognise that to encourage trips to be more sustainable we need to make these trips easier, more pleasant, and convenient.

1.7.2 From the public consultation responses we have seen that residents are walking and cycling more, and we want to see this behaviour change continue in the longer term and increase. Through the proposed package of supplementary green measures further improvements will be delivered that seek to provide the infrastructure to support these positive choices. This will include more streets trees, cycling improvements (including cycle hangars and improved signage), improved pedestrian crossings.

1.7.3 We understand journeys do not stop and start within one LTN and therefore these measures will continue within the surrounding area to the LTN.

## **1.8 The LTN will impact on my bus journey time which already takes too long.**

1.8.1 Bus journeys are a major component to the Mayors Transport Strategy and meeting the wider transport provision and aims in the borough. The LTN is to work alongside this provision. The borough has been working closely with TfL to monitor bus journey times. It is noted that the bus journey time have fluctuated over the past 18 months, it is noteworthy that these have coincided with the tightening and relaxation of lockdown restrictions. However over the past 6 months since the scheme and lockdown restrictions have settled, the data from TfL

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suggests that the bus journey times have been operating within the 2019 baseline data.

**1.9 The scheme was implemented without a consultation, this wasn't fair and how are you taking on board resident and business comments.**

1.9.1 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 reallocated more road space to walking and cycling so that people could walk and cycle safely, whilst also maintaining social distancing. Initially people were able to provide their feedback on the scheme and its operation through the Commonplace website.

1.9.2 The council acknowledges that the scheme impacted residents due to the way it was implemented and have 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. Further, changes were also made to the signs and road markings at the Dermody Road restriction following resident feedback.

1.9.3 More recently the Council has sought views on both the original and revised LTN through the public consultation and the responses received formed part of the wider review of the LTN and the decision about the future of the scheme.

**1.10 The original LTN worked well and more vehicles are starting to use the residential streets again can it be reversed.**

1.10.1 The data shows that the original LTN did have a positive impact on the aims of the project however we understand from public feedback that there were also negative impacts elsewhere and on bus journey times. This feedback prompted the changes to the now revised scheme. We are keen to strike a balance to enable us to improve the local area without impacts on the wider area. This is why the review; and public consultation have been important. As the scheme was implemented very quickly with little consultation, we are keen to ensure that we listen to the concerns of residents and implement changes in line with this for the future. It is also important that any future scheme still meets the aims and objectives of creating long lasting modal shift and continued improvements to air quality as the revised scheme has.

**1.11 Since the introduction of the LTN speeding vehicles has continued and is still an issue.**

1.11.1 Regardless of the outcome of the consultation there has been a commitment to introduce supplementary measures, one of these actions is to work with the police to ensure that in areas where speeding is a concern additional enforcement action is undertaken. The monitoring report concluded that within and on the surrounding roads surveyed vehicle speeds on average have reduced between 4%

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and 11% indicating that the scheme has been successful in reducing overall average speeds. In the public consultation a number of comments were made on vehicle speeds of which Manor Lane, Leahurst Road, Hither Green Lane and Manor Park were the most identified. This information will be passed to the police.

**1.12 The LTN has made a difference in traffic volumes but there are still lots of vehicles outside my kids' school during pick up and drop off.**

1.12.1 The council are working with schools within the consultation area to introduce traditional school streets for schools that have a particular concern with excess traffic volumes during peak school travel times as part of the package of supplementary measures.