



## **Appendix G Consultation Engagement Summary**

### **Lewisham and Lee Green Low Traffic Neighbourhood**

## EXECUTIVE SUMMARY

From **Monday 28 June to Sunday 8 August 2021**, the London Borough of Lewisham carried out a public consultation seeking feedback on the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which was implemented in July 2020 and revised in November 2020 in response to concerns raised by residents, perceived increases in traffic levels and increased bus journey times.

The LTN scheme aims were to reduce traffic, improve local air quality, improve road safety and encourage more walking and cycling, while also initially enabling social distancing and protecting public health in response to the Covid-19 pandemic.

Throughout the 6-week consultation, information on the scheme was shared online on the Council [website](#) and through a variety of engagement activities, details of which can be found in **Section 2** of this report.

A consultation questionnaire was made available online via the above link and sent directly to residents within and local to the LTN project area as a hardcopy return document. Key stakeholder groups were also notified and encouraged to respond. In total **7,065** responses were received during the consultation period. 5,059 responses came from within the leafleted consultation area (including the LTN project area) providing a 14.1% response rate. Responses were also received from outside the leafleted area.

### Consultation aims

The aims of the consultation were to find out:

- How people feel about the original and revised LTN
- The perceived impact of the original and revised LTN
- The impact on how people travel as a result of the original and revised LTN
- How people living in different areas feel about the original and revised LTN
- Whether people have any suggested changes to the LTN looking forward

### Purpose of this report

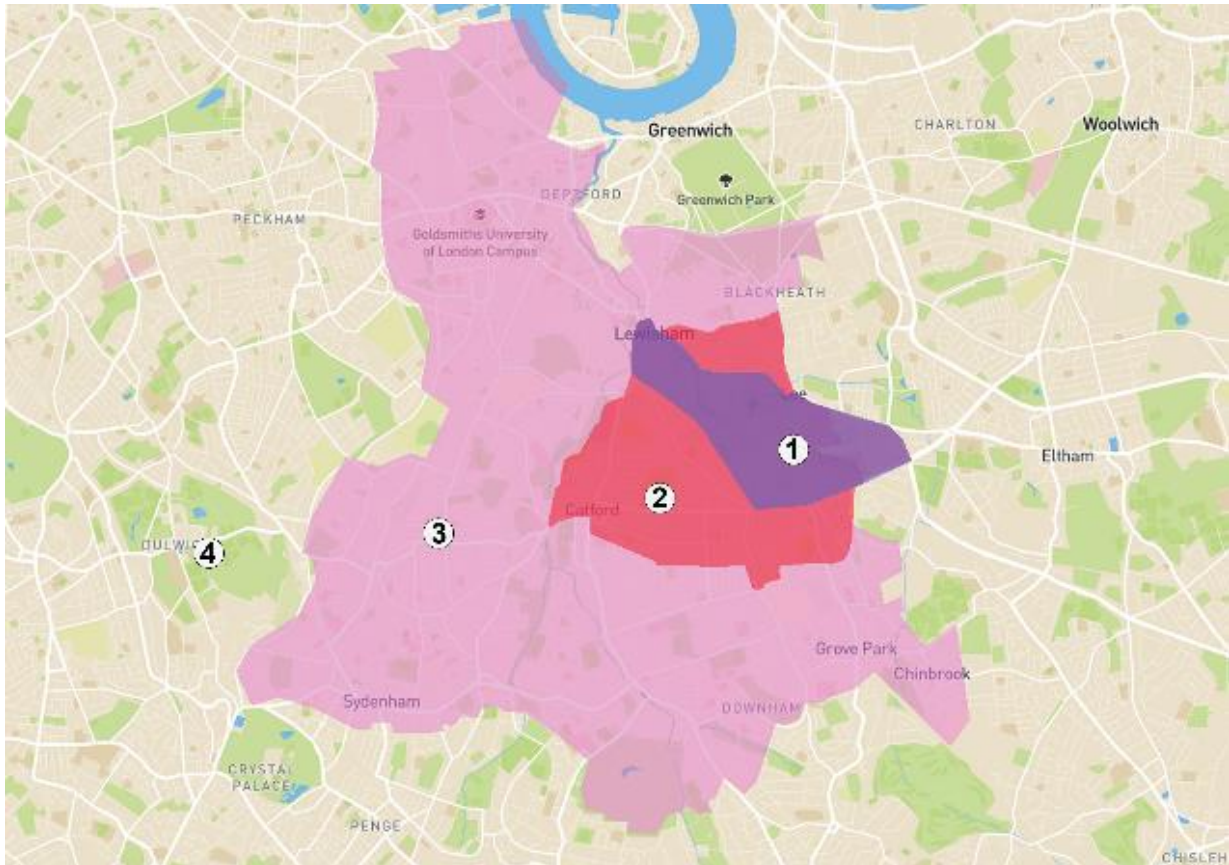
This report provides an overview of the engagement activities undertaken, a detailed breakdown of the responses received, including attitudes towards both the original

and revised LTN scheme, and recommendations for the future of the LTN scheme based on the responses received.

## Key findings

Key findings are shown below for each response area, and a detailed summary of all responses can be found in **Section 3**. Responses have been grouped into **AREAS 1,2,3 and 4** (Figure 1) for a detailed and more insightful analysis:

- **Area 1:** LTN project area with leaflets hand delivered to all addresses,
- **Area 2:** Consultation area with leaflets hand delivered to all addresses,
- **Area 3:** the wider borough area which was covered by general marketing about the consultation (such as council social media),
- **Area 4:** outside the borough area and not specifically targeted by hardcopy or online comms.



**Figure 1: Lewisham LTN consultation, areas of responses**

#### KEY FINDINGS - overall response area:

- 60% of respondents felt negatively about the original LTN vs 56% who felt negative about the revised LTN.
- 24% of respondents felt positively about the original LTN vs 21% who felt positive about the revised LTN.
- 8% were neither positive or negative about the original LTN vs 13% who felt neither positive nor negative about the revised LTN.
- 49% of respondents agreed/strongly agreed there was less traffic within the original LTN vs 39% who felt the same about less traffic within the revised LTN.
- 93% of all respondents left postcodes that were within the London Borough of Lewisham.
- 72% of all respondents left comments that fell within [Area 1](#) and [Area 2](#).
- More respondents selected they would walk, run, or cycle in the original LTN rather than the revised LTN.
- Congestion/Traffic displacement was the chief concern respondents pointed out in the free text comments for both LTNs.
- Most other comments on the original/revised LTN centred around safety issues or the consultation process (e.g. biased, no consultation prior to implementation, survey questions, political motive, taking advantage of covid funding etc).
- Speeding was identified as an issue on Manor Lane, Leahurst Road, Manor Park, Hither Green Lane, Ennersdale Road more than other locations.
- Overall, respondents wanted to see more trees and planting in the area the most out of all the other measures.



## **CONTENTS PAGE**

## **PAGE NO.**

1	INTRODUCTION	7
1.1	Background	7
2	CONSULTATION	9
2.1	Aims	9
2.2	Consultation area	9
2.3	Methodology and communications approach	9
2.3.2	Postcards	10
2.3.3	Webpage	10
2.3.4	Public phone line and email	10
2.3.5	Social media	10
2.3.6	Postcode mapping	11
2.3.7	Posters	11
2.3.8	Targeted Door knocking	12
3	SUMMARY OF RESULTS	13
3.1	Approach to analysis	13
3.2	Mapped responses	15
3.3	Key Findings	20
3.4	Overview of engagement results for all areas (1, 2, 3 and 4)	21
3.5	Key findings of responses from within Area 1	30
3.6	Breakdown of responses from within Area 1	30
3.7	Key findings of responses from within Area 2	39
3.8	Breakdown of responses from within Area 2	39
3.9	Key findings of responses from within Area 3	47
3.10	Breakdown of responses from within Area 3	47
3.11	Key findings of responses from within Area 4	56
3.12	Breakdown of responses from within Area 4	56

3.13	Drivers' perceptions of the LTN	65
3.14	Pedestrians' perception of the LTN	67
3.15	Non-drivers' perception of the LTN	68
3.16	Cyclists' perceptions of the LTN	71
3.17	Demographic Questions	72
4	FREE TEXT ANALYSIS	73
4.1	Free text analysis for Q11 & Q12: We want to find out how people feel about the original and revised LTN:	73
4.2	Q11: We want to find out how people feel about both versions of the LTN: Original LTN	73
4.3	Original LTN: Negative themes	74
4.4	Original LTN: Positive themes	76
4.5	Revised LTN: Negative themes	78
4.6	Revised LTN: Positive themes	79
4.7	Further Feedback: Are there any streets in the area where you have particular concerns about speeding vehicles?	81
4.8	Q13. Do you have any further comments you would like to share?	82
4.9	Q13: Breakdown of negative themes	84
4.10	Q13: Breakdown of positive themes	86
4.11	Q13: Suggestions left via free-text responses	87
5	ADDITIONAL RESPONSES	89
5.1	Key stakeholder responses	89
6	SUMMARY OF DEMOGRAPHIC QUESTIONS	95

## **1 INTRODUCTION**

### **1.1 Background**

The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first implemented in July 2020. At the time, in response to the Covid-19 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 noise and air pollution and make roads safer, which aligns with the Council's longer term aims for the whole borough. The LTN aimed to achieve this by restricting access to some roads for motor vehicles, but keeping them open to pedestrians and cyclists, and changing the way people travel through and around the area.

Due to the timescales and expectations set by central government, councils did not have time to consult on these changes initially 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 a 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 requests for walking and cycling improvements.

The scheme was implemented using a 'Temporary Traffic Order', which enabled quick implementation. 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 removed some of the restrictions to traffic.

A public consultation was held across the area from late June through to early August 2021, to gather feedback on how people felt about both the original and revised versions of the LTN. This feedback, along with monitoring data gathered throughout the implementation of both versions of the LTN, will be used by the council to decide the future of the scheme.



This report details the responses received from the public during this most recent consultation and presents an impartial account of the public's response towards the Lewisham and Lee Green LTN in both its original and revised formats.



## 2 CONSULTATION

Public consultation was carried out between **Monday 28 June** to **Sunday 8 August 2021**, allowing for 6 weeks of consultation and responses to the survey.

### 2.1 Aims

The aims of the consultation were to find out:

- How people feel about the original and revised LTN
- The perceived impact of the original and revised LTN
- The impact on how people travel as a result of the original and revised LTN
- How people living in different areas feel about the original and revised LTN
- Whether people have any suggested changes to the LTN looking forward

### 2.2 Consultation area

Figure 1 displays the total area of consultation. This includes the following areas:

- **Area 1:** LTN area with leaflets hand delivered to all addresses,
- **Area 2:** Consultation area with leaflets hand delivered to all addresses,
- **Area 3:** the wider borough area which was covered by general marketing about the consultation (such as council social media),
- **Area 4:** outside the borough area and not specifically targeted by hardcopy or online comms.

The areas have been colour coded to make it clear which area is being discussed in **Section 3** of this report, which details responses from the consultation broken down into the geographical areas listed above.

### 2.3 Methodology and communications approach

#### 2.3.1 Leaflets and Survey

A total of **35,890** hardcopy leaflets and surveys were hand distributed across **Areas 1** and **2** at the start of the consultation period. The leaflet contained background information, an easy-to-understand plan of the LTN area showing both the original and revised schemes, details of the engagement, contact details and instructions on how to provide feedback. These areas were specifically targeted as they have been the most impacted by the LTN during its implementation, and so feedback from residents and businesses within these areas was sought as a priority.

Over this consultation period, while monitoring the rate of responses, we were requested to hand-distribute leaflets to additional areas (included in **Area 2**, shown

in figure 1 **Error! Reference source not found.**) that were outside of the original scope. These areas are broken down below:

- Initial distribution of leaflets and surveys (**28 June – 03 July**) – **28,260 leaflets and surveys**
- Blackheath distribution of leaflets and surveys (**05 July – 06 July**) – **4,010 leaflets and surveys**
- Harland Road, Baring Road, Winn Road, Senlac Road, Horncastle Road distribution of leaflets and surveys (**13 July**) – **1210 leaflets and surveys**
- North Downham Estate area, distribution of leaflets and surveys (**27 July**) – **2,410 leaflets and surveys.**

### **2.3.2 Postcards**

Between **Monday 19 July** to **Sunday 24 July 2021**, **35,890** postcards were distributed to all properties and businesses within **Areas 1** and **2**. The postcard was used as a reminder to fill out the engagement survey and included information on why the council were conducting a survey, links to the website for more information and a QR code that took the public directly to the consultation webpage.

### **2.3.3 Webpage**

A dedicated webpage was set up on the Lewisham Council website. This included information about the project and a link to fill out the online survey. The webpage can be accessed via the link below:

<https://lewisham.gov.uk/myservices/roads-and-transport/tell-us-what-you-think-of-the-lewisham-and-lee-green-low-traffic-neighbourhood>

### **2.3.4 Public phone line and email**

A dedicated phone line was setup to answer calls specifically relating to the Lewisham and Lee Green LTN. A total of 11 calls were received over the course of the consultation period, mainly asking for a hardcopy survey to be sent out to the caller.

People were also able to respond and ask questions via a dedicated project email address: [ltn@lewisham.gov.uk](mailto:ltn@lewisham.gov.uk). This method of communication proved most popular with people who wanted to contact the council throughout the engagement, with 9 consultation responses being emailed from key stakeholder groups, and multiple requests from people for hardcopy surveys, which were then posted out to them.

### **2.3.5 Social media**

Targeted Facebook advertising via council channels was used throughout the consultation to encourage a higher response rate across **Area 1** specifically, and the wider borough area.

### 2.3.6 Postcode mapping

During the consultation period postcode mapping was undertaken which enabled us to identify areas with low survey response rates. All postcodes were mapped using the software Power BI. Using this software allowed us to accurately map postcodes and create filters to identify responses within and outside **Areas 1** and **2**. We were able to easily identify areas with low response rates which would inform where door knocking and posters were put up on site to encourage responses to the consultation.

We generated interactive online maps that could be shared with the client over the course of the consultation period. These maps were regularly updated with new survey data to provide a visual representation of the latest responses from different geographical areas.

### 2.3.7 Posters

A total of **70 posters** were displayed within **Areas 1** and **2**. The roads on which posters were displayed were influenced directly by the postcode mapping of survey responses after the first couple of weeks of engagement. Areas with low responses were identified and posters were displayed around those areas, including the following locations:

- Burnt Ash Road
- Woodyates Road
- Guibal Road
- Exford Road
- Staplehurst Road
- Hither Green Station
- Manor Park
- Lochaber Road
- Northbrook Road
- Kellerton Road
- Manor Lane
- Old Road
- Lee High Road
- Bankwell Road
- Aislibie Road

- Manor Lane

### 2.3.8 Targeted Door knocking

A total of **580 properties** were knocked on within **Areas 1** and **2**. Using the mapped survey responses, areas of low response rates were identified and door to door knocking was arranged to help increase awareness of the consultation and the number of responses received by those most affected by the scheme.

Each door knocking team consisted of two Project Centre employees who were carrying postcards and copies of the leaflet and survey to hand out upon request.

Face masks were worn and social distancing adhered to during door knocking.

Door knocking occurred on the following dates:

- 16/07/2021
- 22/07/2021
- 23/07/2021
- 04/08/2021

A summary of properties visited are listed below:

Number of Properties	Street name
4	Arne Walk
20	Copellia Road
15	Foxwood Road
48	Heath Lee Road
29	Lawnside
6	Lee Park
39	Shearman Road
7	Sims Walk
94	Doggett Road
68	Nelgarde Road
156	Sangley Road
57	Old Road
34	Northbrook Road
3	Manor Park Road

### 3 SUMMARY OF RESULTS

5,059 responses were received from within **Areas 1** and **2**, representing a response rate of 14.1% in the areas most impacted by the LTN scheme. After the checking and removal of duplicate responses, an overall total of **7,065** responses were received via both post (hardcopy) and online survey submissions. This represents an overall response rate to the consultation of 20% (across all **Areas 1-4**) with a wide spread of responses received all throughout **Areas 1** and **2** and beyond.

These **7,065** responses are summarised in the following section.

#### 3.1 Approach to analysis

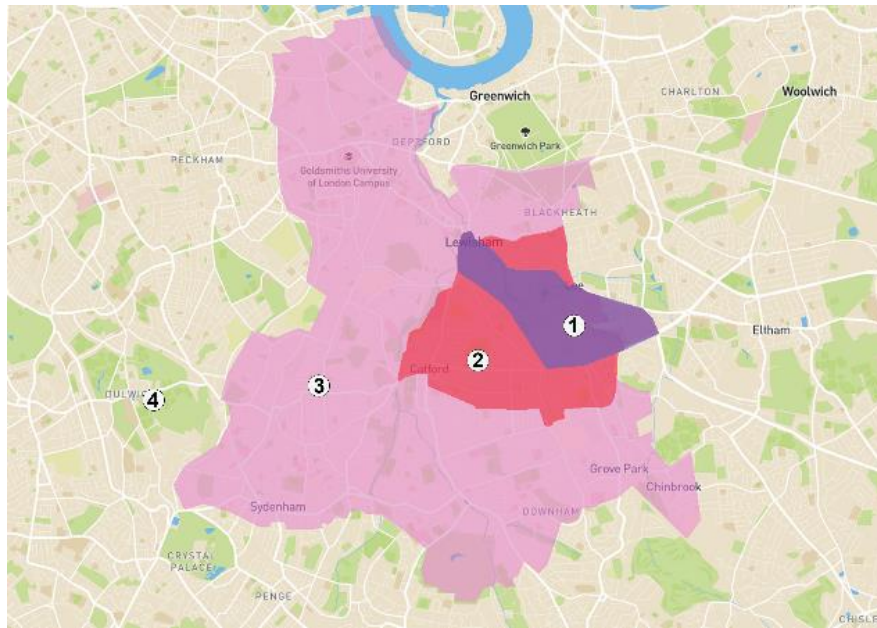
The data in this report has been calculated using the following methodology:

All data has been checked for duplicates and we have fixed or removed incorrect, incomplete or duplicated data (data cleaning) before analysis, resulting in **7,065** valid responses.

Responses were then split into areas for analysis using postcodes left via the survey. All postcodes were checked and formatted so they could be geolocated accurately. It was possible to geolocate **6,943** postcodes out of the total **7,065** responses.

Postcodes were further divided by four boundary areas shown in Figure 2:

- **Area 1 and Area 2**: targeted areas (most impacted by the LTN – area 1 is the LTN scheme area) with leaflets hand delivered to all addresses,
- **Area 3**: the wider borough area which was covered by general marketing about the consultation (such as council social media),
- **Area 4**: outside the borough area and not specifically targeted by hardcopy or online comms.



**Figure 2: Map showing split of areas for analysis**

These boundaries were used to provide a breakdown of responses for each area, as well as providing an analysis of all responses received in total (including those with no recorded or legible postcodes).

Percentages within the area analysis sections are worked out from the total responses within the named area, and not from the total responses to the overall consultation.

The analysis section of the report has colour coded headings (**Area 1**, **Area 2**, **Area 3** and **Area 4**) to make it clear which area the analysis relates to.

Postcodes left by respondents were mapped in order to show the spread of responses and reach of the survey.

Responses from within **Area 1**:

- **2,633** responses were plotted inside the LTN scheme area (**Area 1**). This figure includes **225** postcodes which were plotted outside the Lewisham borough boundary within the Royal Borough of Greenwich. These addresses have been included in **Area 1** due to the direct impact of the scheme on the streets in this area.

Responses from within **Area 2**:

- **2,426** responses were plotted inside this area.

Responses from within **Area 3**:

- **1,399** responses were plotted inside this area.



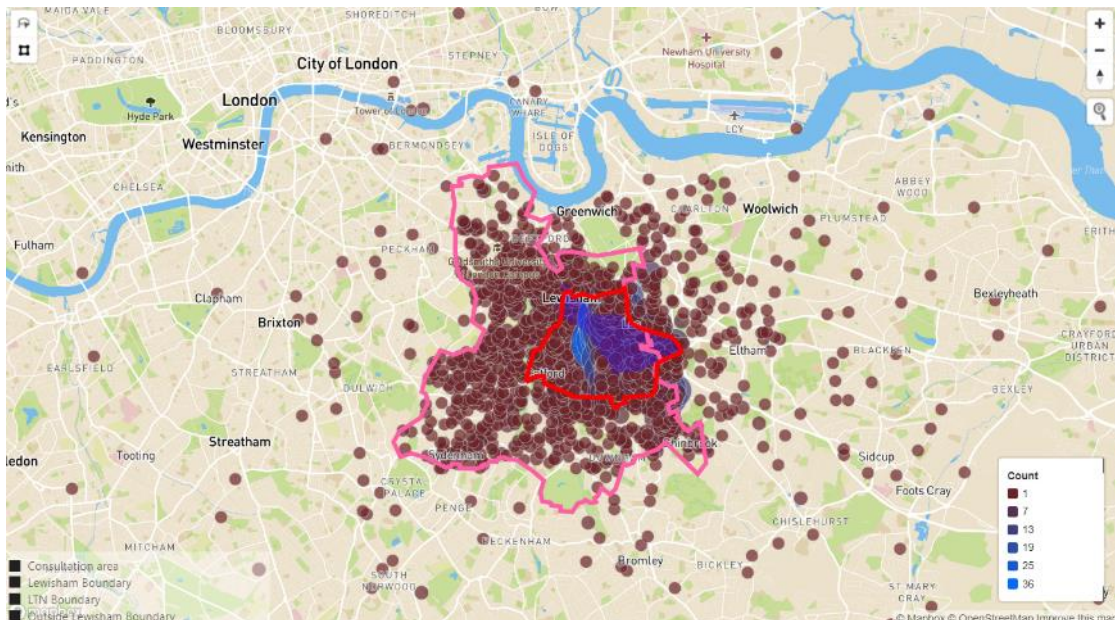
Responses from **Area 4**:

- 485 responses were plotted in this area from the responses received.

### 3.2 Mapped responses

The images below show the geographical spread of responses received from the **6,943 postcodes** recorded by respondents. **122 (1.8%)** respondents provided insufficient information, mis-typed or erroneous postcodes or left the question requiring postcode blank, therefore we were unable to geolocate them.

The maps shown below have been zoomed in at varying levels to show sufficient detail, and so a minority of postcodes are excluded from the images. These individual respondents left non-London postcodes, which included locations such as Newcastle, Leeds, Manchester and Brighton.



**Figure 3: Overview of all responses received**

- The majority of responses came from **within the boundary of the London Borough of Lewisham (Areas 1, 2 and 3)**. Most respondents recorded different postcodes from each other, so the majority of postcodes are only mapped once each. Where postcodes were recorded 5 times or more by multiple respondents, they have been mapped below to show the density of responses per postcode.
- Responses were **heavily concentrated in the Areas 1 and 2** (see maps below for detail).
- There was a cluster of postcodes south-east of this area which saw a high response rate, likely due to extra engagement done in the area following residents and Councillors' requests.

- Responses from outside Lewisham (**Area 4**) were mainly concentrated east of Lewisham and the consultation area.
- Other than this, most of the remaining postcodes were scattered throughout London, with an odd few geolocated in places across the UK.

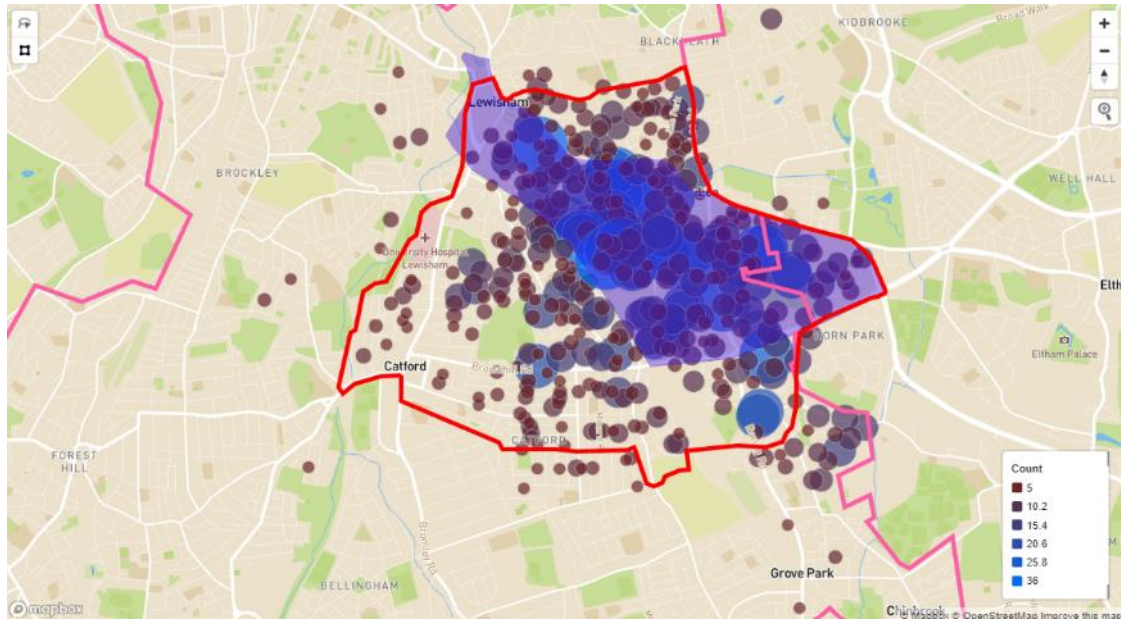


Figure 4: Map of responses with postcodes recorded at least five times

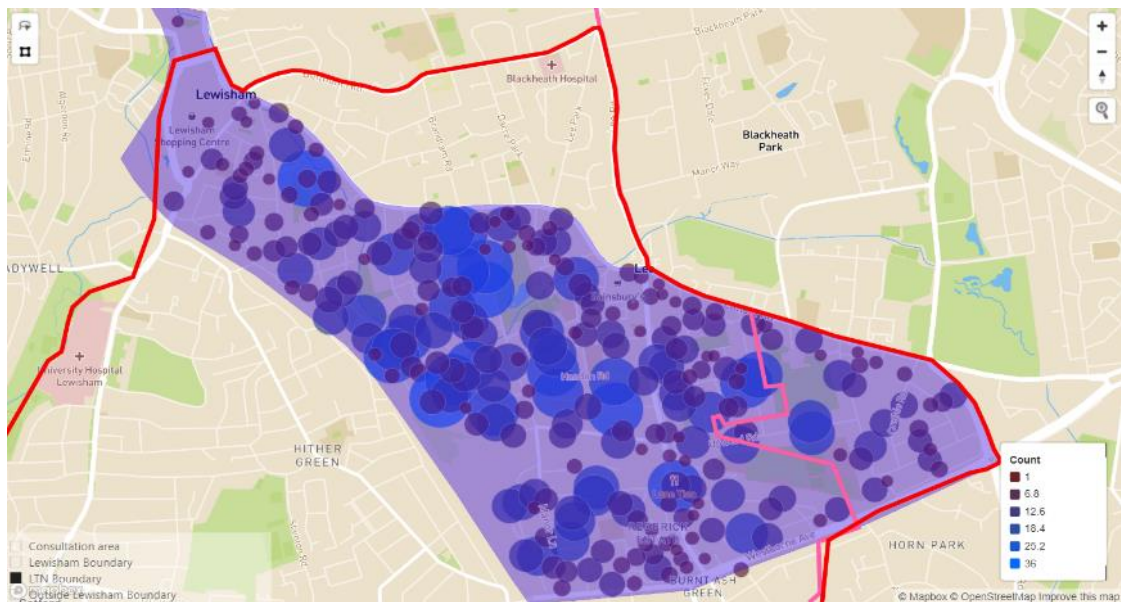
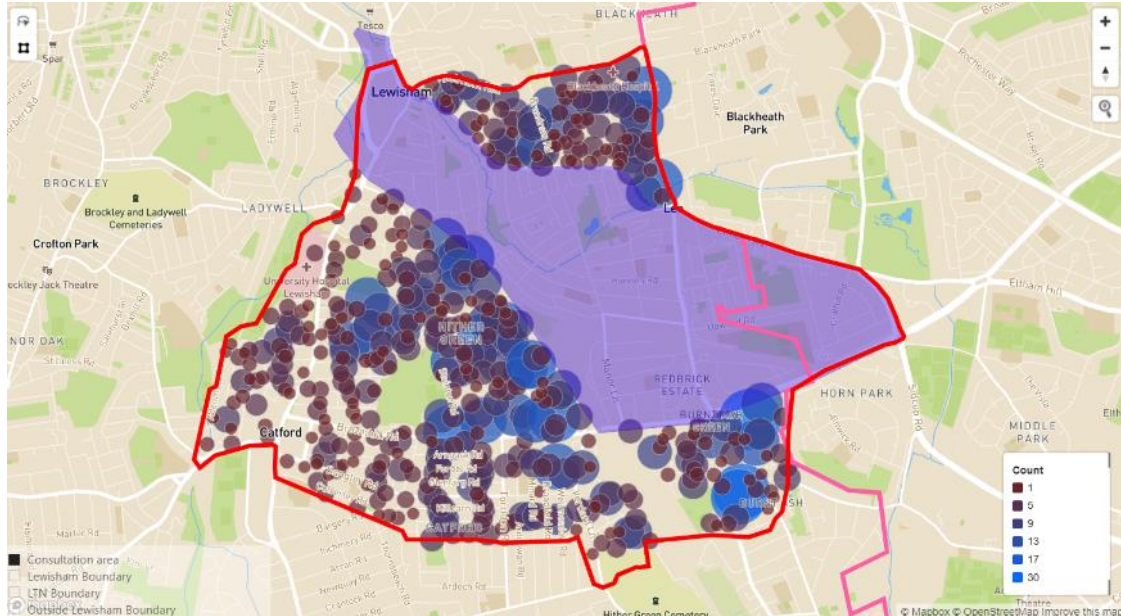


Figure 5: Responses received in Area 1

- In total **2,633** respondents (37.88% of all plotted postcodes) were from within **Area 1**.
- The five post codes where most responses came from where: SE13 5NL, SE13 5QP, SE12 8LX, SE13 5QW and SE13 5NN.

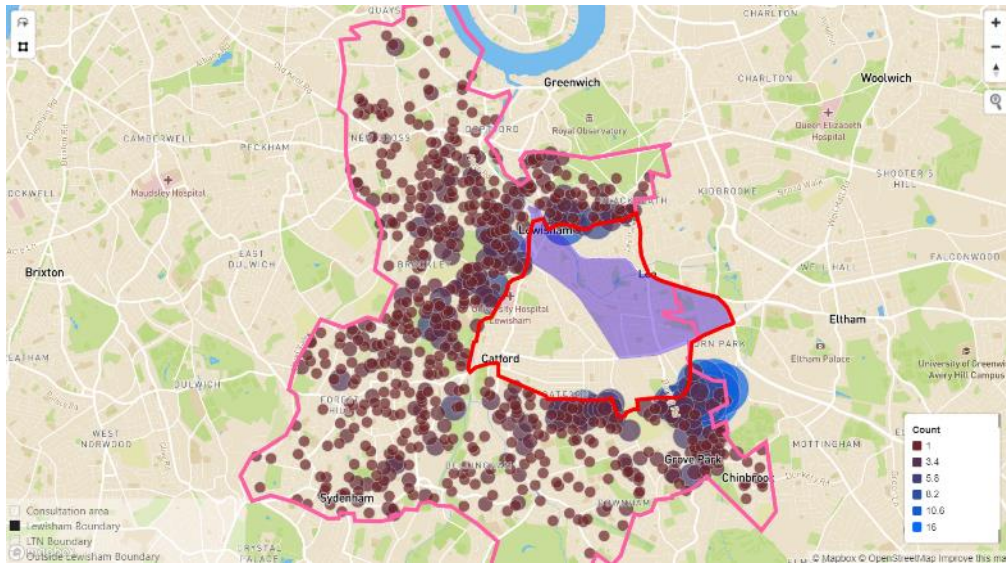


- SE13 5NL was the postcode recorded the most, a total of **36 times**.
- SE13 5QP was next highest, recorded a total of **33 times**
- SE12 8LX, SE13 5QW and SE13 5NN were recorded **30 times** each.



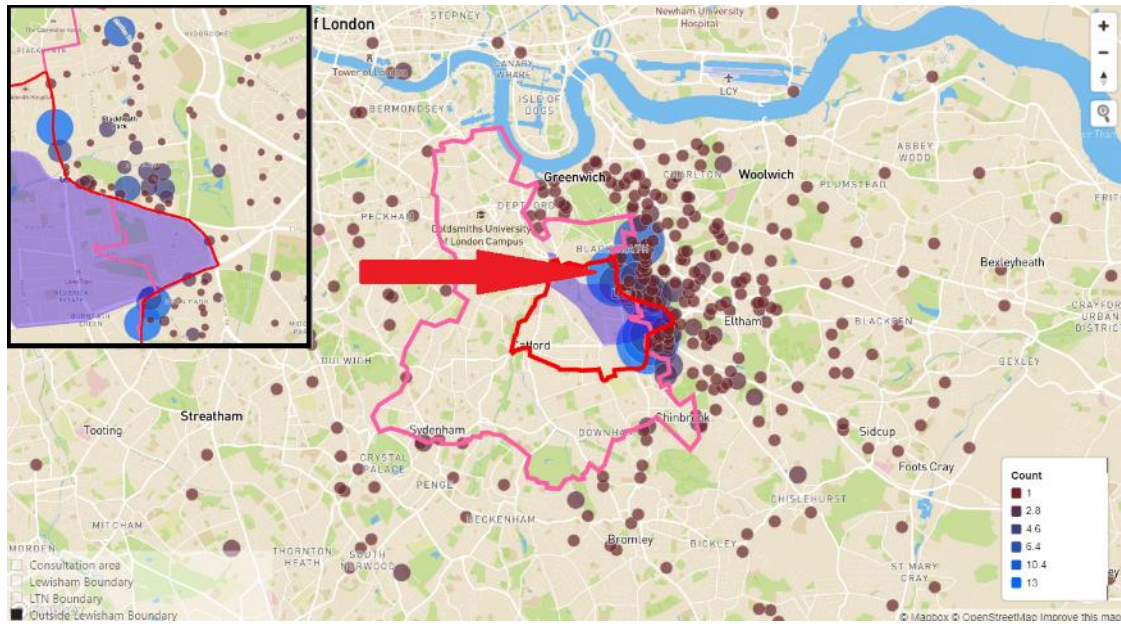
**Figure 6: Responses received inside Area 2 (excluding LTN area)**

- A further **2,426** responses (35% of all plotted postcodes) came from within **Area 2** (shown by the red outline in Figure 6).
- Therefore, a total of **5,059** respondents (73% of all plotted postcodes) were respondents from **Areas 1 and 2** (the leafleted area).
- In **Area 2**, SE12 9LA, SE12 0JB, SE12 0JA, SE12 6TS and SE2 6EW were the five postcodes recorded most often.
- SE12 0JB was the most recorded postcode inside **Areas 1 and 2** with **34 mentions**.
- SE12 0JA was the next highest recorded, a total of **23 times**.
- SE12 6TS was recorded **20 times**.
- SE12 6EW was recorded **19 times**.



**Figure 7: Responses received inside Area 3 (Lewisham boundary)**

- An additional **1,399** postcodes were recorded in **Area 3** (20.07% of all respondents).
- Therefore, a total of **6,458** respondents (93% of all plotted postcodes) were respondents living within the London Borough of Lewisham and the small part of **Area 1** that sits within the Royal Borough of Greenwich (included due to the potentially high impact of LTN measures on that area).
- In **Area 3**, SE12 9NB, SE12 9EY, SE12 9EZ, SE12 9EX and SE12 9NA were the five most recorded postcodes.
- SE12 9NB was the most cited postcode in **Area 3**, with **18 mentions**.
- SE12 9EZ had the next highest number of times recorded with **14 mentions**.
- SE12 9EY had **13 mentions** in total.
- SE12 9EX and SE12 9NA were both recorded **12 times each**.



**Figure 8: Postcodes in Area 4 (inset pic zoomed in)**

- A total of **485** postcodes came from **Area 4** outside the Lewisham borough boundary (7% of all plotted postcodes).
- SE12 9JJ, SE12 9LE, SE12 8HE, SE3 9DZ, SE3 9EN were the five most recorded postcodes.
- SE3 9EN was most recorded at 14 times.
- SE12 9JJ was next highest, recorded a total of 12 times.
- SE12 9LE was recorded 11 times.
- SE3 9DZ was recorded 6 times.
- SE12 8HE was recorded 5 times.

### 3.3 Key Findings

- 60% of respondents felt negatively about the original LTN vs 56% who felt negative about the revised LTN.
- 24% of respondents felt positively about the original LTN vs 21% who felt positive about the revised LTN.
- 8% were neither positive or negative about the original LTN vs 13% who felt neither positive nor negative about the revised LTN.
- 49% of respondents agreed/strongly agreed there was less traffic within the original LTN vs 39% who felt the same about less traffic within the revised LTN.
- 93% of all respondents left postcodes that were within Lewisham Borough
- 123 postcodes were entered incorrectly or where invalid.
- 72% of all respondents left comments that fell within **Area 1** and **Area 2**.
- More respondents were encouraged to walk, run, cycle or scoot as a result of pandemic than before the pandemic. A significant increase in active travel modes reflects the shifting need to socially distance with public transport being used less than those modes of transport.
- More respondents selected they would walk, run, or cycle in the original LTN rather than the revised LTN.
- Congestion/Traffic displacement was the chief concern respondents pointed out in the free text comments for both LTNs.
- Most other comments on the original/revised centred around safety issues or the consultation process (biased, no consultation prior to implementation, survey questions, political motive, taking advantage of covid funding etc).
- Speeding was identified as an issue on Manor Lane, Leahurst Road, Manor Park, Hither Green Lane, Ennersdale Road more than other locations.
- Overall respondents wanted to see more trees and planting in the area the most out of all the other measures.



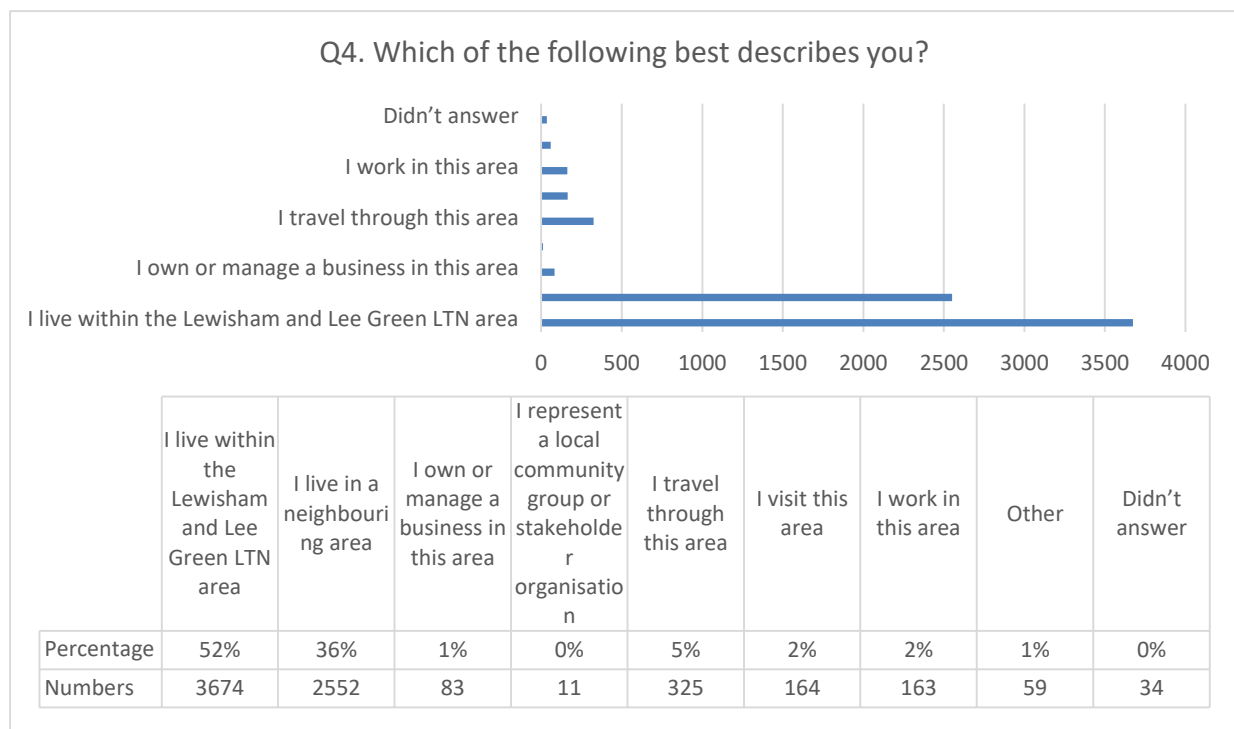
### 3.4 Overview of engagement results for all areas (1, 2, 3 and 4)

This section provides a full summary of the survey results starting from **Question 4** as the initial questions were not needed in analysis. These questions were:

- **Question 1:** Road name
- **Question 2:** Postcode
- **Questions 3:** Do you have any school aged children?

#### Q4. Which of the following best describes you?

This question asked respondents to describe their relationship to the area.



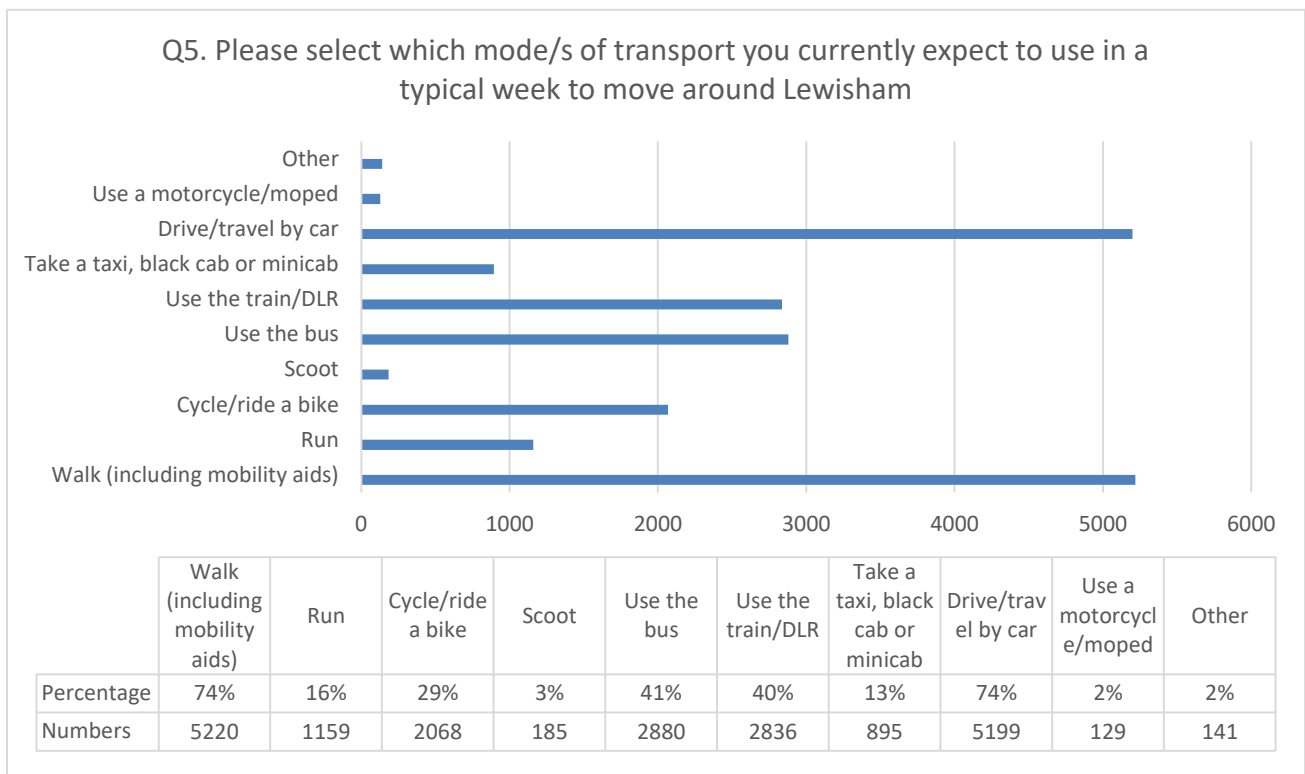
**Figure 9: Which of the following best describes you, in the LTN area**

- As the chart above shows, over half of all respondents were from within **Area 1** and over a third of respondents from **Area 2** (88% of respondents in total).
- The remaining 12% of respondents selected other options. People travelling through the area being the most significant minority of respondents.
- Those who selected the 'other' response – most said they lived in Lewisham, others identified as visiting family or friends, while some others said multiple choices applied to them.
- Of those few who said they represent a local community group or stakeholder organisation, one identified as part of the Planning Group

Committee for the Brockley society, another as a pre-school, while another as a resident’s group. The remaining respondents did not specify details.

**Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham**

Respondents were able to tick all responses that applied to them for this question, so the number of responses to the question is greater than the number of responses to the consultation. The results have been tallied and presented below.

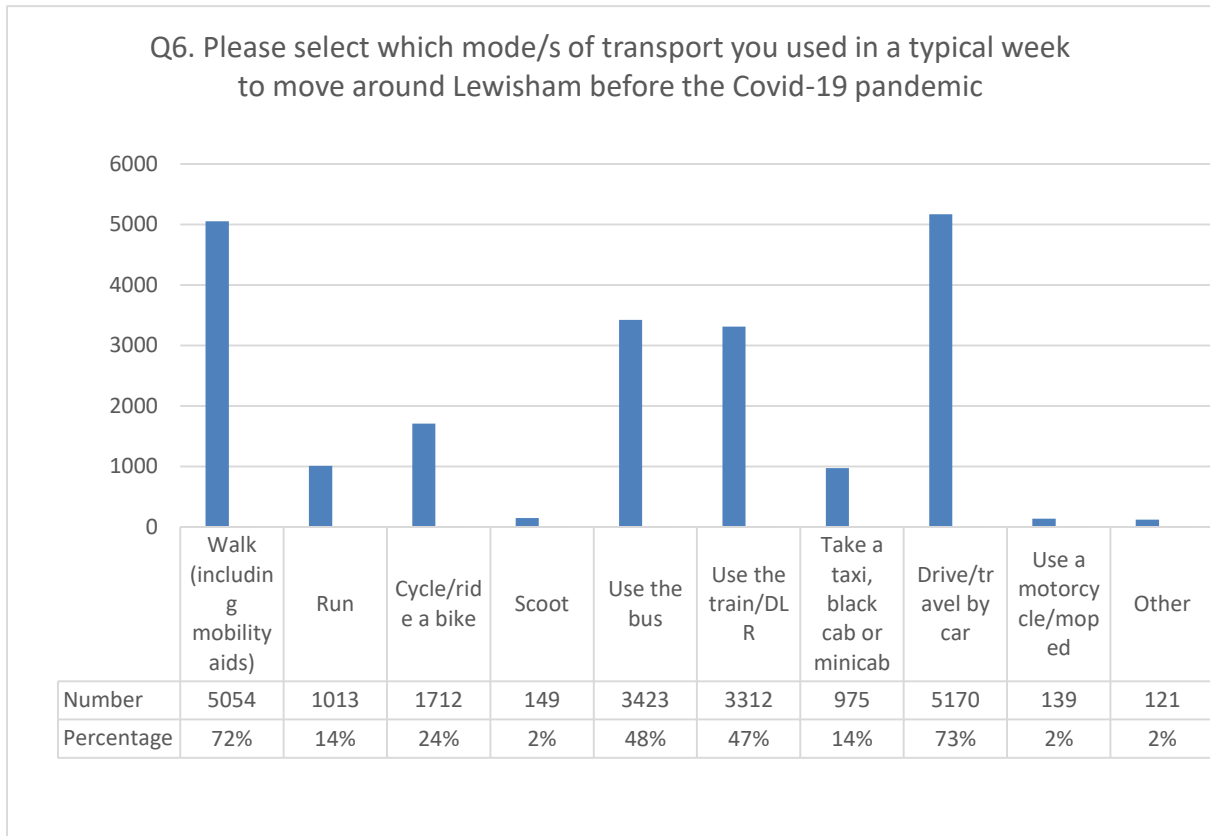


**Figure 10: Mode of transport used currently**

- 74% of respondents either walk and/or drive currently when travelling around Lewisham.
- Approximately 4 out of every 10 respondents use public transport in the form of a bus or train/DLR.
- Almost 3 out of 10 respondents cycle currently to move around Lewisham.
- Most respondents who selected the ‘other’ option mentioned a range of transport methods including: a van, emergency vehicle, Zipcar, skateboard, stroller etc.

**Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic**

As above, respondents were able to select more than one option in their response.



**Figure 11: Modes of transport used before Covid-19 pandemic**

- Walking and driving were again the most popular modes of transport with almost ¾ of respondents selecting these two options.
- Public transport via a bus or train/DLR was the second most popular mode of transport – with nearly half selecting either/both options as something they did prior to the COVID-19 pandemic.
- Almost ¼ of respondents cycled before the pandemic.

Table 1 below compares the figures provided in Q5 and Q6 to see how travel habits have changed from before the pandemic compared to currently. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	5054	5220	166	⇒ 3%
Run	1013	1159	146	↑ 14%
Cycle/ride a bike	1712	2068	356	↑ 21%
Scoot	146	185	39	↑ 27%
Use the bus	3423	2880	-543	↓ -16%
Use the train/DLR	3312	2836	-476	↓ -14%
Take a taxi, black cab or minicab	975	895	-80	↓ -8%
Drive/travel by car	5170	5199	29	⇒ 1%
Use a motorcycle/moped	139	129	-10	↓ -7%

**Table 1: Table displaying a comparison of travel habits of those that live in the LTN area post and pre Covid**

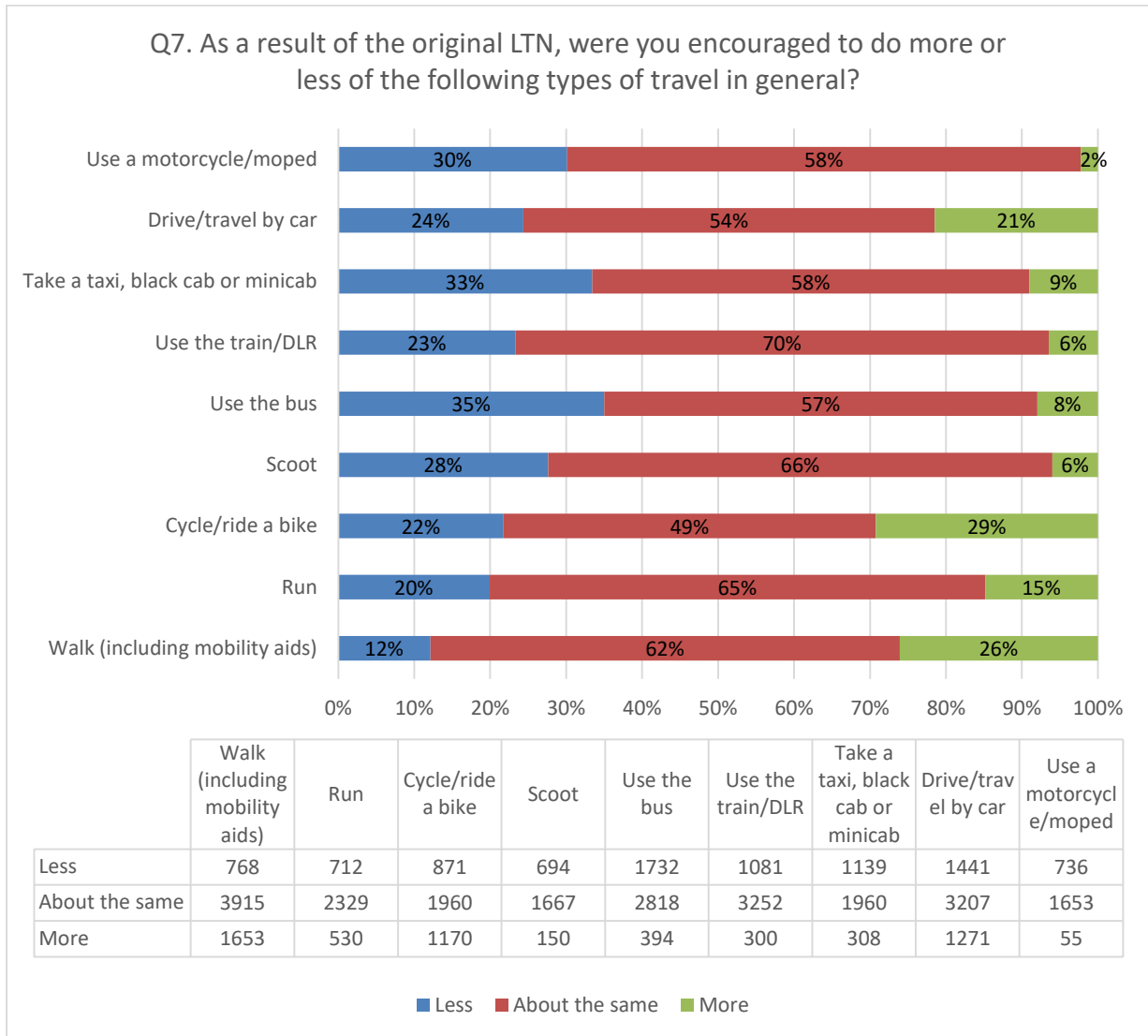
- There has been a considerable uptake in running, cycling, and scooting compared to before the covid-19 pandemic.
- Respondents said they used bus, taxi, and train services less often than before the pandemic.

**Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?**

This question asked respondents what the effect of the original LTN had on their travel habits. Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.

Not all respondents replied to each transport method equally. A full breakdown is provided below.



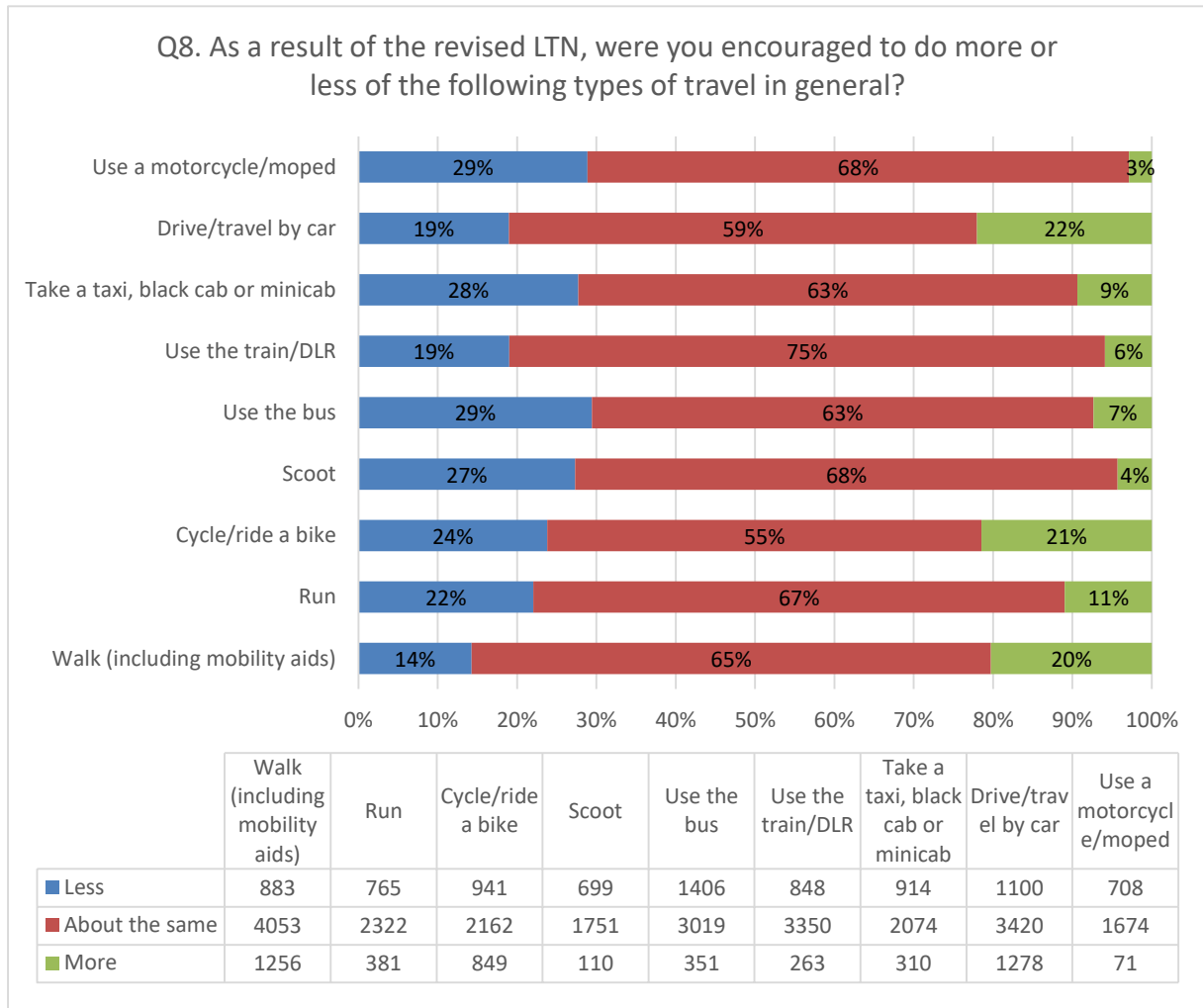


**Figure 12: What the original LTN encouraged respondents to do more or less.**

- The majority of respondents did say their use of certain transport modes would be unaffected, however certain types of transport saw a marked uptake or decrease.
- As the table above shows almost 30% of all respondents said they would cycle more as a result of the original LTN.
- Over ¼ of all respondents said they were more likely to walk as a result of the original LTN.
- About 1/3 of all respondents said they would use a bus less under the original LTN.

**Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?**

This question asks respondents to consider their travel habits again, but this time with the revised LTN in mind. A breakdown has been provided below alongside a comparison table to see if answers differed across both questions.



**Figure 13: What the revised LTN encouraged respondents to do more or less.**

- The chart above again showed that most respondents’ travel habits would remain about the same – although, more respondents opted to choose the ‘about the same’ option for the revised LTN.
- 2,596 respondents said they used modes of active travel more compared to 1,278 that said they drive more.
- Using the bus was again the main option respondents said they would use less.
- Over ¼ of respondents also said they would use a motorcycle, scooter, taxi less under the original LTN.

### Q9. We would like to find out about whether you think the LTN achieved its key aims: Original LTN

This question asked respondents to rate a series of statements about the LTN. Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. The results have been tallied below.

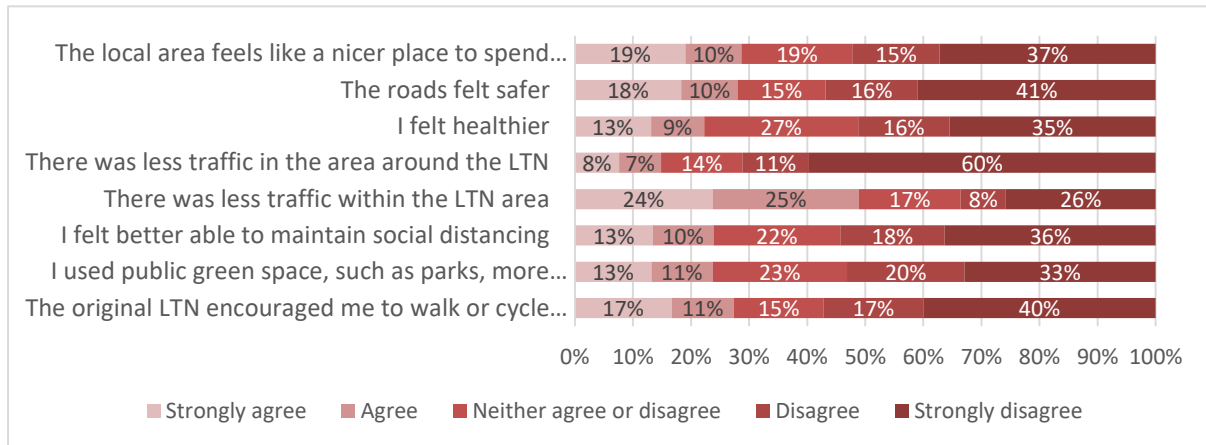


Figure 14: Agree or disagree - Original LTN

- The statement which garnered the strongest disagreement was ‘There was less traffic in the area around the LTN’.
- On the other hand, almost 50% either agreed or strongly agreed that there was less traffic within the **Area 1**.
- The remaining comments were more divisive, although over 50% of respondents either disagreed or strongly disagreed with them.

### Q10. We would like to find out about whether you think the LTN achieved its key aims: Revised LTN

The same question was asked again about the revised LTN.

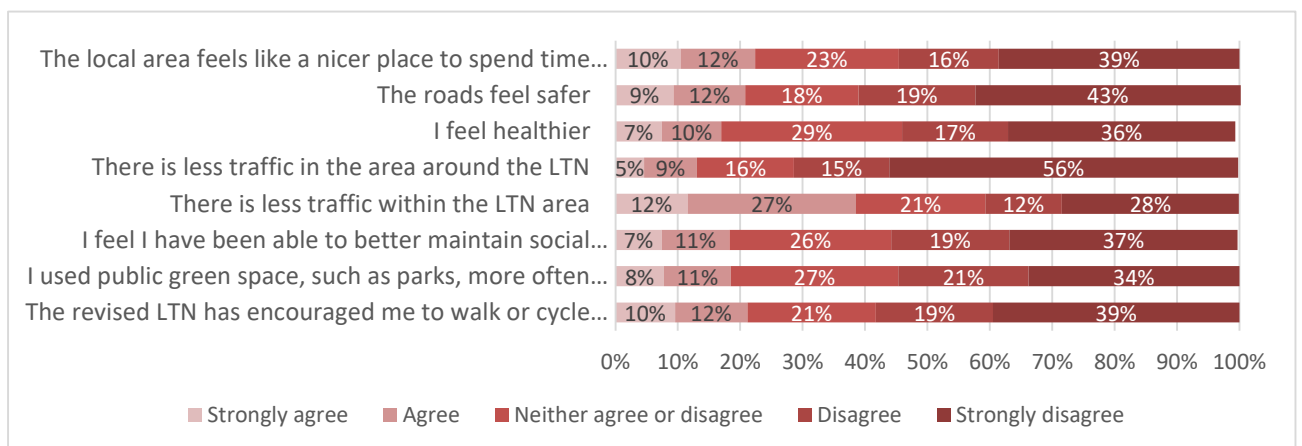


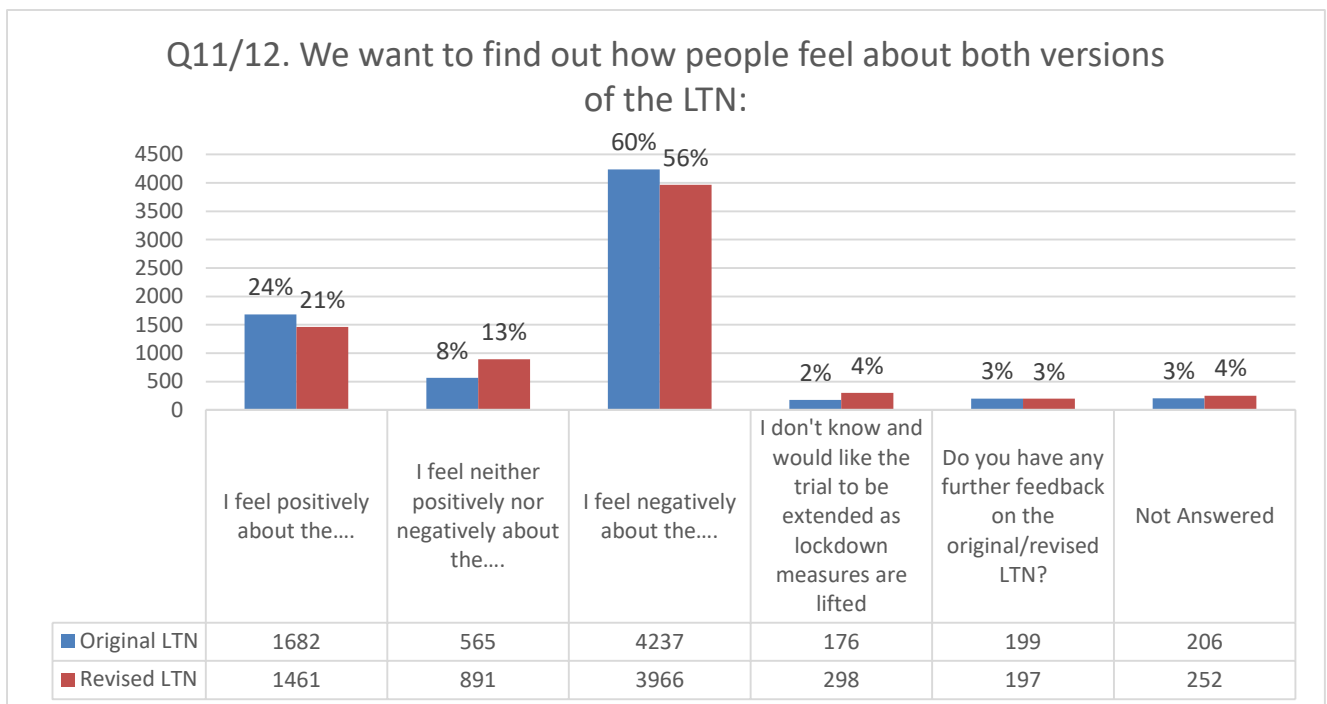
Figure 15: Agree or disagree - Revised LTN

- The responses to the revised LTN followed the same trend as the responses to the original LTN.
- The remaining statements received less agreement under the revised LTN than compared to the original LTN. More respondents were likely to select neither agree nor disagree, rather than agree or strongly agree.

### Q11 & Q12. We want to find out how people feel about both versions of the LTN

This question asked respondents to summarise their views on both versions of the LTN via a statement asking respondents how they feel about the original and revised LTN. One option was present for those that were unsure - “I don’t know and would like the trial to be extended as lockdown measures are lifted”

A free-text box was also provided where respondents could leave a comment about each version of the LTN. Please see **Section 4** for an analysis of these comments.



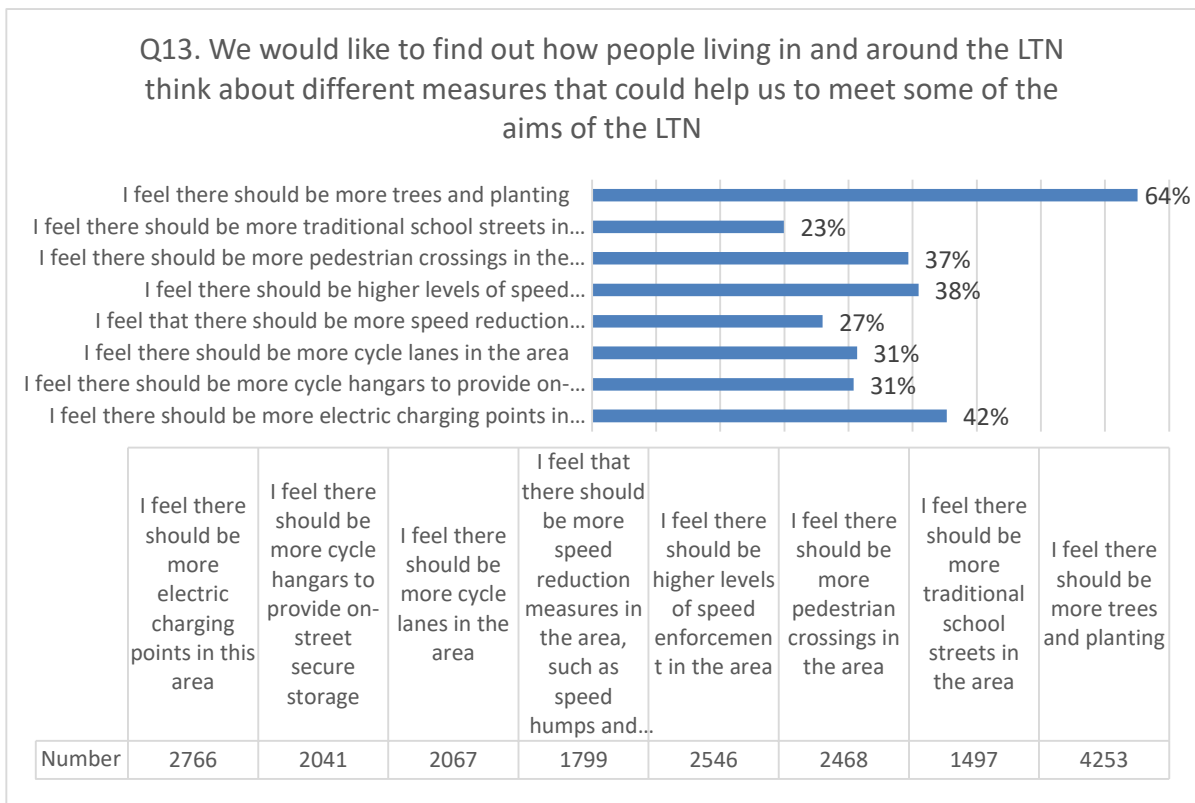
**Figure 16: How respondents feel about original and revised LTN**

- Percentages were calculated from the total number of respondents to the consultation.
- Both the original and revised LTN saw most respondents select the option that they felt negatively overall. The original LTN saw 4% more respondents feel negative towards it.

- Meanwhile, 3% more respondents felt positive about the original LTN, with more respondents feeling neutral towards the revised over the original LTN.
- A minority of respondents said they would like it extended or would prefer to leave further feedback instead.

**Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN**

This question asked respondents which features of an LTN they would like to see in helping Lewisham council meet the aims of an LTN. A percentage figure has been worked out based on the number of respondents to the question – a total of 6,639 respondents.



**Figure 17 Features of an LTN respondents would like to see**

- Trees and planting received the most support with almost two-thirds of all respondents suggesting that they would like to see this across Lewisham.
- This was followed by those who would like to see further electric charging points in the area. Pedestrian crossings and speed enforcement in the area were also popular suggestions.

### 3.5 Key findings of responses from within Area 1

Percentages have been worked out based on the number of respondents from **Area 1** – a total of **2,633**.

- 52% felt negative about the original LTN vs 33% who felt positive about the original LTN.
- 48% felt negative about the revised LTN vs 29% who felt positive about the revised LTN.
- 7% of respondents within **Area 1** felt neither positive or negative about the original LTN vs 12% who felt neither positive or negative about the revised LTN.
- There is a considerable increase in those that responded within the **Area 1** taking up cycling, running or scooting. There was a 20% increase in running, 31% increase in cycling and 26% increase in scooting within **Area 1**.
- There was a very minor decrease of 2% in driving within **Area 1**.
- There was a 5% increase in walking within **Area 1**.
- There was a decrease in the use of buses (-16%) and trains (-13%) within **Area 1**.
- Most respondents thought that both the original and revised LTN did decrease traffic within **Area 1**. However, they felt that there wasn't less traffic around the LTN area as a result of both the original and revised LTN.
- When asked what other measures could help, the most selected response was that those within **Area 1** wished to see more trees and planting within the area, followed by more electric charging points and higher levels of speed enforcement.

### 3.6 Breakdown of responses from within Area 1

This section provides analysis of the responses received from **Area 1** (see Figure 2: Map showing split of areas for analysis):

- 2,633 responses came from respondents living in **Area 1**.

#### Q4. Which of the following best describes you?

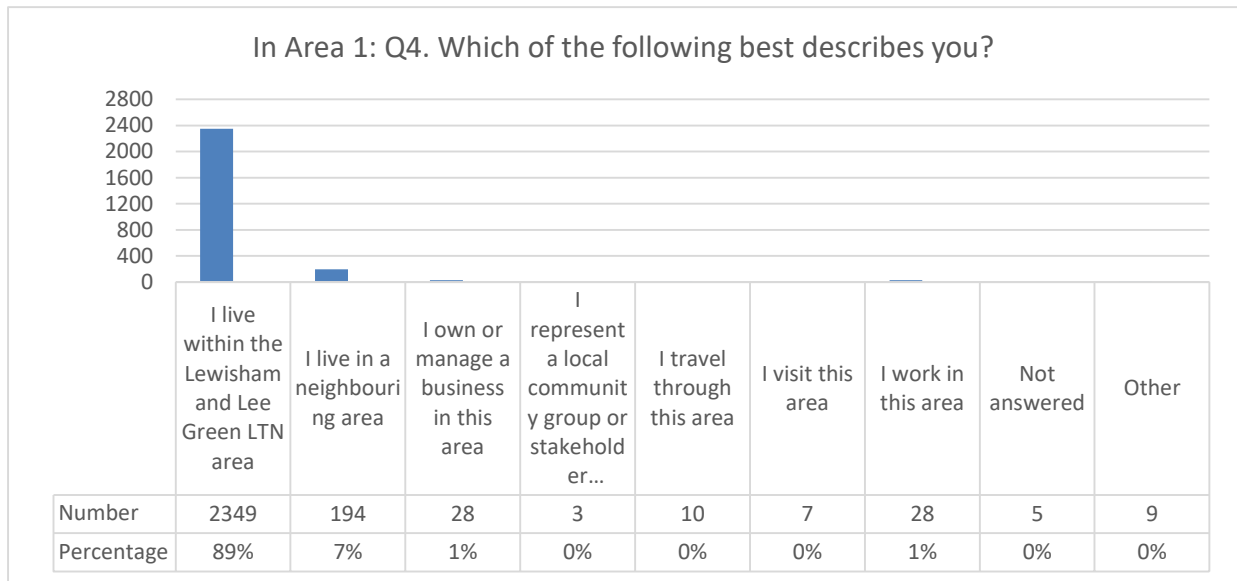


Figure 18: graph displaying respondent types in the LTN area.

- 1% (28) of respondents said they run a business within **Area 1**.
- Although all postcodes were identified as being within **Area 1**, respondents were still able to incorrectly select other response options.

#### Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham

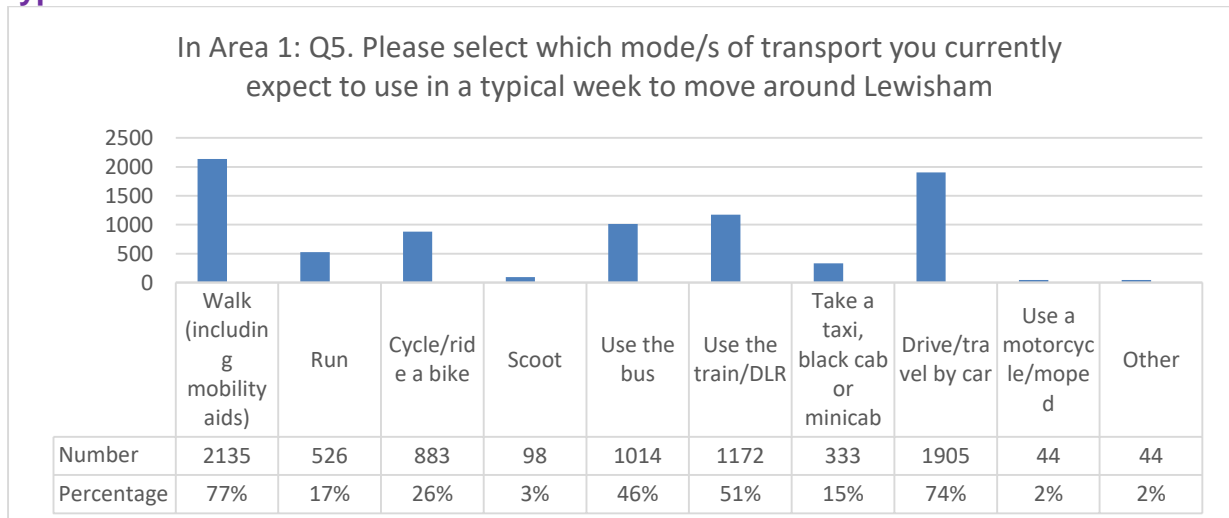
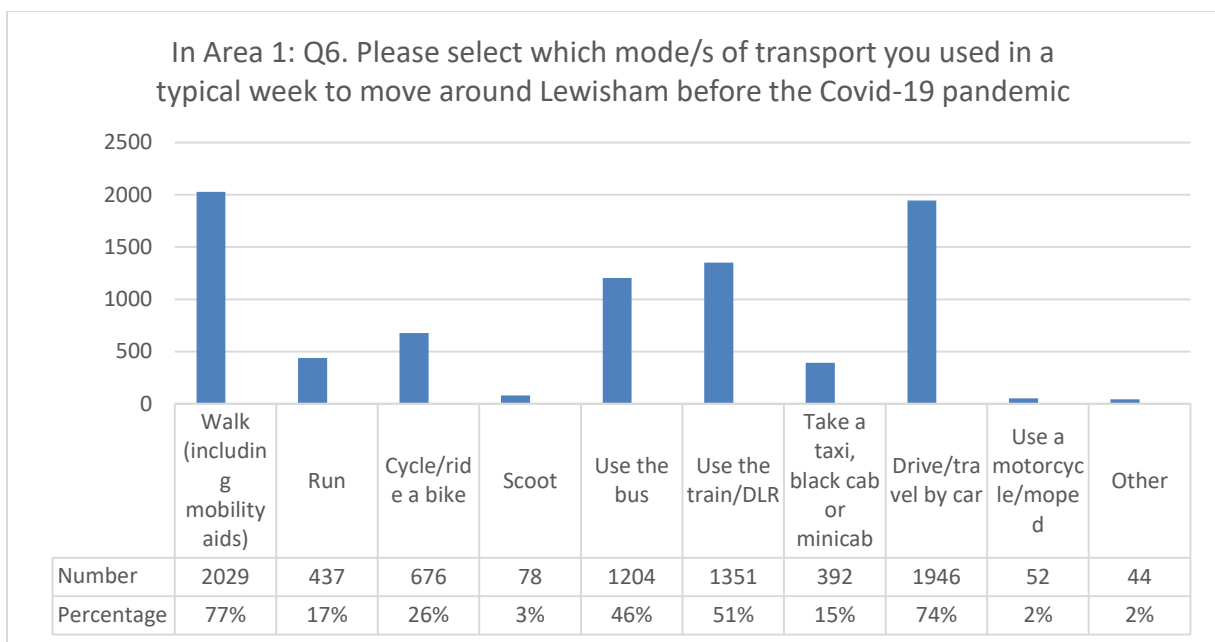


Figure 19: Graph displaying current modes of transport those that live within the LTN area use.

- Percentages were calculated out of the total number of respondents in the **Area 1**. More than one option could be selected for this question.
- The most popular modes of transport used in a typical week by those that live within **Area 1** were walking and driving.

- 2% of respondents in **Area 1** selected “Other”, these responses referred to:
  - Zipcar and Uber.
  - Some respondents mentioned multiple transport options applied to them.
  - Visiting family, relatives, friends etc living in the area
  - Many comments were unrelated to the question.

**Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic**



**Figure 20: Graph displaying pre Covid modes of transport that were used by those that live within the LTN area.**

- Pre Covid saw walking and driving as the highest mode of transport.
- Similarly, there was a significant number of respondents that said they used public transport pre Covid.
- A small percentage of respondents said they cycled pre Covid.
- Respondents who selected “Other” left comments about:
  - using Zipcar and Uber
  - more details of their travelling habits.

Table 2 compares the figures provided to see how travel habits have changed from pre-pandemic to current. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.



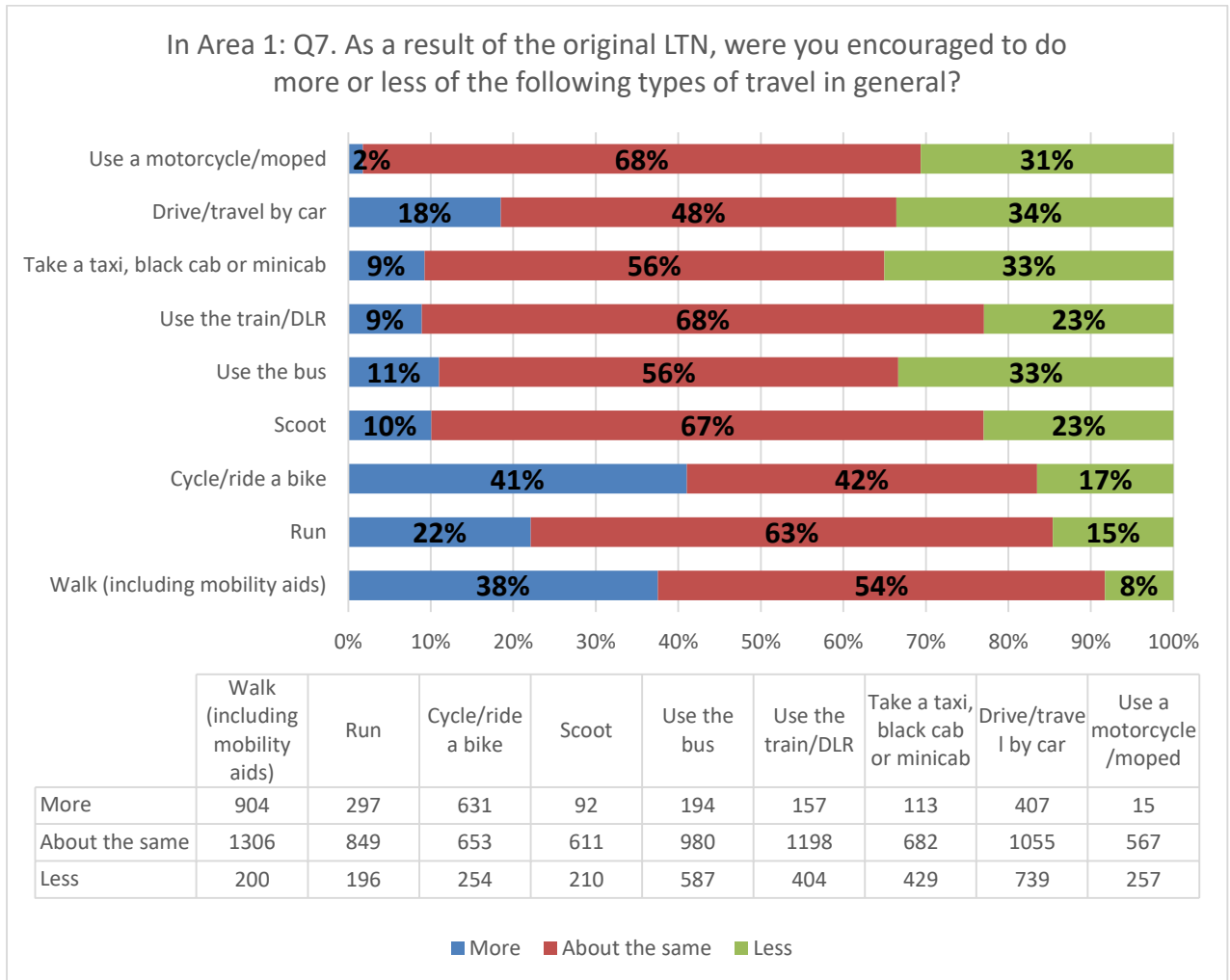
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	2029	2135	106	⇒ 5%
Run	437	526	89	↑ 20%
Cycle/ride a bike	676	883	207	↑ 31%
Scoot	78	98	20	↑ 26%
Use the bus	1204	1014	-190	↓ -16%
Use the train/DLR	1351	1172	-179	↓ -13%
Take a taxi, black cab or minicab	392	333	-59	↓ -15%
Drive/travel by car	1946	1905	-41	↓ -2%
Use a motorcycle/moped	52	44	-8	↓ -15%

**Table 2: Table displaying a comparison of travel habits of those that live within the LTN area post and pre Covid.**

- In summary, the responses for those that live within the LTN showed there is a considerable increase in those that had responded and live within **Area 1** taking up cycling, running or scooting.
- Walking saw a small increase.
- Respondents from **Area 1** showed a decrease in the use of taxi, train or moped.
- There was only a minor decrease in car usage of 2%.

**Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?**

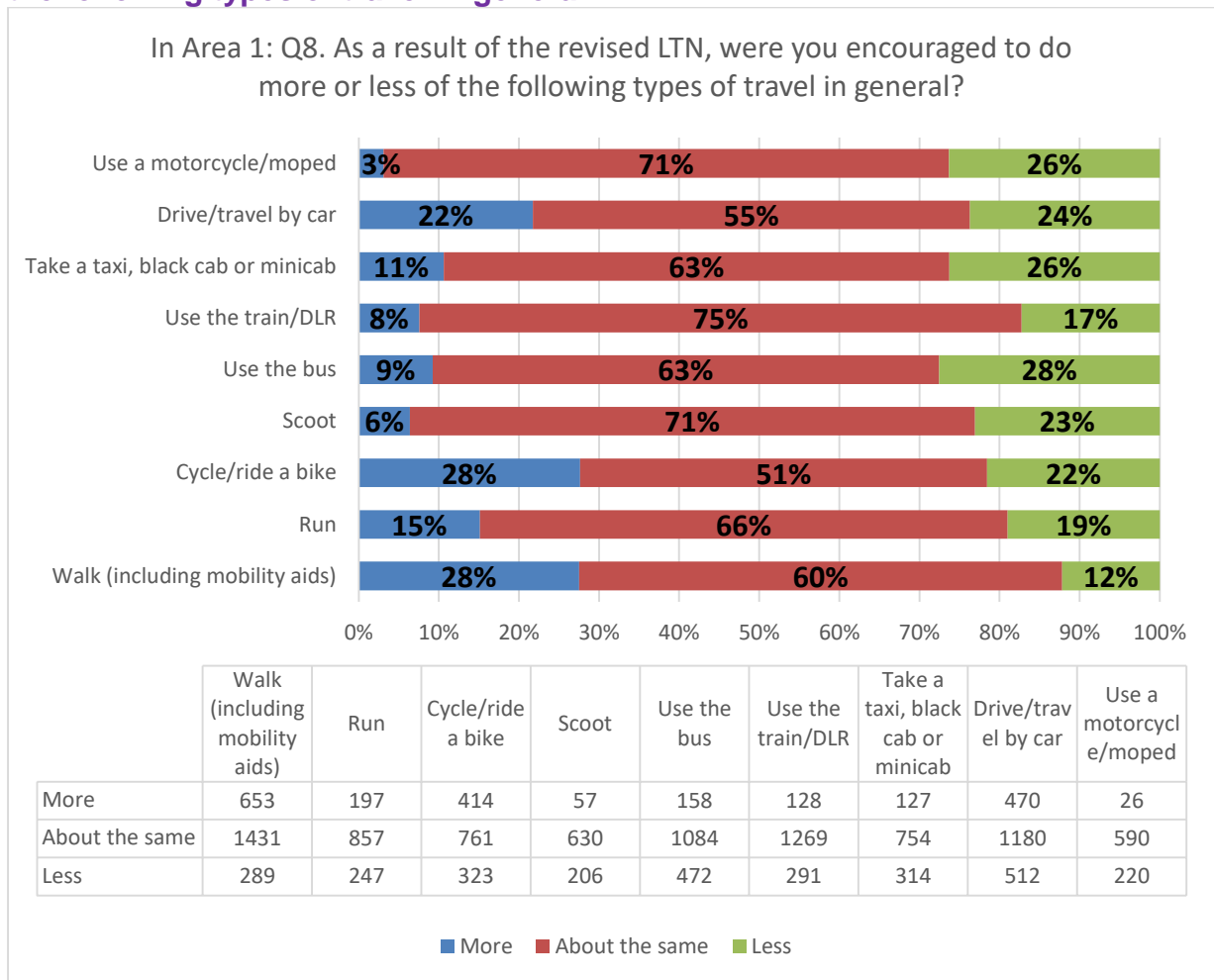
This question asked respondents in **Area 1** what the effect of the original LTN had on their travel habits. Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.



**Figure 21: Graph representing whether those in the LTN area thought they travelled more, the same or less for each mode of transport during the original LTN.**

- Across all modes of transport, of those that responded to question 7, most responded that as a result of the original LTN their travel habits had not changed and were about the same.
- However, there was an uptake in cycling and walking as a result of the original LTN. These were the two modes of transport that had significantly higher “more” responses than all the rest of the modes of transport.
- Driving, motorcycles, taxi usage, train and bus all saw an uptake in the number of respondents saying they use that mode of transport less as a result of the original LTN.

**Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?**

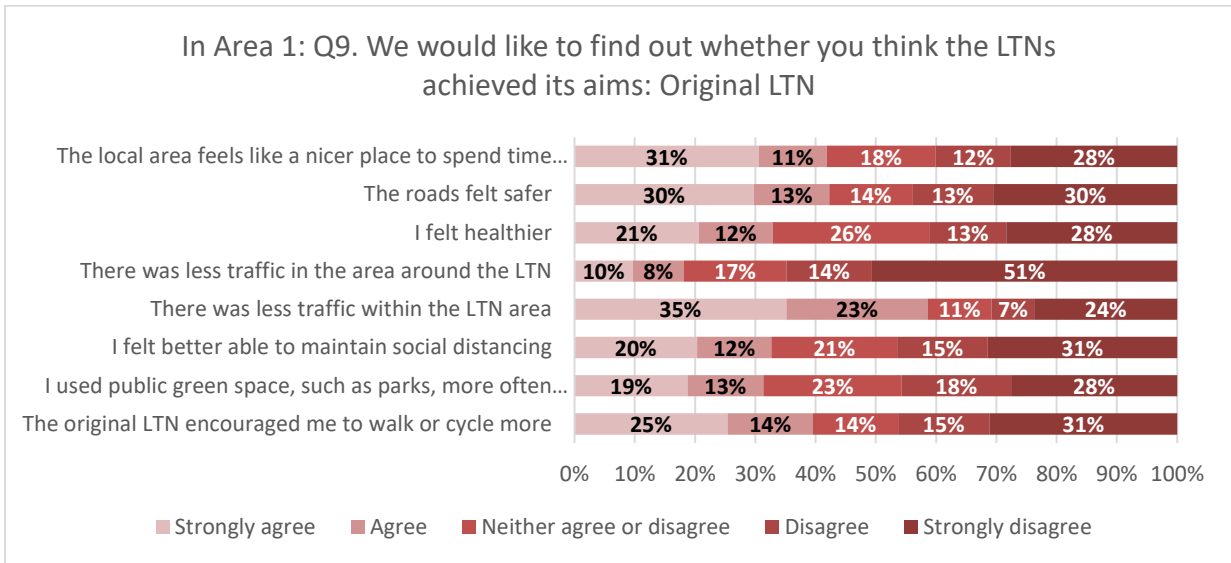


**Figure 22: Graph representing whether those in the LTN area thought they travelled more, the same or less for each mode of transport during the revised LTN.**

- As a result of the revised LTN the majority of respondents to question 8 said that their travel habits had not really changed as a result of the revised LTN.
- There were however some uptakes in walking, cycling and car use as a result of the revised LTN.

**Q9. We would like to find out whether you think the LTNs achieved its aims: Original LTN**

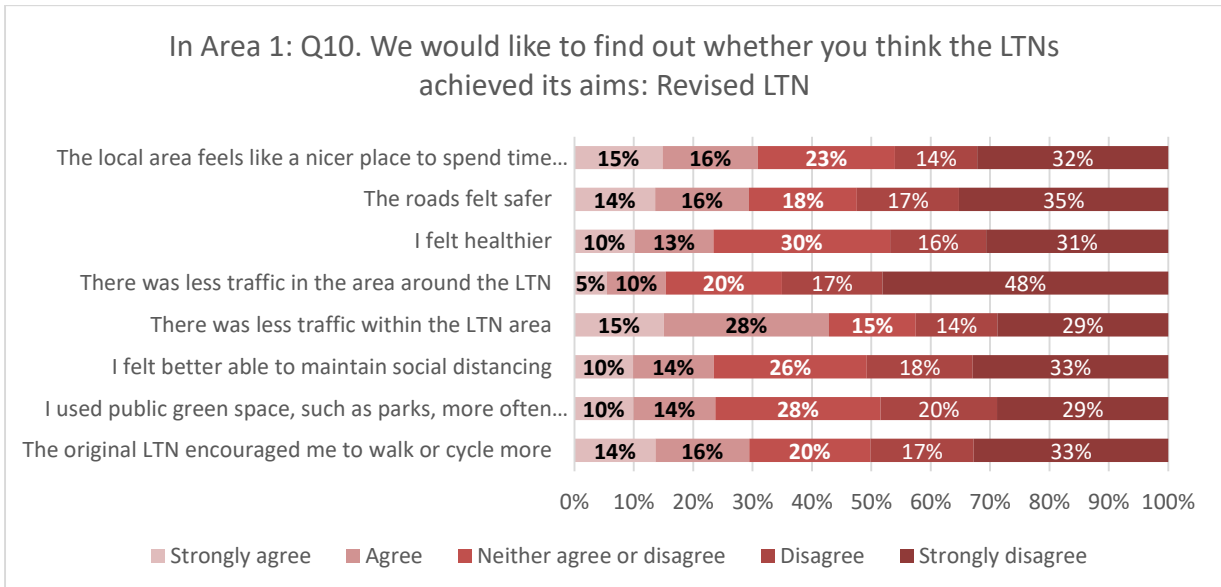
This question asked respondents to rate a series of statements about the LTN. Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. The results have been tallied below.



**Figure 23: Summary of agree or disagree responses to statements regarding the original LTN.**

- The statement which had the strongest disagreement was ‘There was less traffic in the area around the LTN’ at 65%.
- However, 58% agreed with the statement ‘There was less traffic within Area 1.’
- The remaining statements were split between agree and disagree with neither choice having an overall significant majority.

**Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN**



**Figure 24: Summary of agree or disagree responses to statements regarding the revised LTN.**

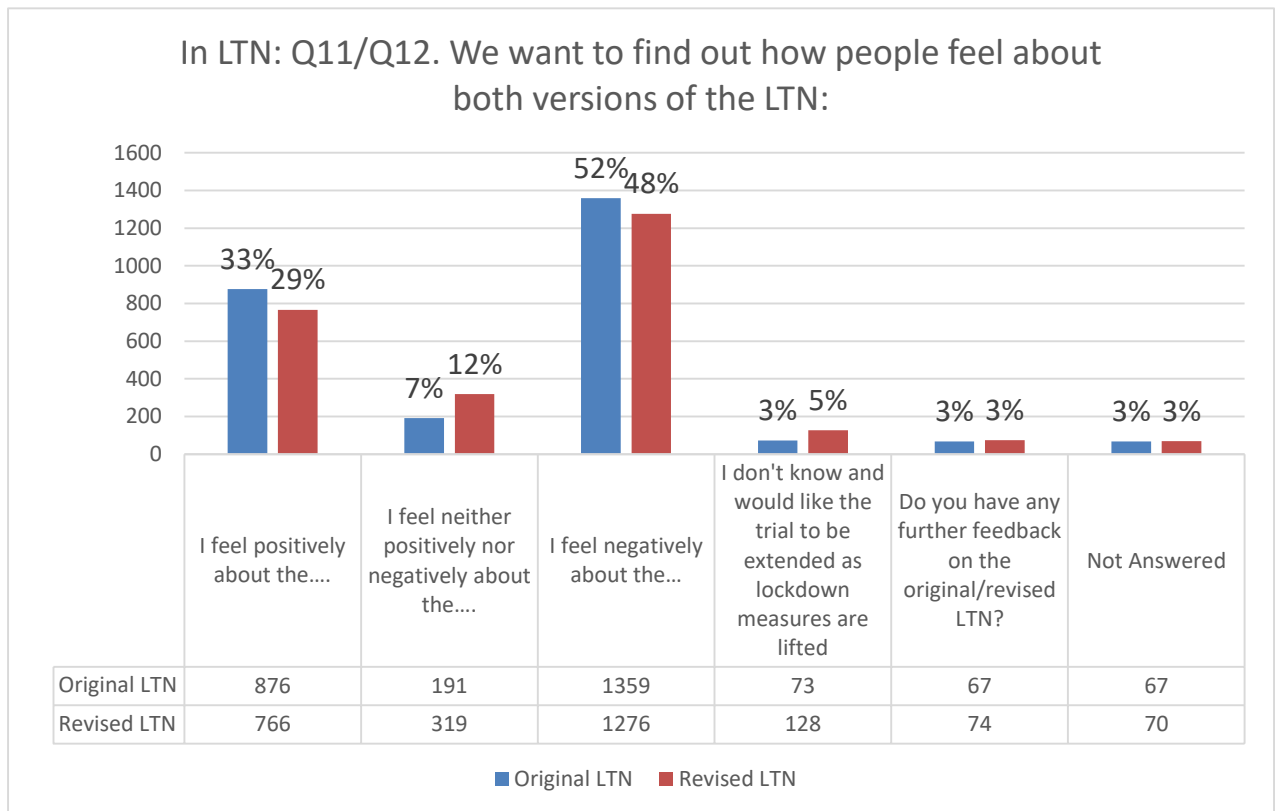
- As a result of the revised LTN the statement which had the least amount of agreement towards it was ‘There is less traffic in and around the LTN’ at 65%

- The statement ‘There was less traffic within the LTN area’ has the same level of agree and disagree at 43%.
- The remaining statements appeared to have more disagreement from respondents as a result of the revised LTN when compared to the original LTN that had a more even spread between agree and disagree responses.

**Q11/12. We want to find out how people feel about both versions of the LTN**

This question asked respondents to summarise their views on both the original and revised LTN. Respondents were asked whether they felt positive, negative or neither positive nor negative, or if they don’t know and would like the trial to be extended. They were also able to provide further feedback.

A text box was also provided where respondents could leave a comment about each version of the LTN. See Section 4 for analysis of these comments.



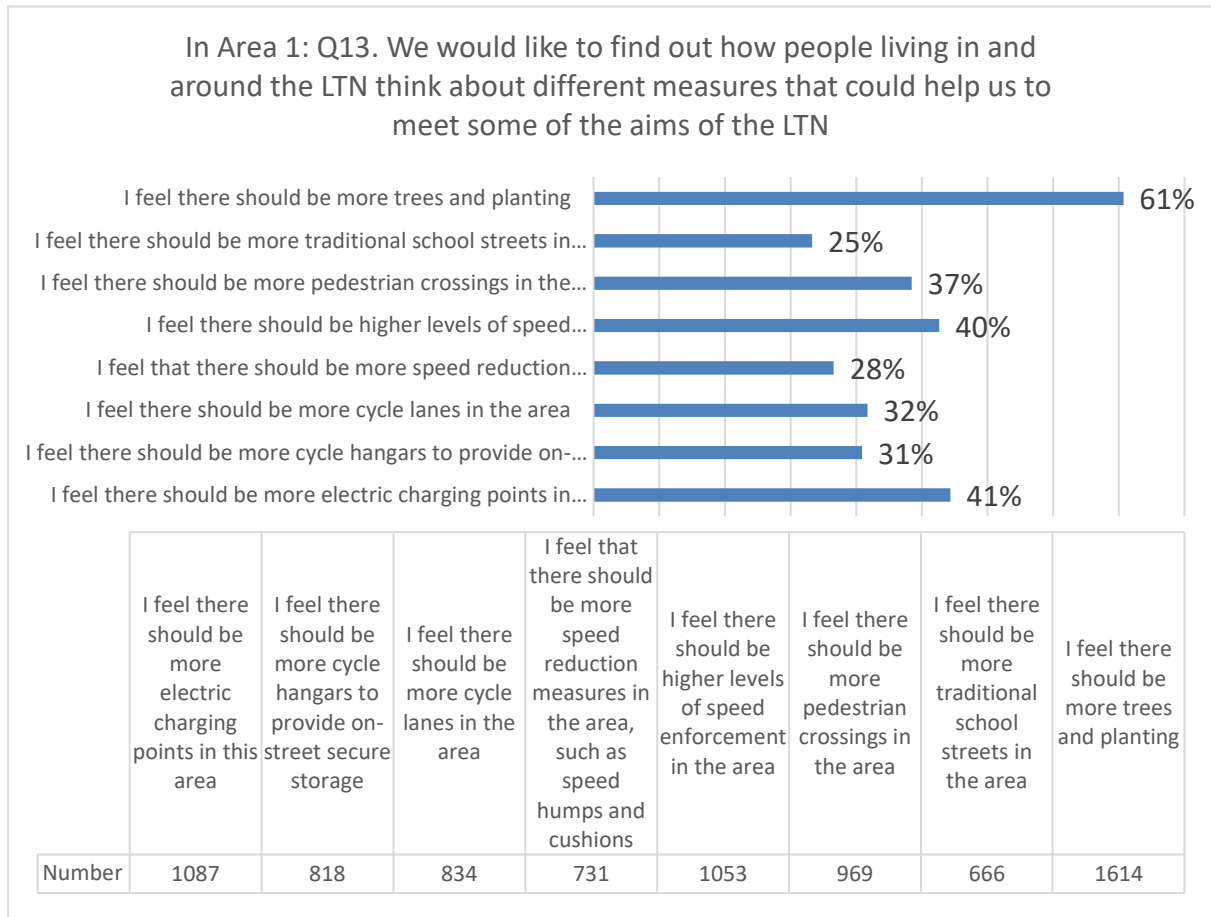
**Figure 25: Graph displaying responses to statements in relation to original and revised LTNs.**

- Percentages were calculated out of the total number of respondents from **Area 1** (2,633)
- Respondents said that they felt negatively overall about both the original and revised LTN.

- This was followed by the next most selected option which was ‘I feel positively about the...’ with 33% positive of the original and 29% the revised LTN.
- A low percentage of respondents were neutral towards both versions.
- A very low percentage of respondents wanted the trial extended.

**Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN**

This question asked respondents what measures they would like to see in helping Lewisham council meet the aims of an LTN.



**Figure 26: Graph displaying responses to additional measures respondents would like to see.**

- Trees and planting were the option selected the most by 61% of respondents within **Area 1**.

### 3.7 Key findings of responses from within Area 2

Percentages have been worked out based on the number of responses received from within **Area 2** – a total of **2,426**

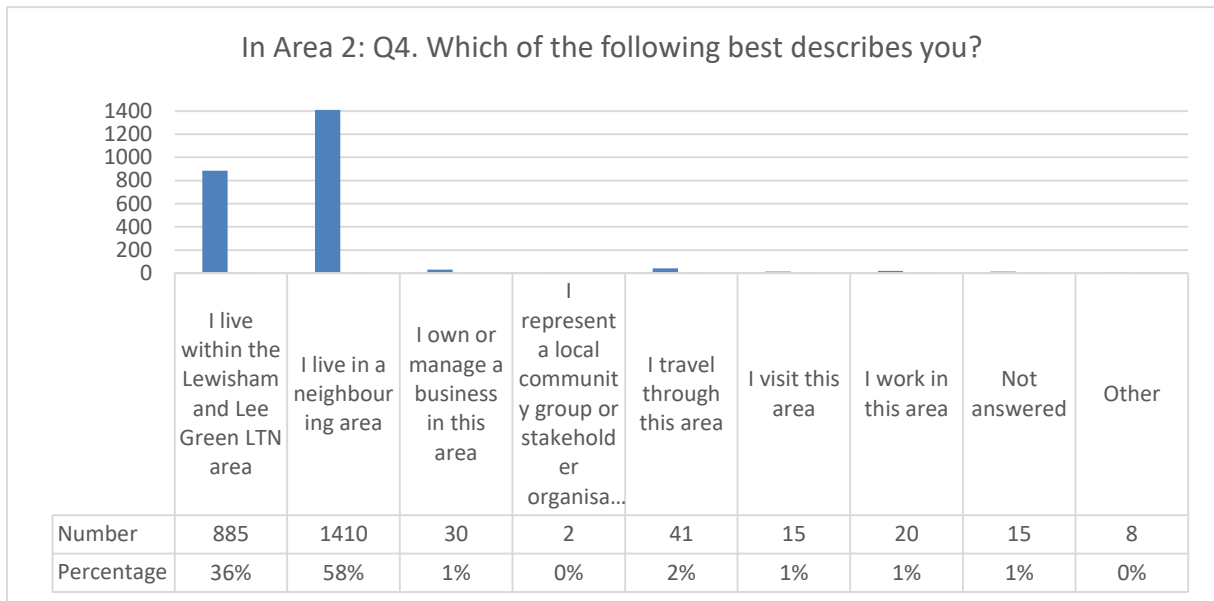
- 65% of respondents in the consultation area said they feel negatively about the original LTN. 15% said they feel positive about it.
- 57% of respondents said they feel negatively about the revised LTN. 15% said they feel positive.
- 44% agree there was less traffic in the area around the original LTN. 34% disagreed with the statement.
- 38% either agree or strongly agree there was less traffic in the area around the revised LTN. 37% disagreed with the statement.
- When asked whether respondents thought there was less traffic in the LTN area there was a similar level of agree and disagree towards both LTNs.
- There was a notable increase (12%) in those within the consultation area running more than before the pandemic. Walking, cycling and driving saw only marginal increases in usage and otherwise respondents thought they had remained the same.
- Less people are using the bus and train. Both saw the most marked decrease within the consultation area with almost a 14% decrease in usage currently, compared to pre-pandemic levels.
- Trees and planting were selected by respondents the most over any other improvement. Followed by more electric vehicle charging, speed enforcement and more pedestrian crossings.

### 3.8 Breakdown of responses from within Area 2

Responses have been broken down into responses received solely within **Area 2**, shown in Figure 2.

- **2,426** respondents were in the consultation area.

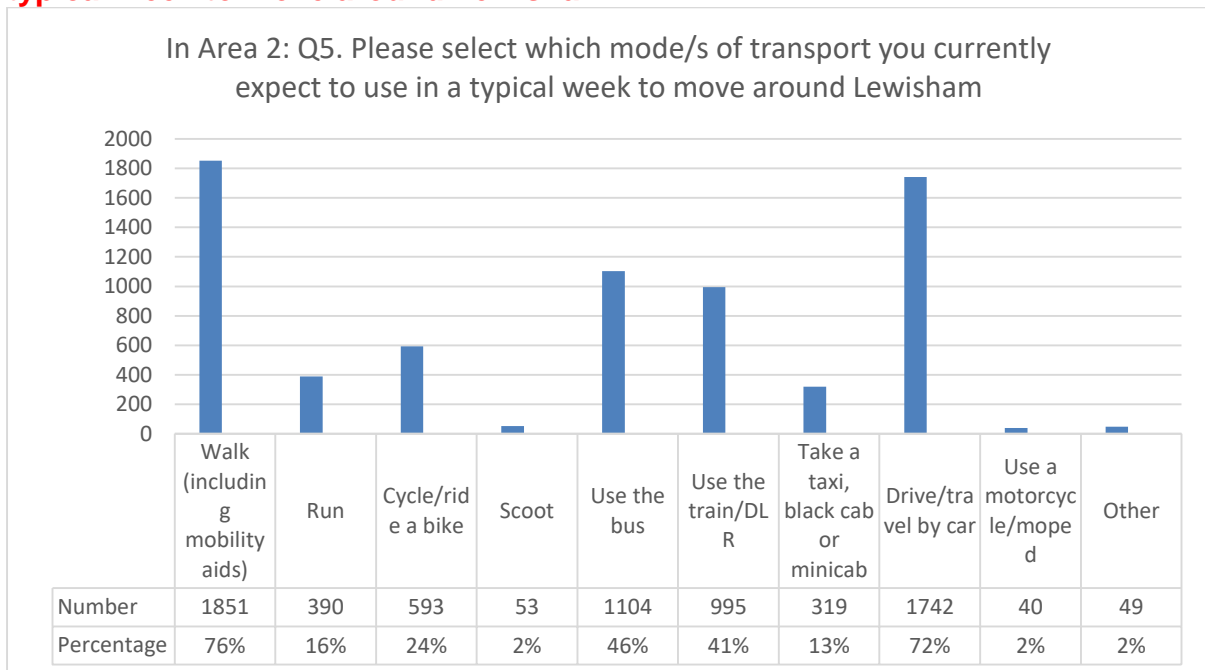
**Q4. Which of the following best describes you?**



**Figure 27: Which of the following best describes you, in the consultation area.**

- All respondent postcodes were identified as being within **Area 2**.
- 1% of respondents within the consultation area said they owned a business.
- As with **Area 1**, respondents were able to select other question options.

**Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham**

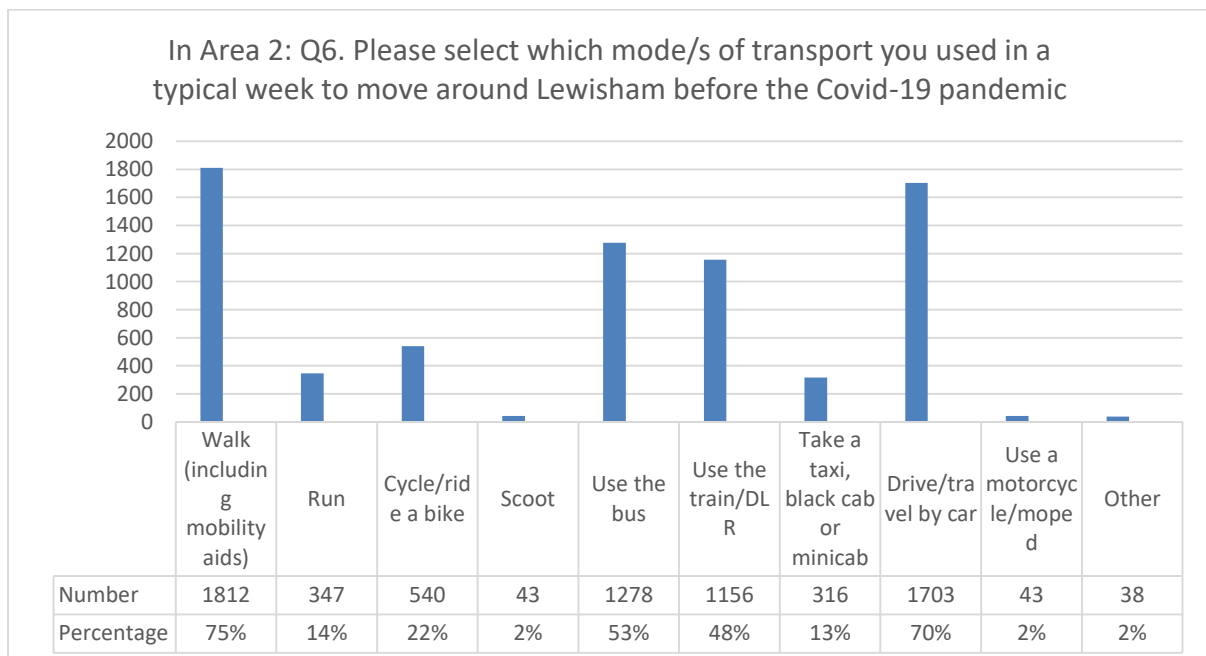


**Figure 28: Graph displaying current modes of transport those that live within the consultation area use.**



- More than one response option could be selected for this question.
- The most popular modes of transport used in a typical week by those that live within **Area 2** were walking and driving.
- The next most used modes of transport in a typical week were bus and train/DLR.
- A small proportion of respondents said that they use a taxi, run or cycle within **Area 1**.
- 2% of respondents said they use alternative modes of transport to those listed.

**Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic**



**Figure 29: Graph displaying pre Covid modes of transport that were used by those that live within the consultation area.**

- More than one option could be selected for this question.
- Pre-Covid saw walking and driving as the most popular modes of transport, followed by public transport (bus and train/DLR).
- A small number of respondents said they use alternative modes of transport to those listed.

Table 3 compares the figures provided to see how current travel habits in **Area 2** have changed since before the pandemic. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

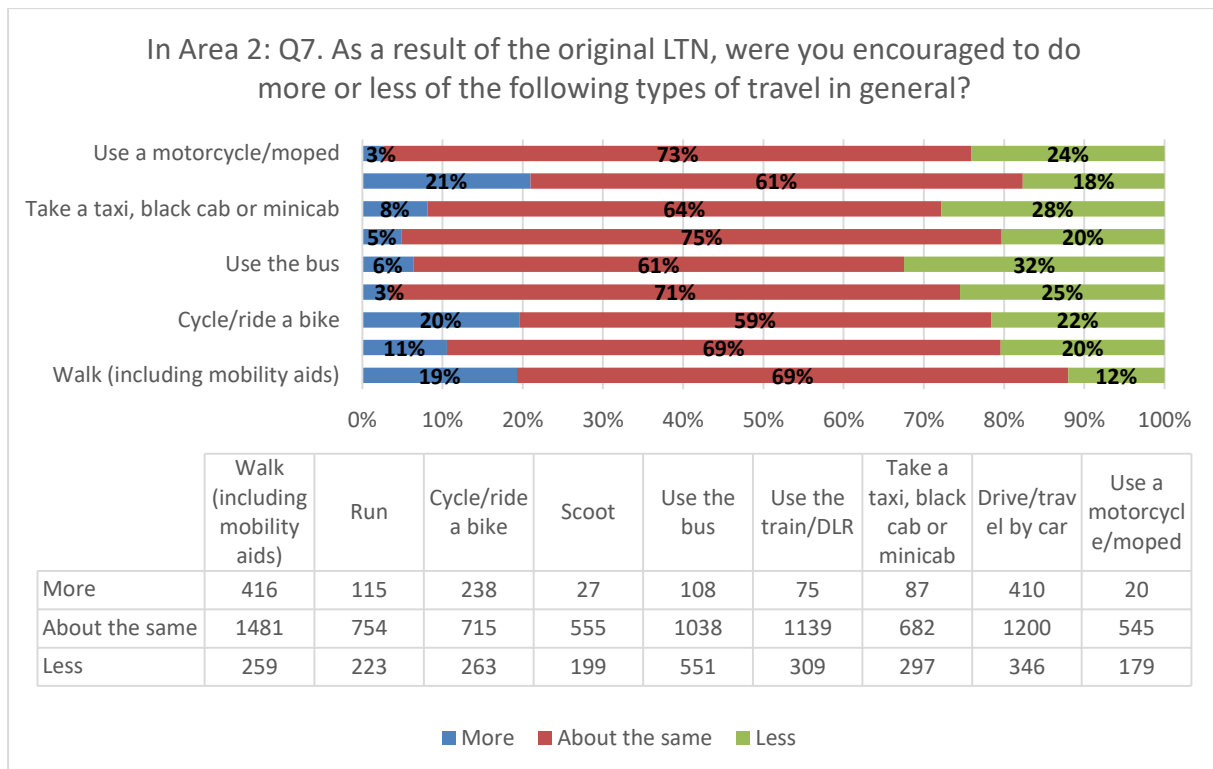
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	1812	1851	39	⇒ 2%
Run	347	390	43	↑ 12%
Cycle/ride a bike	540	593	53	⇒ 10%
Scoot	43	53	10	↑ 23%
Use the bus	1278	1104	-174	↓ -14%
Use the train/DLR	1156	995	-161	↓ -14%
Take a taxi, black cab or minicab	316	319	3	⇒ 1%
Drive/travel by car	1703	1742	39	⇒ 2%
Use a motorcycle/moped	43	40	-3	↓ -7%

**Table 3: Table displaying a comparison of travel habits of those that live within the consultation area post and pre Covid.**

- There is an increase in running and scooting, and a decrease in the use of bus, train/DLR and motorcycle.

**Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?**

Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.

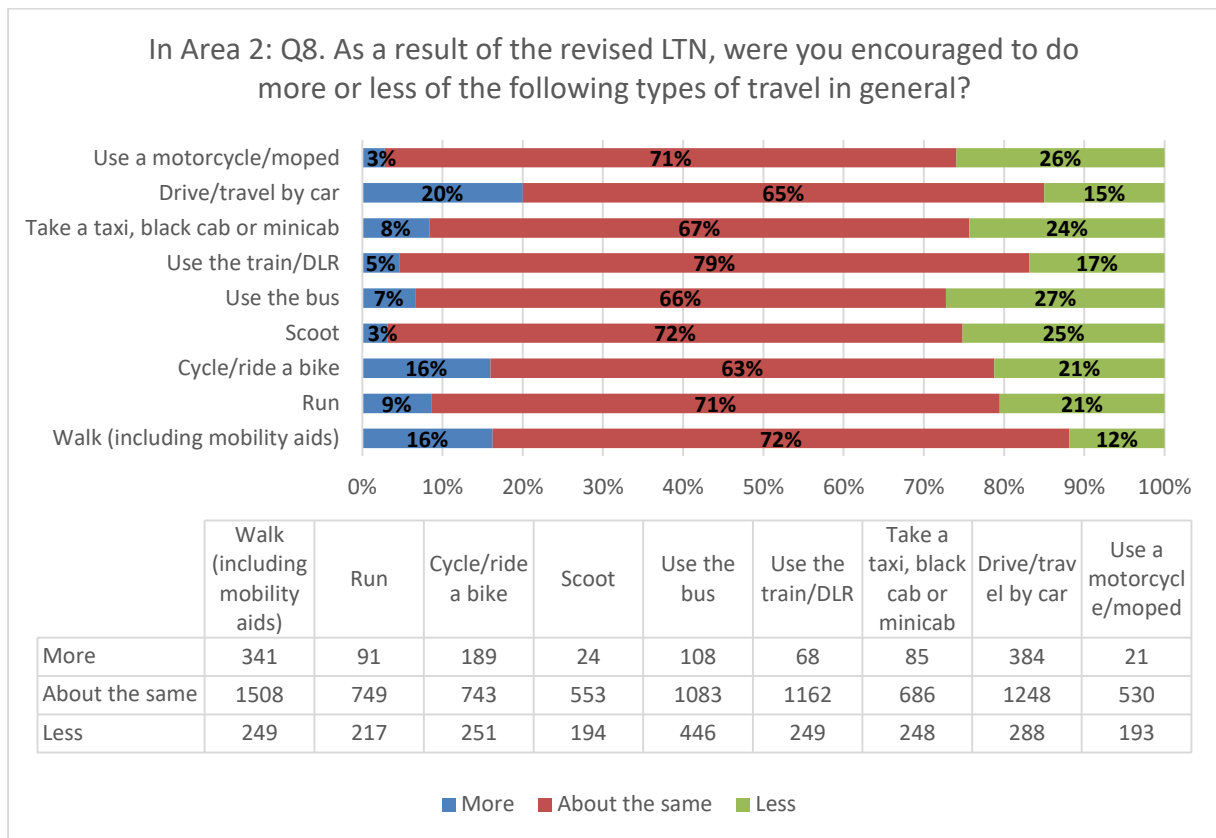


**Figure 30: Graph representing whether those in the consultation area thought they travelled more, the same or less for each mode of transport during the original LTN.**

Considering respondents within **Area 2**, there were the following findings:

- Across all modes of transport, most responded that as a result of the original LTN their travel habits had not changed and were about the same.
- Although most respondents thought their travel habits had remained the same, a portion (18-32%) across all modes of transport have mentioned that they were encouraged to use that mode of travel less as a result of the original LTN.

**Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?**

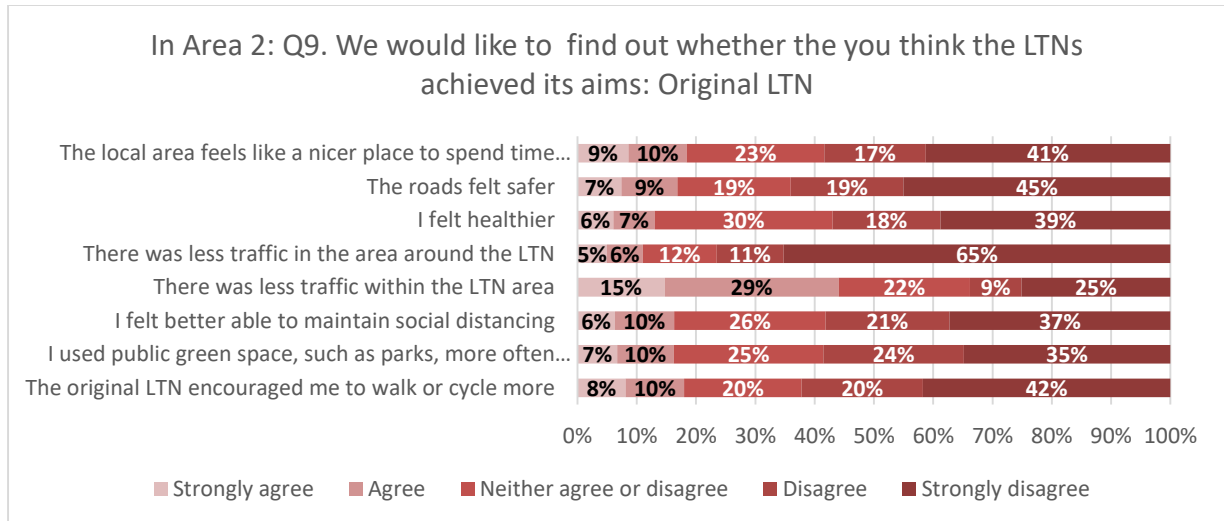


**Figure 31: Graph representing whether those in the consultation area thought they travelled more, the same or less for each mode of transport during the revised LTN.**

- In comparison with the original LTN, those that live within **Area 2** and responded to question 8 still thought that their travel habits remained mostly about the same when the revised LTN was introduced.
- Much like the original LTN there still appeared to be a number of respondents that said they were encouraged to use each mode of transport less now as a result of the revised LTN.

**Q9. We would like to find out whether you think the LTNs achieved its aims: Original LTN**

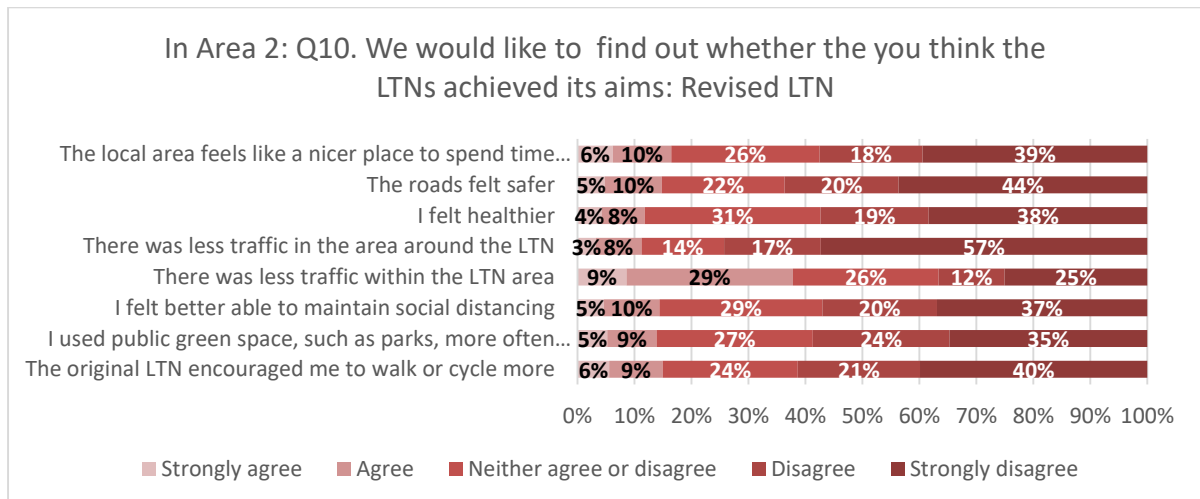
Respondents were asked to rate statements about the LTN on a scale from strongly agree to strongly disagree. The results have been tallied below. Percentages here have been calculated out of the total number of respondents who answered to each question.



**Figure 32: Summary of agree or disagree responses to statements regarding the original LTN.**

- Of those within **Area 2**, the statement with the highest amount of disagreement was 'There was less traffic in the area around the LTN'
- The statement 'There was less traffic within the LTN area' had a similar number of responses agreeing and disagreeing Slightly more respondents agreed with this statement.
- All the other statements had a significant sway towards disagree.

**Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN**



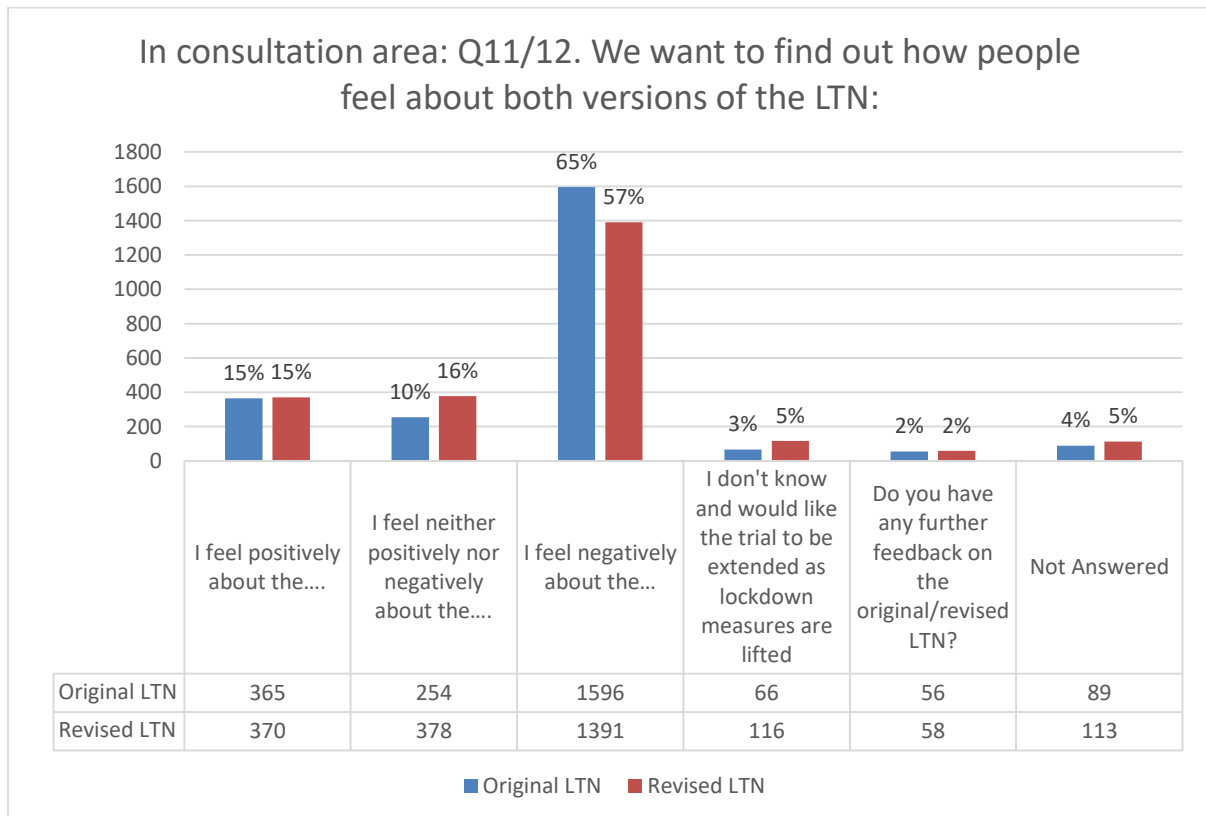
**Figure 33: Summary of agree or disagree responses to statements regarding the revised LTN.**

- As a result of the revised LTN most respondents disagreed with ‘There was less traffic in the area around the LTN’.
- The statement ‘There was less traffic within the LTN area had an even split response of agree and disagree towards it.
- All other statements had more disagreement towards them than agree.

**Q11/12. We want to find out how people feel about both versions of the LTN**

Respondents were asked whether they felt positive, negative or neither positive or negative towards the original and revised versions of the LTN. They were also asked if they don’t know and would like the trial to be extended, or whether they would like to provide further feedback instead.

A free text box was provided where respondents could leave comments. Please see **Section 4** for an analysis of these comments.



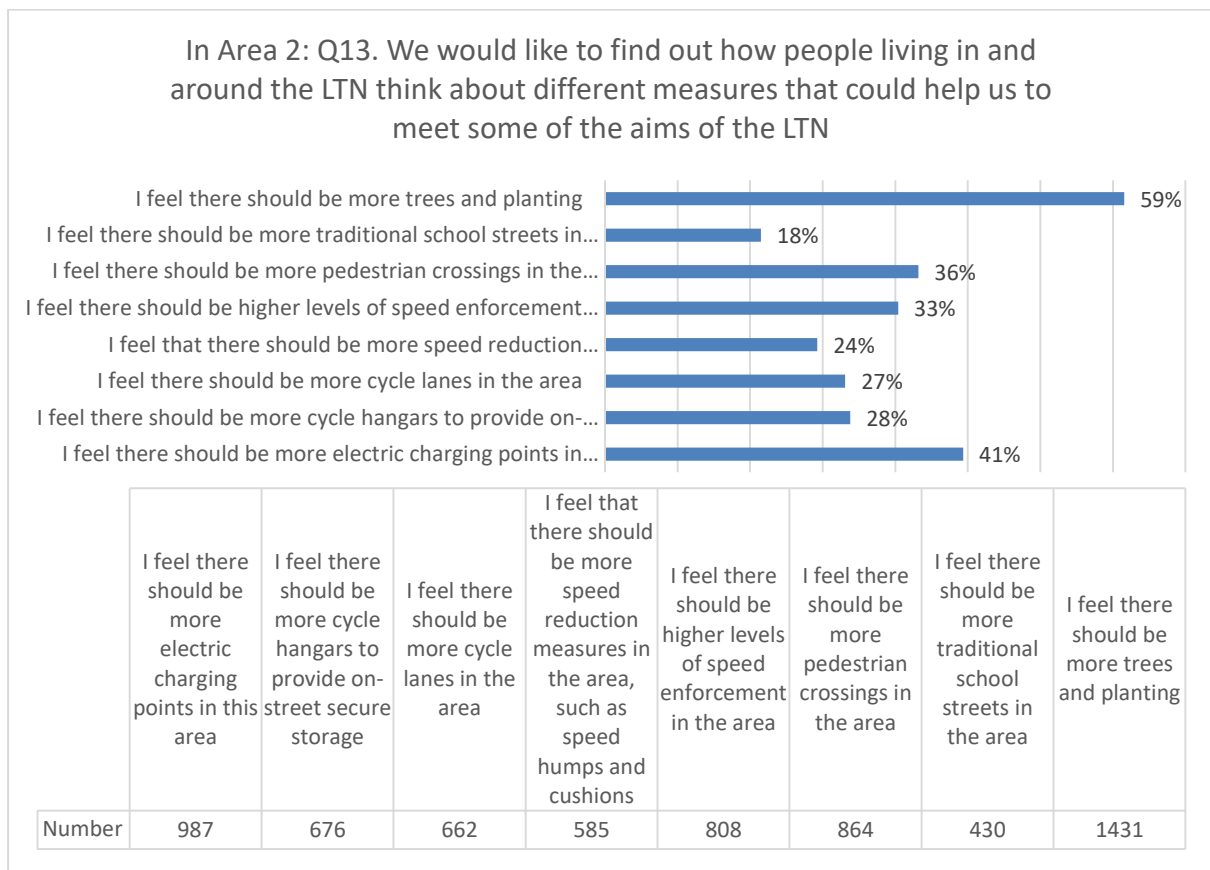
**Figure 34: Graph displaying responses to statements in relation to original and revised LTNs.**

- Percentages were calculated out of the total number of respondents within the consultation area.
- Both original and revised LTNs saw most respondents select that they felt negatively towards the schemes. The original LTN had the highest number of respondents feel negatively towards it

- A small portion of respondents said they feel positively about both original and revised LTNs.

**Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN**

As with previous question responses in this section, a percentage figure has been worked out based on the number of respondents in **Area 2** – a total of 2,426 respondents.



**Figure 35: Graph displaying responses to additional measures respondents would like to see.**

- Most respondents want to see more trees and planting as part of the LTN.
- More electric vehicle charging points was the second highest scoring measure.

### 3.9 Key findings of responses from within Area 3

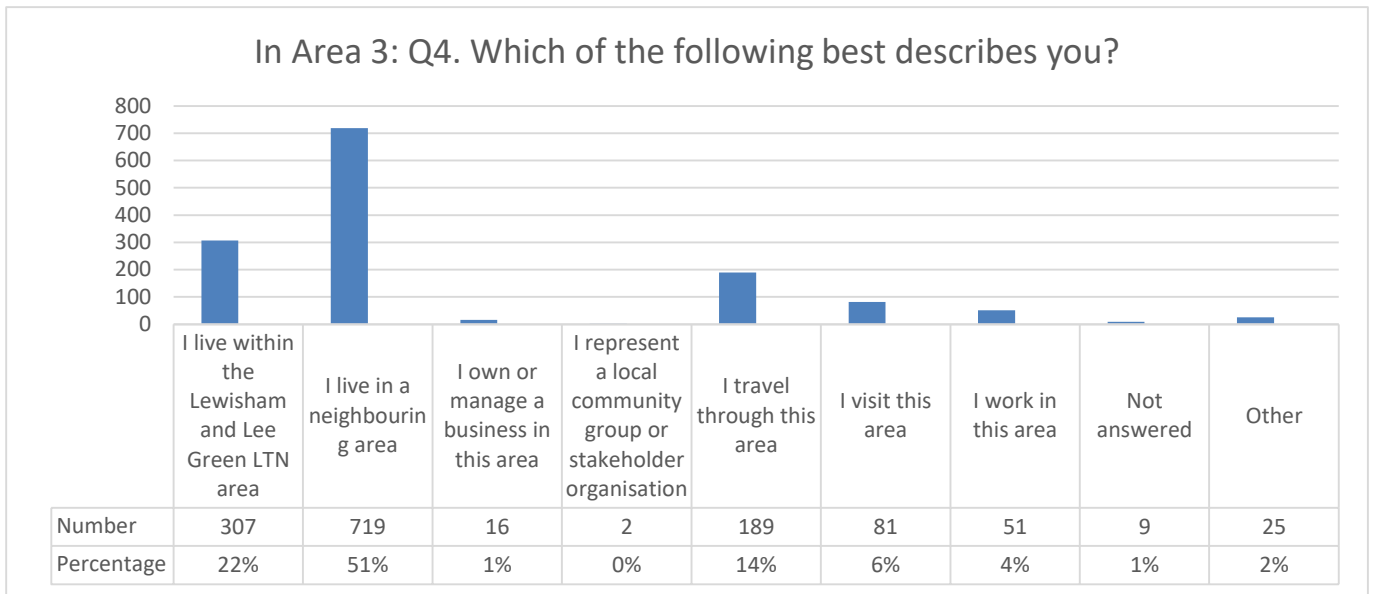
- 63% felt negative about the original LTN vs 22% who felt positive about the original LTN.
- 65% felt negative about the revised LTN vs 16% who felt positive about the revised LTN.
- 6% of responses within the LTN neither felt positive nor negative about the original LTN vs 10% who neither felt positive nor negative about the revised LTN.
- There is a considerable increase in those that had responded within the borough area taking up cycling or scooting. There was a 20% increase in cycling, and 11% increase in scooting within the borough area.
- There was a very minor change of 3% in driving and 1% walking within the borough area.
- There was a decrease in the use of buses (-19%), trains (-18%) and taxis (-10%) within the borough area.
- When asked whether respondents thought there was less traffic in the LTN area there was a similar level of agree and disagree towards both LTNs.
- Respondents felt that there wasn't less traffic around the LTN area as a result of both the original and revised LTN.
- When asked what other measures could help, the most selected response was that those within the LTN area wished to see more trees and planting within the area, followed by more electric charging points and higher levels of speed enforcement.

### 3.10 Breakdown of responses from within Area 3

Responses have been broken down into responses received solely within **Area 3** which is shown in Figure 2.

- **1,399** respondents were in the **Area 3**.

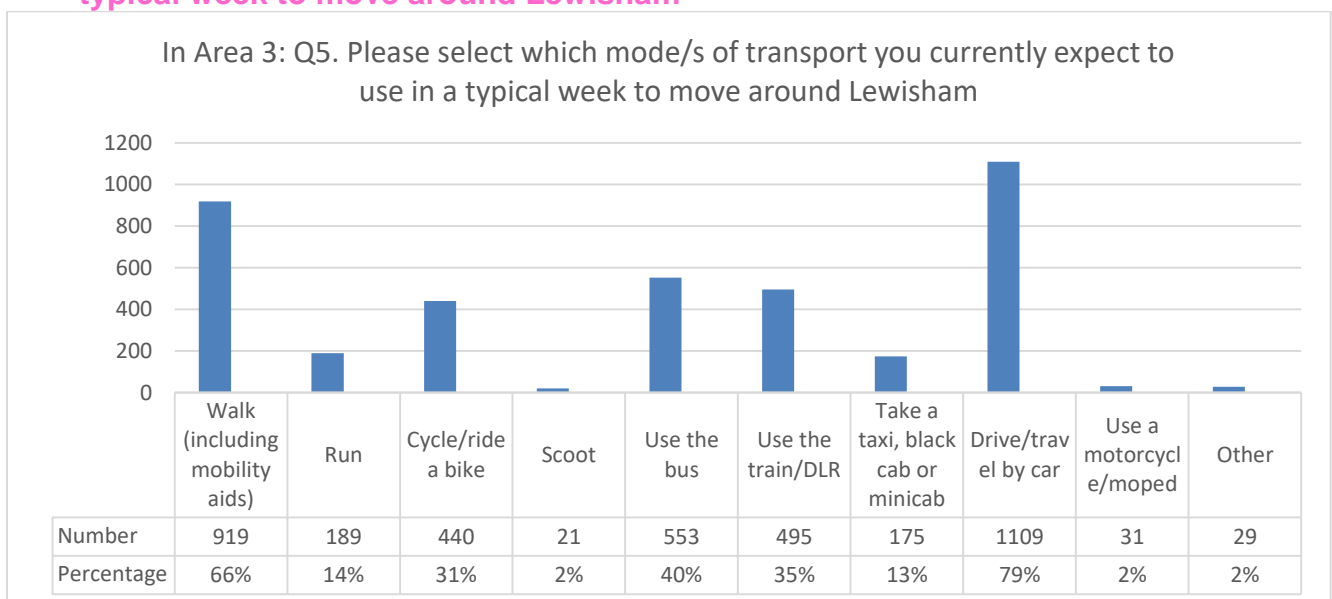
#### Q4. Which of the following best describes you?



**Figure 36: Which of the following best describes you, in the borough area.**

- All respondent postcodes were identified as being within **Area 3**.
- Half of the respondents said they live in a neighbouring area.
- 16 (1%) of respondents said they were a business and 2 identified as representing a community group, stakeholder or organisation.
- Although all postcodes were identified as being within the borough area respondents were still able to select other question options.

#### Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham

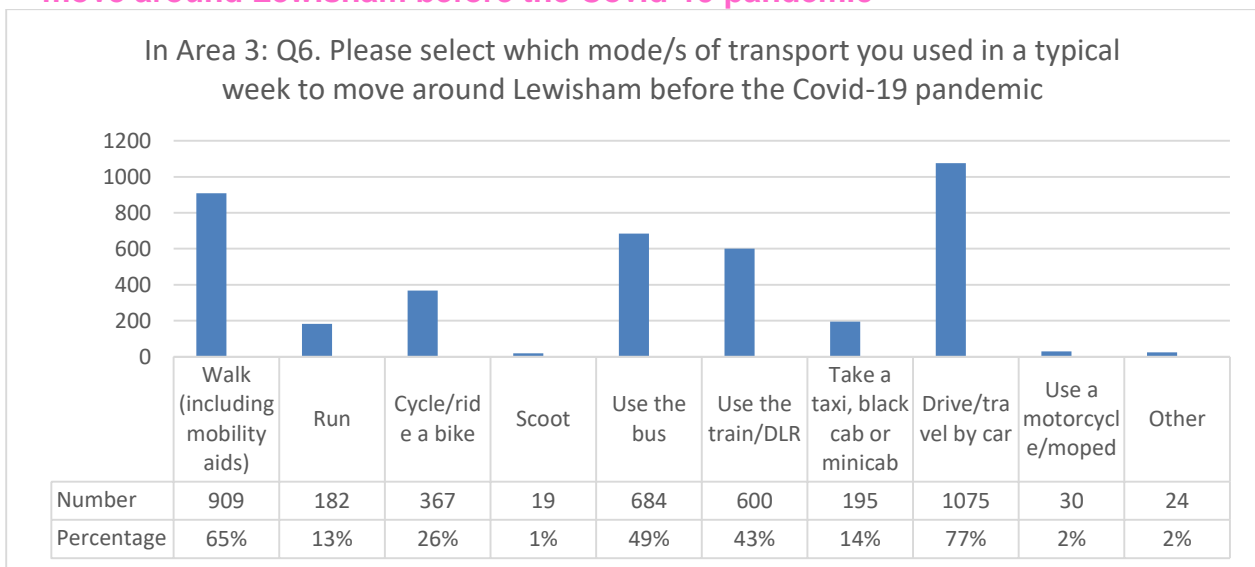


**Figure 37: Graph displaying current modes of transport those that live within the borough area use.**



- More than one response option could be selected for this question.
- The most popular mode of transport used by those within the borough area where driving and walking.
- This was followed by public transport and cycling being the next most selected modes of transport of respondents in **Area 3**.
- 2% of respondents said they use alternative modes of transport to those listed.

**Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic**



**Figure 38: Graph displaying pre Covid modes of transport that were used by those that live within the borough area.**

- When asked in a typical week what modes of transport of those within the borough area used pre Covid the most commonly selected modes of transport where driving and walking.
- Public transport was the next most selected mode of transport used pre Covid (bus and train/DLR).
- 2% of respondents said they use alternative modes of transport to those listed.

MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	910	919	9	⇒ 1%
Run	182	189	7	⇒ 4%
Cycle/ride a bike	367	440	73	↑ 20%
Scoot	19	21	2	↑ 11%
Use the bus	684	553	-131	↓ -19%
Use the train/DLR	600	495	-105	↓ -18%
Take a taxi, black cab or minicab	195	175	-20	↓ -10%
Drive/travel by car	1075	1109	34	⇒ 3%
Use a motorcycle/moped	30	31	1	⇒ 3%

Table 4 compares the figures provided to see how travel habits have changed from pre pandemic compared to current levels. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

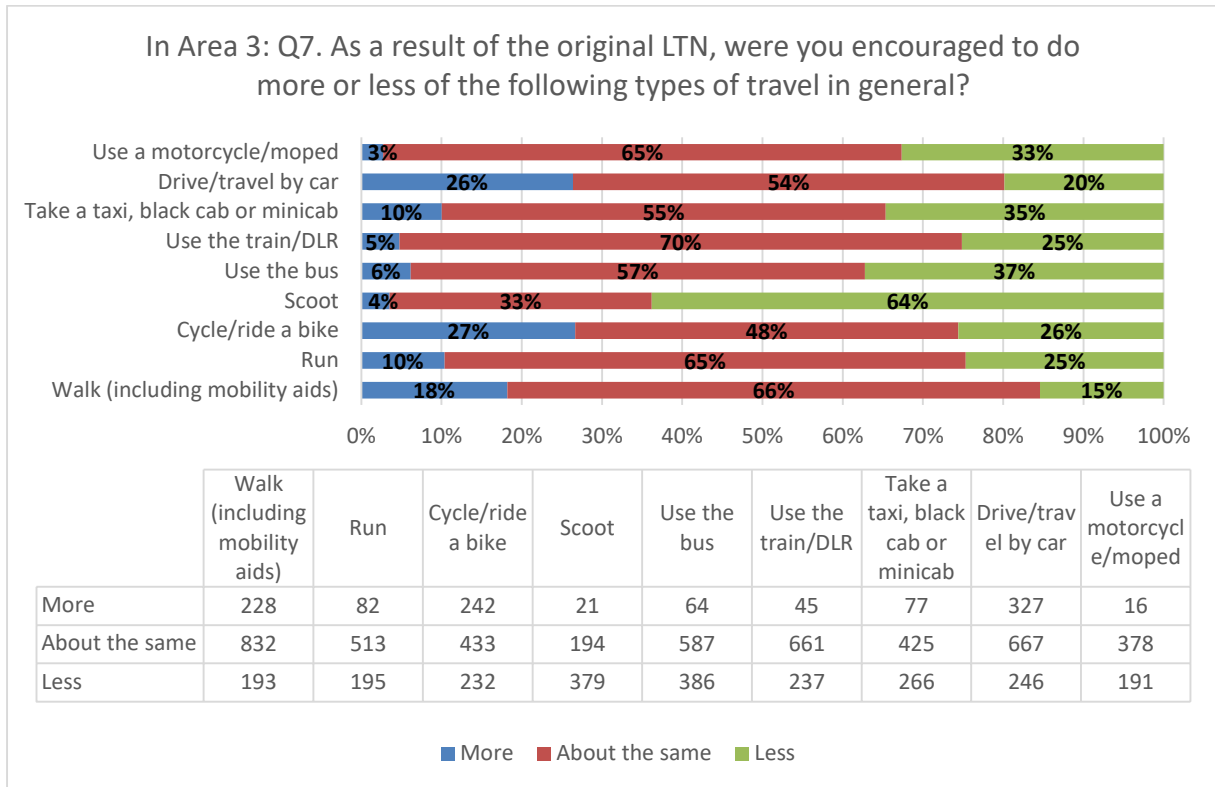
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	910	919	9	⇒ 1%
Run	182	189	7	⇒ 4%
Cycle/ride a bike	367	440	73	↑ 20%
Scoot	19	21	2	↑ 11%
Use the bus	684	553	-131	↓ -19%
Use the train/DLR	600	495	-105	↓ -18%
Take a taxi, black cab or minicab	195	175	-20	↓ -10%
Drive/travel by car	1075	1109	34	⇒ 3%
Use a motorcycle/moped	30	31	1	⇒ 3%

**Table 4: Table displaying a comparison of travel habits of those that live within the borough area post and pre Covid.**

- There is a considerable increase in cycling and scooting.
- Responses showed a decrease in the use of taxi, bus and train

**Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?**

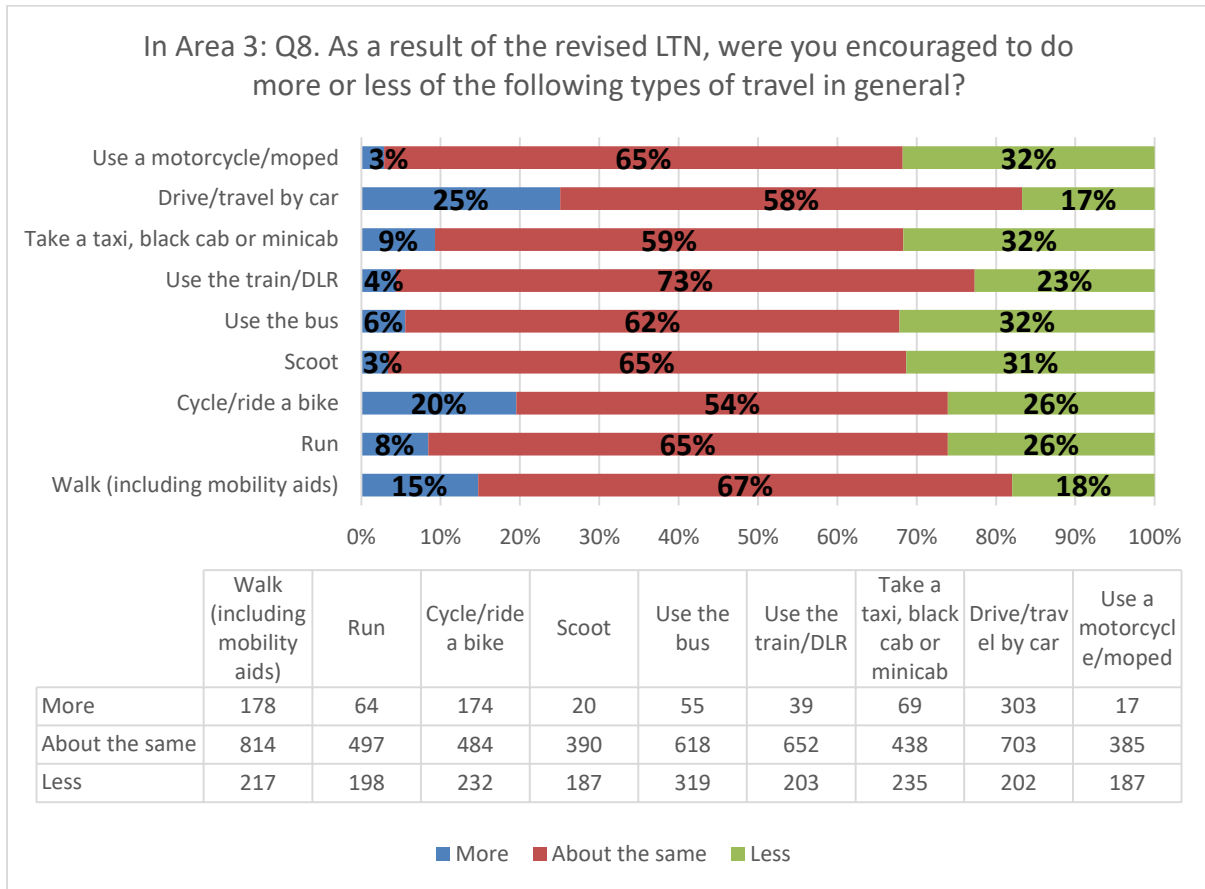
Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN being implemented.



**Figure 39: Graph representing whether those in the borough area thought they travelled more, the same or less for each mode of transport during the original LTN.**

- Those within **Area 3** that responded to question 7 said they scooted less as a result of the original LTN.
- All other modes of transport showed that those within the borough area felt that their transport habits remained about the same as a result of the original LTN.  
26%-27% said they were driving and cycling more as a result of the original LTN.

**Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?**



**Figure 40: Graph representing whether those in the LTN area thought they travelled more, the same or less for each mode of transport during the revised LTN.**

- Of those that responded to question 8 and reside within **Area 3**, most respondents thought that their travel habits hadn't changed as a result of the revised LTN.
- 25% of borough respondents said that they are driving more as a result of the revised LTN and 20% said they're cycling more.
- A quarter of respondents within **Area 3** said they are now using motorcycles, taxis, trains, buses, scooters, cycling and running less as a result of the revised LTN.

**Q9. We would like to find out whether you think the LTNs achieved its aims: Original LTN**

Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. The results have been tallied below. Percentages here have been calculated out of the total number of respondents in **Area 3** who answered to each question.

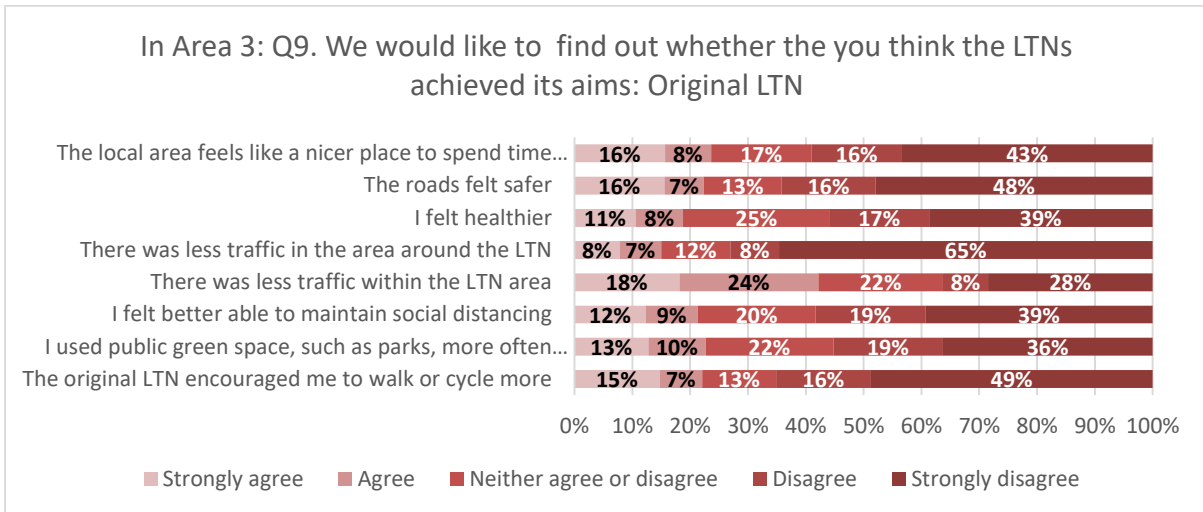


Figure 41: Summary of agree or disagree responses to statements regarding the original LTN.

- Most respondents disagreed with statement was ‘There was less traffic in the area around the LTN.’
- The statement ‘There was less traffic within the LTN area’ received a higher level of responses for agree then disagree.
- All the other statements had a significant sway towards disagree by those that responded to this question and resided within Area 3.

Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN

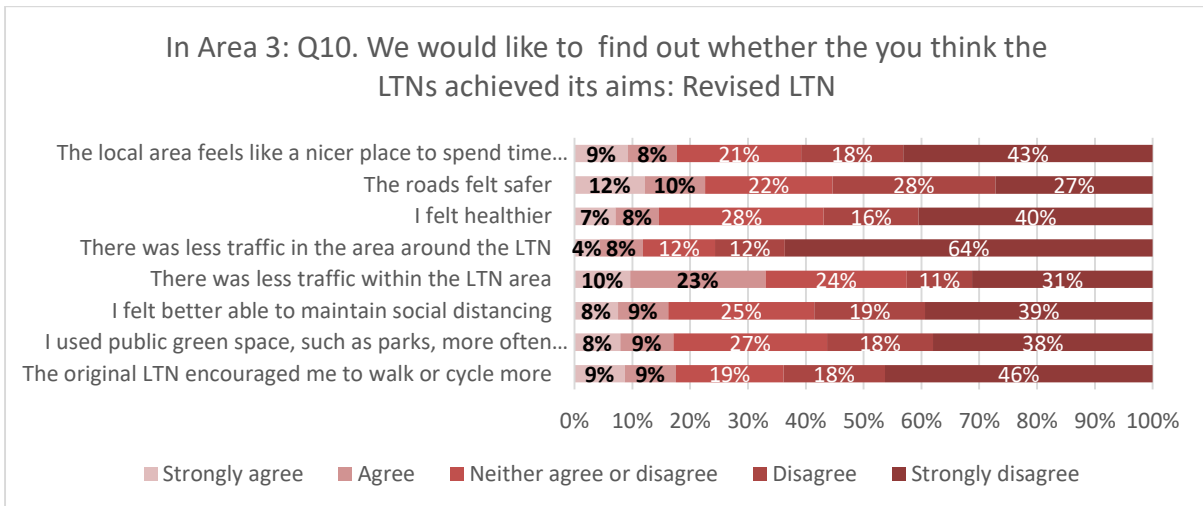


Figure 42: Summary of agree or disagree responses to statements regarding the revised LTN.

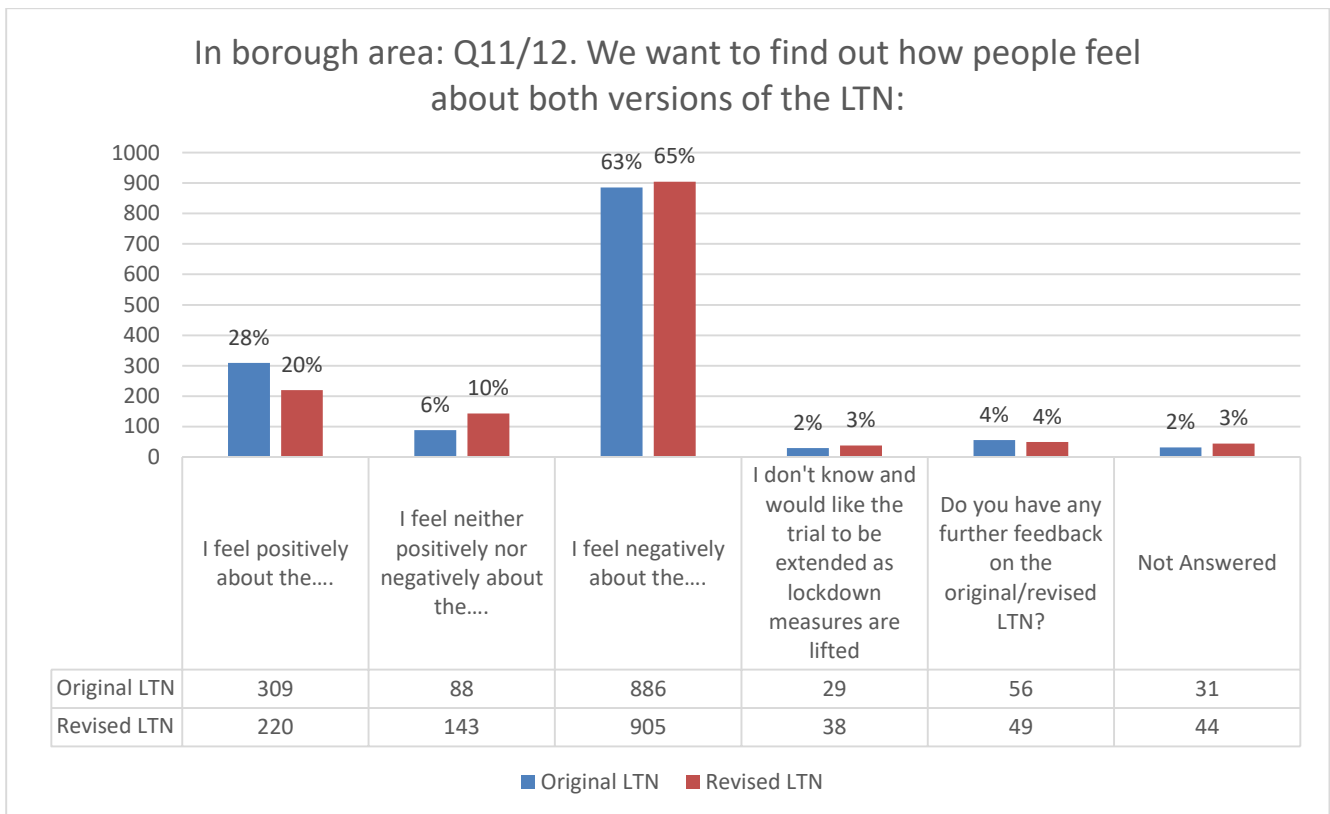
- The most disagreed with statement was ‘there was less traffic in the area around the LTN’ as a result of the revised LTN.
- The statement ‘There was less traffic within the LTN area’ also received more respondents saying they disagreed.

- All the other statements had a significant sway towards disagree by those that responded to this question and resided within the borough area.

**Q11/12. We want to find out how people feel about both versions of the LTN**

Respondents were asked about their positivity towards the scheme, or whether they don't know and would like the trial to be extended. They were also given the opportunity to provide further feedback instead.

A free text box was also provided where respondents could leave a comment about each LTN. Please see **Section 4** for analysis of these comments.

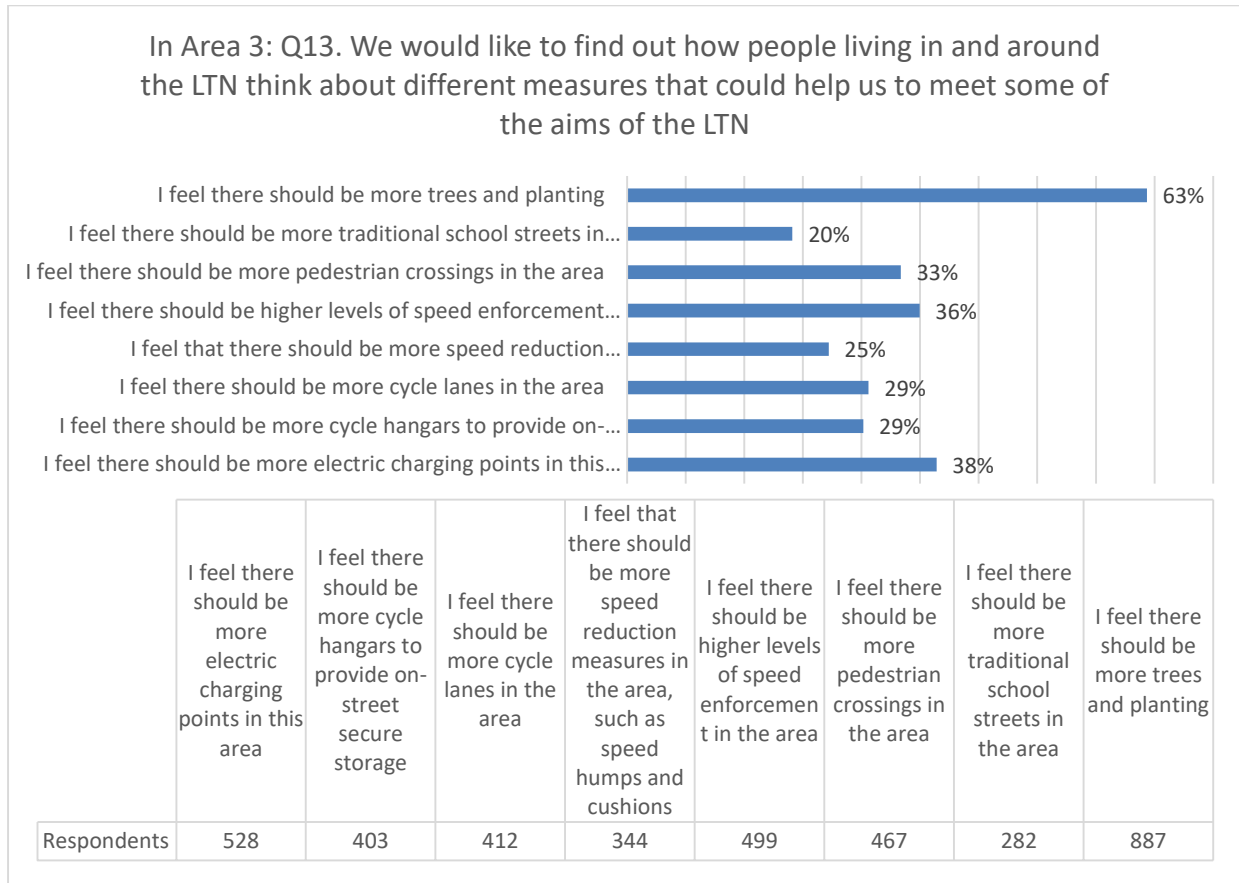


**Figure 43: Graph displaying responses to statements in relation to original and revised LTNs.**

- Percentages were calculated out of the total number of respondents (1,399) within **Area 3**.
- The majority of respondents selected that they felt negatively overall about both the original and revised LTN.
- A low number of responses supported both versions of the LTN.
- A low number of respondents said they didn't know and wished for the trial to be extended.

**Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN**

A percentage figure has been worked out based on the number of respondents from **Area 3** – a total of **1,399** respondents.



**Figure 44: Graph displaying responses to additional measures respondents would like to see.**

- 63% of all respondents in the consultation are felt that there should be more trees and planting in the area.
- Traditional school streets had the lowest level of support with one-fifth of all respondents in the borough area supporting a school street.



### 3.11 Key findings of responses from within Area 4

- **67%** of respondents outside of the borough said they feel negative about the **original LTN**. **22%** said they feel positive.
- **68%** of respondents outside of the borough said they feel negative about the **revised LTN**. **17%** said they feel positive.
- 74% of respondents disagreed that there was less traffic in the area around the original LTN. 15% agreed that there was less traffic.
- 78% of respondents disagreed that there was less traffic in the area around the revised LTN. 14% agreed with this statement.
- When asked whether respondents thought there was less traffic in the LTN area there was a similar level of agree and disagree towards both LTNs.
- There was an increase in the amount of running (up 27%), cycling (up 28%) and scooting (up 40%).
- Less people were using public transport, taxis and driving.
- When asked what other measures could help, the most selected response was that those within the LTN area wished to see more trees and planting within the area, followed by more electric charging points and cycle lanes.

### 3.12 Breakdown of responses from within Area 4

Responses in this section have been broken down into responses received outside of the Lewisham borough boundary, referred to as **Area 4** in this report and shown in Figure 8.

- **485** respondents were outside of the borough area (**Area 4**).

#### Q4. Which of the following best describes you?

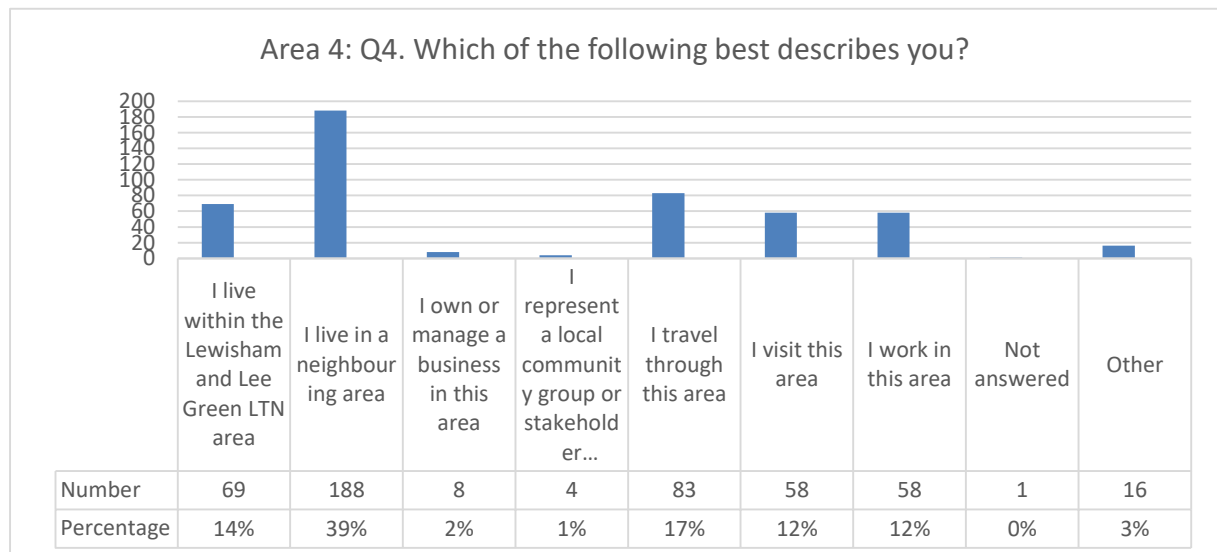
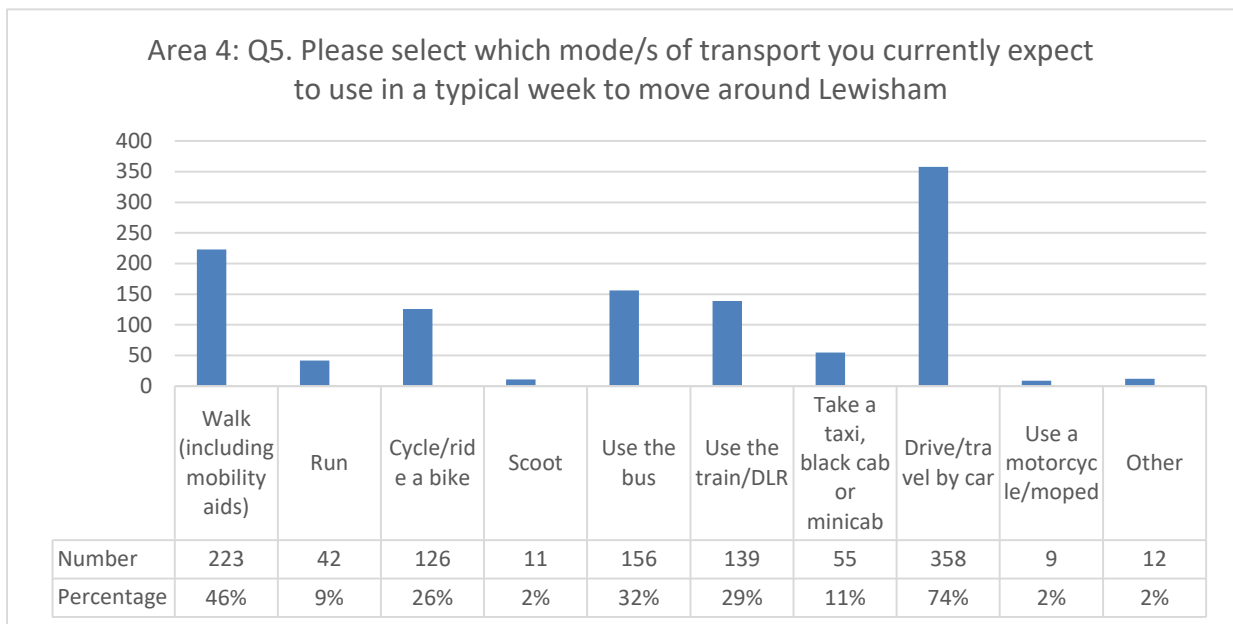


Figure 45: Which of the following best describes you, outside of Lewisham borough.

- More than one option could be selected for this question.
- Almost 40% of respondents said they live in a neighbouring area.
- However, 14% did say they live within the Lewisham and Lee Green LTN area.
- Approximately 1/8 of all respondents said they were either visitors or workers in the area.

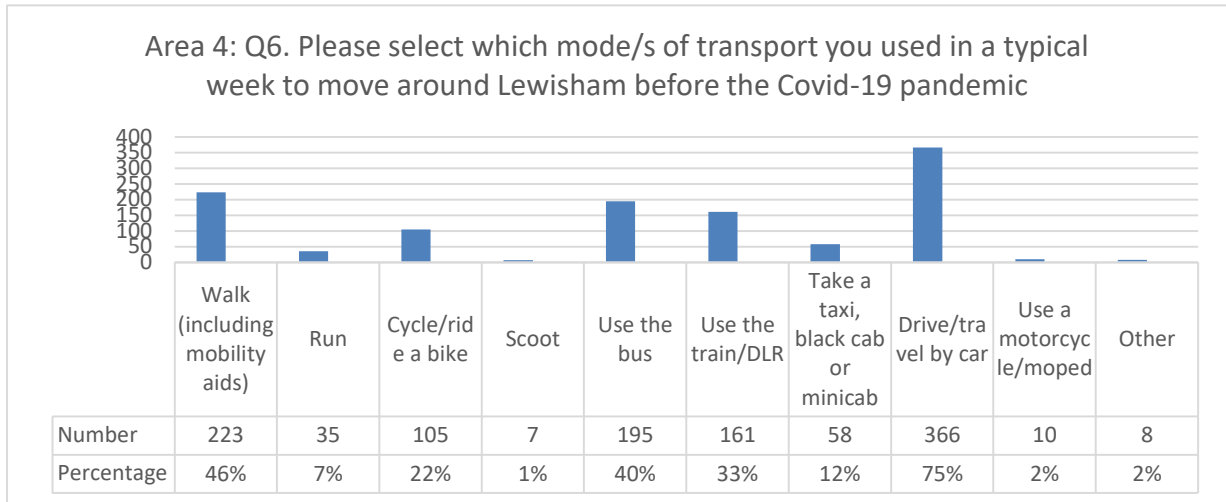
**Q5. Please select which mode/s of transport you currently expect to use in a typical week to move around Lewisham**



**Figure 46: Graph displaying current modes of transport those that live within Area 1 use.**

- More than one response option could be selected for this question.
- Almost ¾ of all respondents said they drive/travel by car.
- Just under half said they walk.
- Using public transport in the form of a bus and train/DLR were the next most popular forms of transport, followed by cycling.

**Q6. Please select which mode/s of transport you used in a typical week to move around Lewisham before the Covid-19 pandemic**



**Figure 47: Graph displaying pre Covid modes of transport that were used by those that live within Area 1.**

- More than one response option could be selected for this question.
- Again, driving and walking were the most popular form of transport before the pandemic.
- Bus and train/DLR usage saw slight decrease from pre pandemic numbers.
- Cycling saw an increase in usage post pandemic.

MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE	% INCREASE/ DECREASE
Walk (including mobility aids)	362	391	29	8%
Run	62	79	17	27%
Cycle/ride a bike	150	192	42	28%
Scoot	15	21	6	40%
Use the bus	295	256	-39	-13%
Use the train/DLR	261	232	-29	-11%
Take a taxi, black cab or minicab	93	82	-11	-12%
Drive/travel by car	563	537	-26	-5%
Use a motorcycle/moped	13	13	0	0%

Table 5 compares the figures provided to see how travel habits have changed from before the pandemic compared to currently. The difference for each mode of transport has been calculated, with increases and decreases by number and percentage shown in the fourth and fifth columns below.

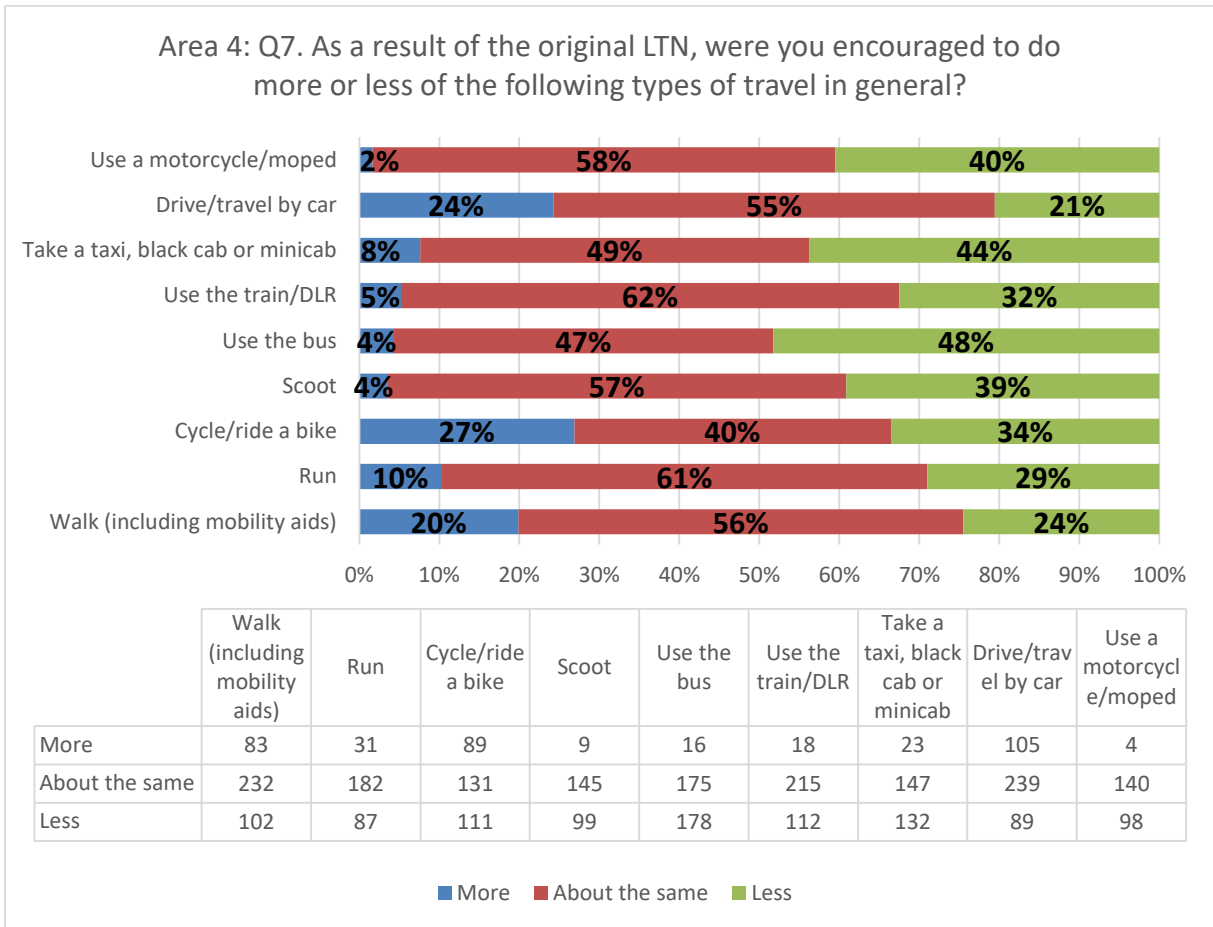
MODE OF TRANSPORT	BEFORE	CURRENTLY	DIFFERENCE		% INCREASE/ DECREASE
Walk (including mobility aids)	362	391	29	⇒	8%
Run	62	79	17	↑	27%
Cycle/ride a bike	150	192	42	↑	28%
Scoot	15	21	6	↑	40%
Use the bus	295	256	-39	↓	-13%
Use the train/DLR	261	232	-29	↓	-11%
Take a taxi, black cab or minicab	93	82	-11	↓	-12%
Drive/travel by car	563	537	-26	↓	-5%
Use a motorcycle/moped	13	13	0	⇒	0%

**Table 5: Table displaying a comparison of travel habits of those that live in Area 4 post and pre Covid.**

- Driving, taxi, train and bus all saw a slight decrease.
- There is an increase in respondents taking up cycling, running or scooting.

**Q7. As a result of the original LTN, were you encouraged to do more or less of the following types of travel in general?**

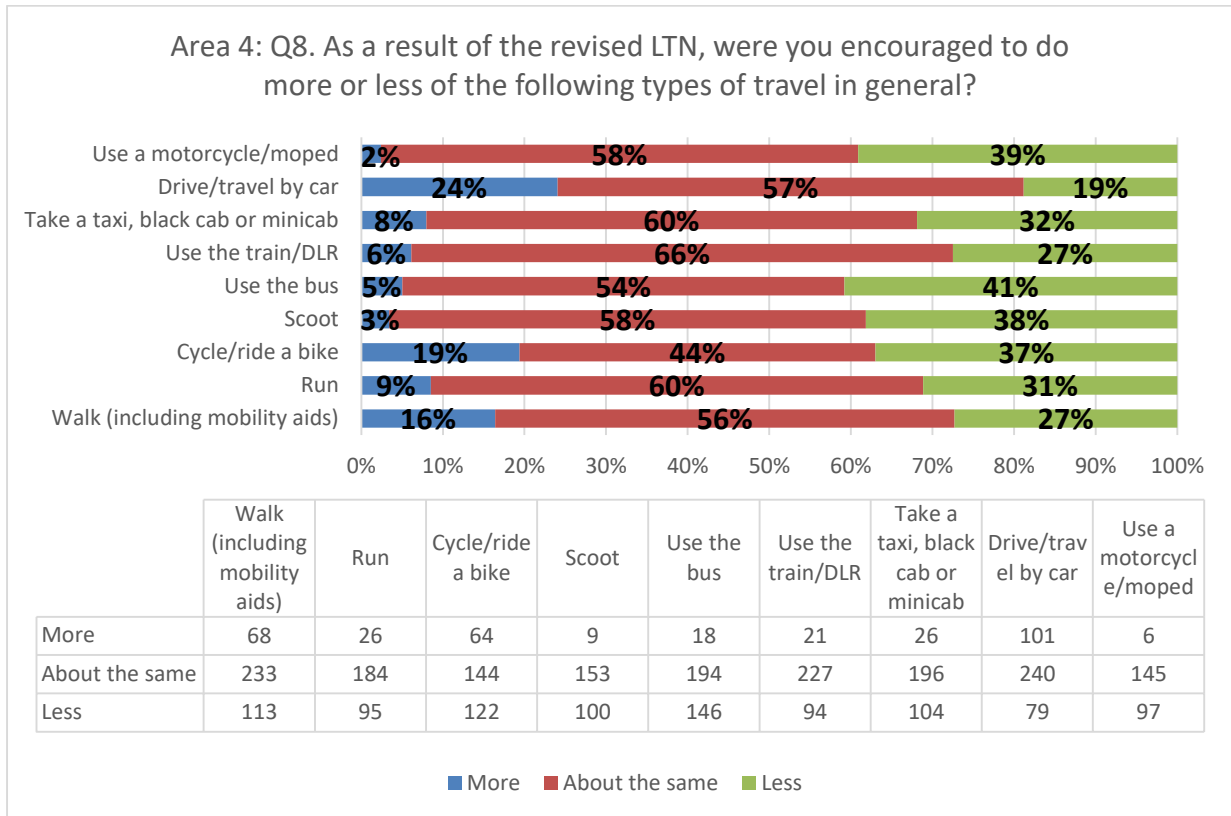
Respondents were asked to select whether they would consider using each transport method less, about the same, or more than they did prior to the LTN.



**Figure 48: Graph representing whether outside the borough area thought they travelled more, the same or less for each mode of transport during the original LTN.**

- Bus usage saw the most dramatic shift with almost half of all respondents saying they would use a bus less as a result of the original LTN. This was followed by taxis, scooting, motorcycling.
- Over a quarter of respondents said they would cycle more, while 20% said they would walk more. However, these changes would likely be cancelled out by respondents of the same category saying they would walk or cycle less.
- Almost a quarter of drivers said they would driver more, while over 21% said they would drive less.

**Q8. As a result of the revised LTN, were you encouraged to do more or less of the following types of travel in general?**



**Figure 49: Graph representing whether those in Area 1 thought they travelled more, the same or less for each mode of transport during the revised LTN.**

- Similar to Q7, the answers remained relatively the same with bus usage seeing the most dramatic shift with 41% saying they would use busses less.
- Driving however was the most popular with 24% saying they would drive more.
- Cycling and walking saw less respondents saying they would do it more than under the original LTN – at 19% and 16%.

**Q9. We would like to find out whether you think the LTNs achieved its aims: Original LTN**

Respondents were asked to rate the statements on a scale from strongly agree to strongly disagree. Percentages here have been calculated out of the total number of respondents from **Area 4** who answered each question.

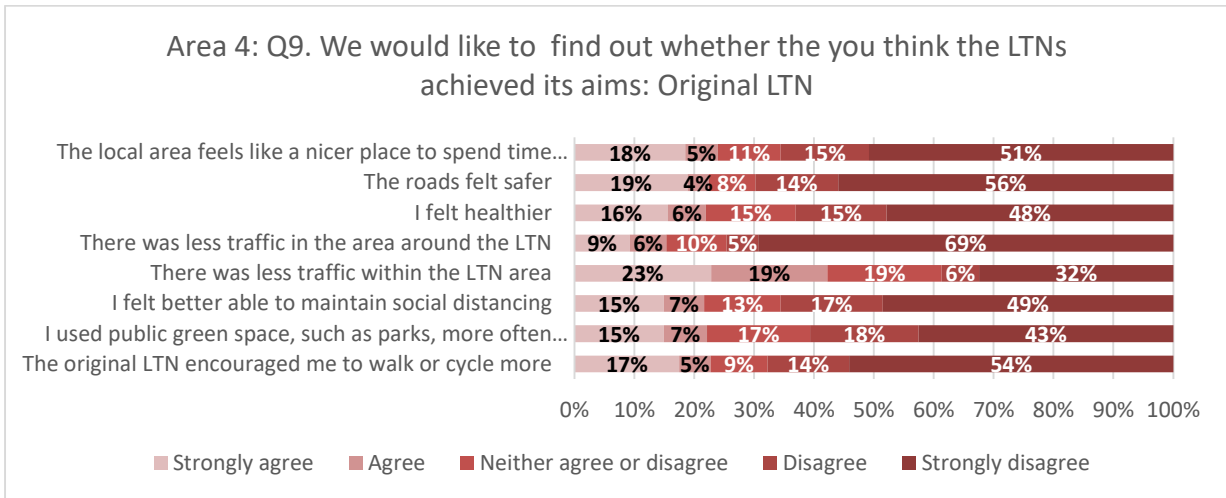


Figure 50: Summary of agree or disagree responses to statements regarding the original LTN.

- Most respondents disagreed with the statement ‘there was less traffic in the area around the LTN’.
- The statement which received the most support, was ‘there was less traffic within the LTN area’ – receiving 23% who strongly agree.
- Most other statements had a clear majority in disagreement (combining disagree and strongly disagree responses).

**Q10. We would like to find out whether you think the LTNs achieved its aims: Revised LTN**

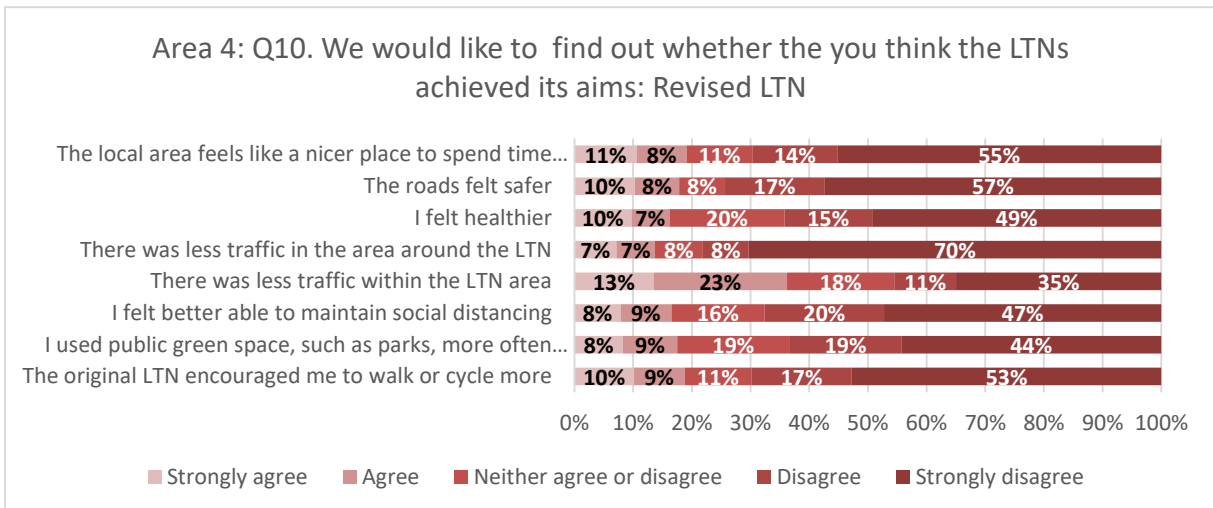


Figure 51: Summary of agree or disagree responses to statements regarding the revised LTN.

- 70% of respondents disagreed that there was less traffic around the LTN under the revised LTN.
- 13% strongly agreed that there was less traffic within the, however this was a sharp decline from the original LTN, with many respondents modifying their response to just agree.

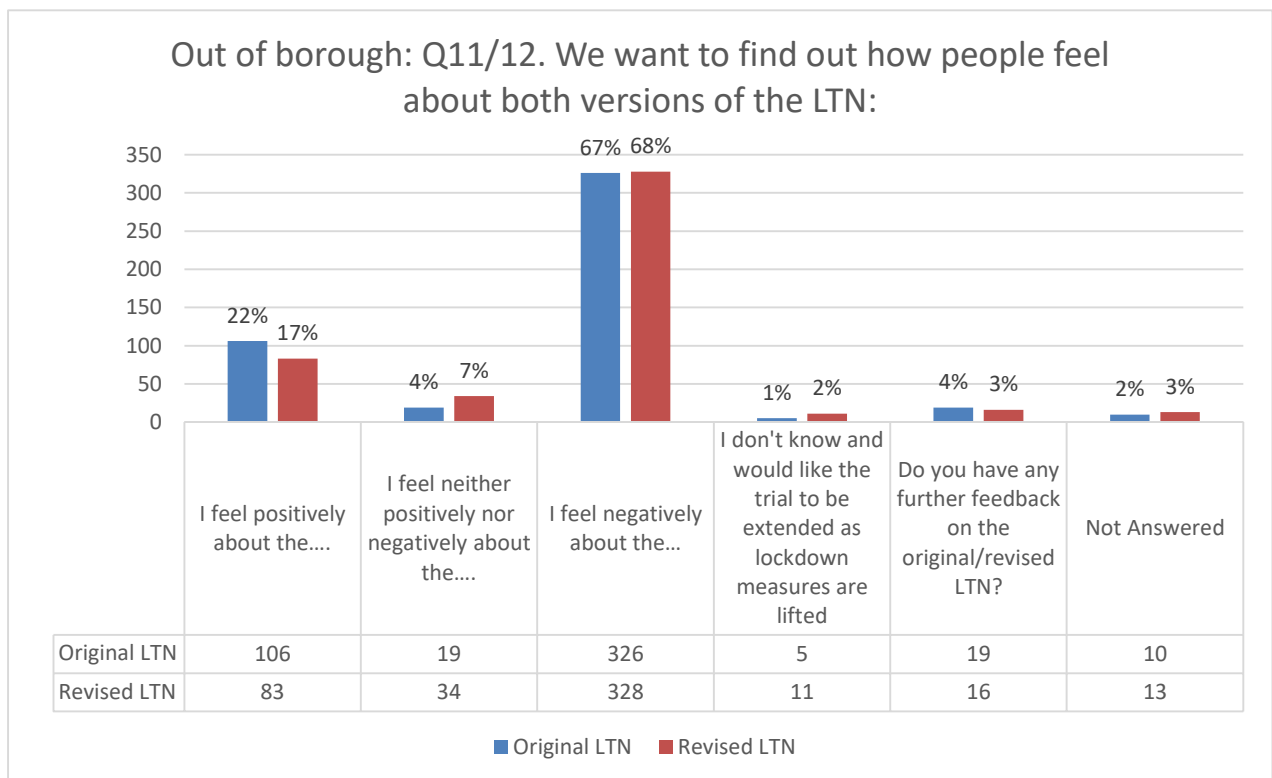


- Most other statements saw over 60% disagreement when taking into account disagree and strongly disagree.

**Q11/12. We want to find out how people feel about both versions of the LTN**

Respondents were asked whether they felt positive, negative or neither positive nor negative. They were also asked whether they don't know and would like the trial to be extended or whether they would like to provide further feedback instead.

A free text box was also provided where respondents could leave a comment about each LTN. Please see **Section 4** for an analysis of these comments.

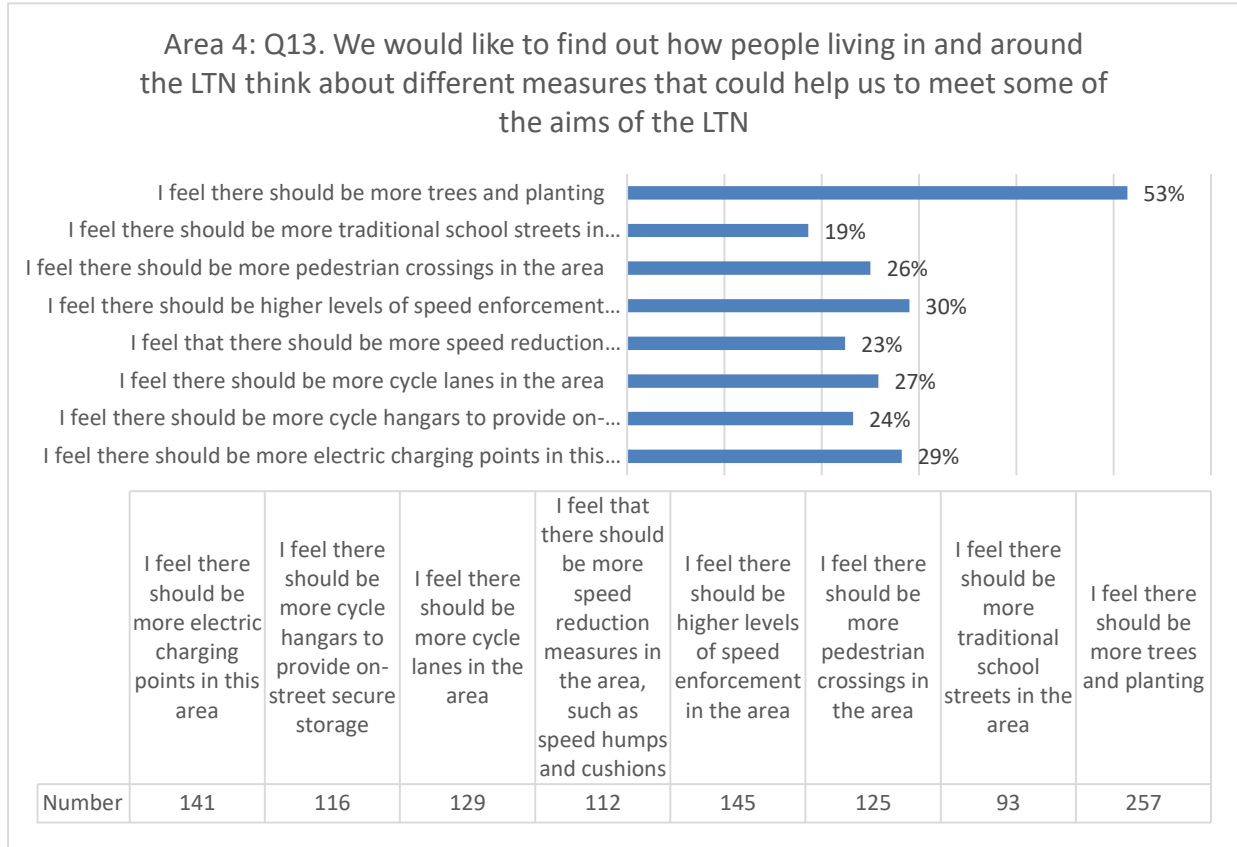


**Figure 52: Graph displaying responses to statements in relation to original and revised LTNs.**

- Most respondents outside of the borough area felt negative about the original and revised LTN.
- 22% felt positive about the original – approximately 5% more than those who felt positively about the revised LTN.
- A minority of respondents felt neither positive nor negative, or would have liked the measures extended, provided alternative feedback, or did not answer.

**Q13. We would like to find out how people living in and around the LTN think about different measures that could help us to meet some of the aims of the LTN**

A percentage figure has been worked out based on the number of responses from **Area 4** – a total of **485** responses.

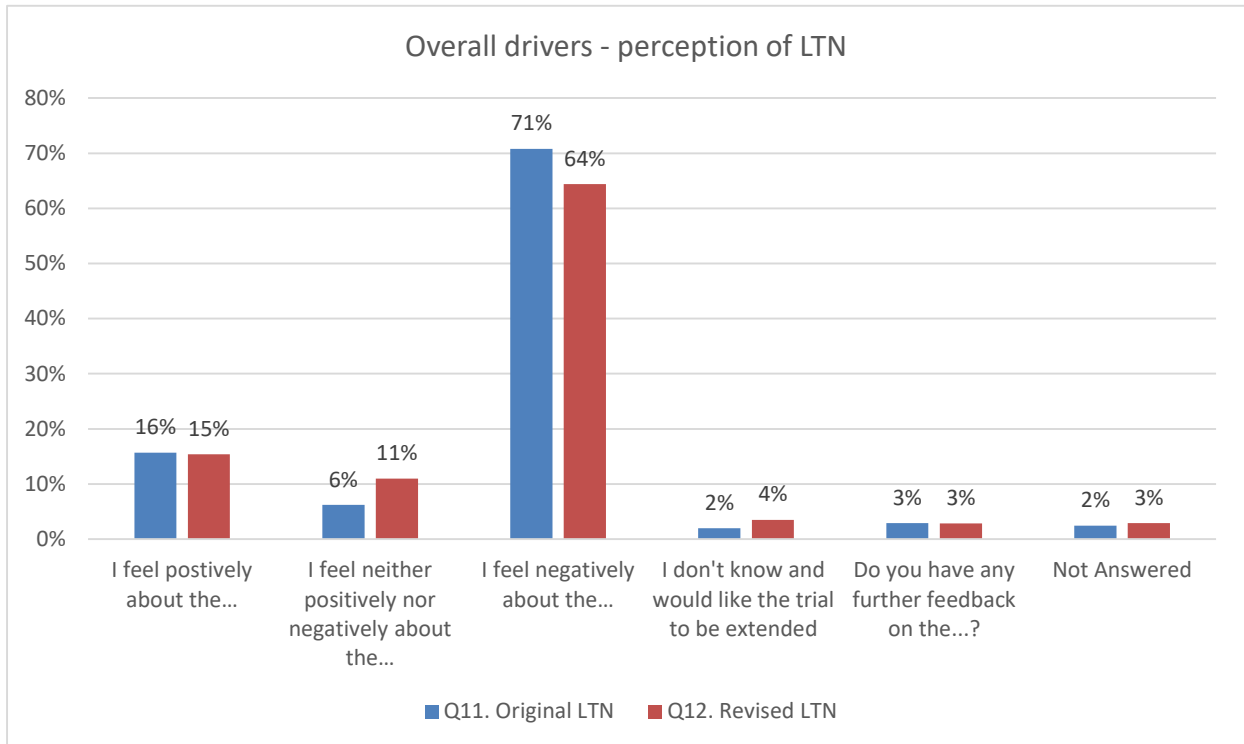


**Figure 53: Graph displaying responses to additional measures respondents would like to see**

- Just over half of all respondents said they would like to see more greenery and trees; this is in line with responses from other areas.
- Traditional school streets was again the least popular statement with 19% support.

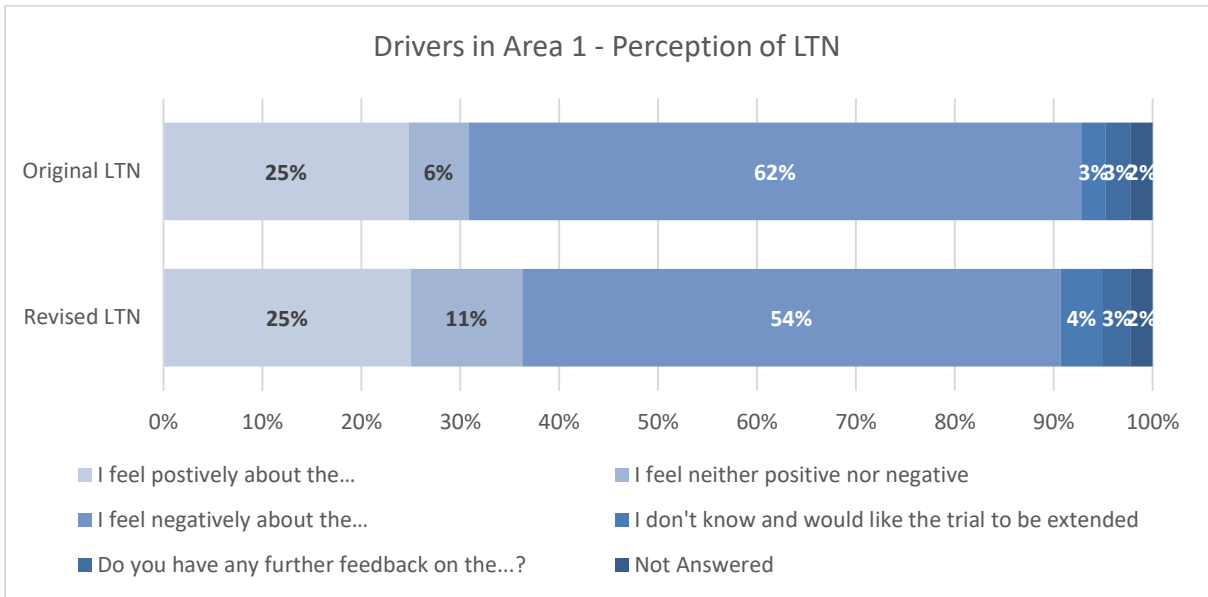
### 3.13 Drivers' perceptions of the LTN

This section will look at those who said they typically drive (Q5) and their perceptions of the LTN (Q11 and Q12). This section will further divide all drivers by those in **Area 1** and **Area 2**. Percentages will therefore be calculated as a subset of **overall drivers**, drivers within **Area 1** and drivers within **Area 2** for each respective chart.



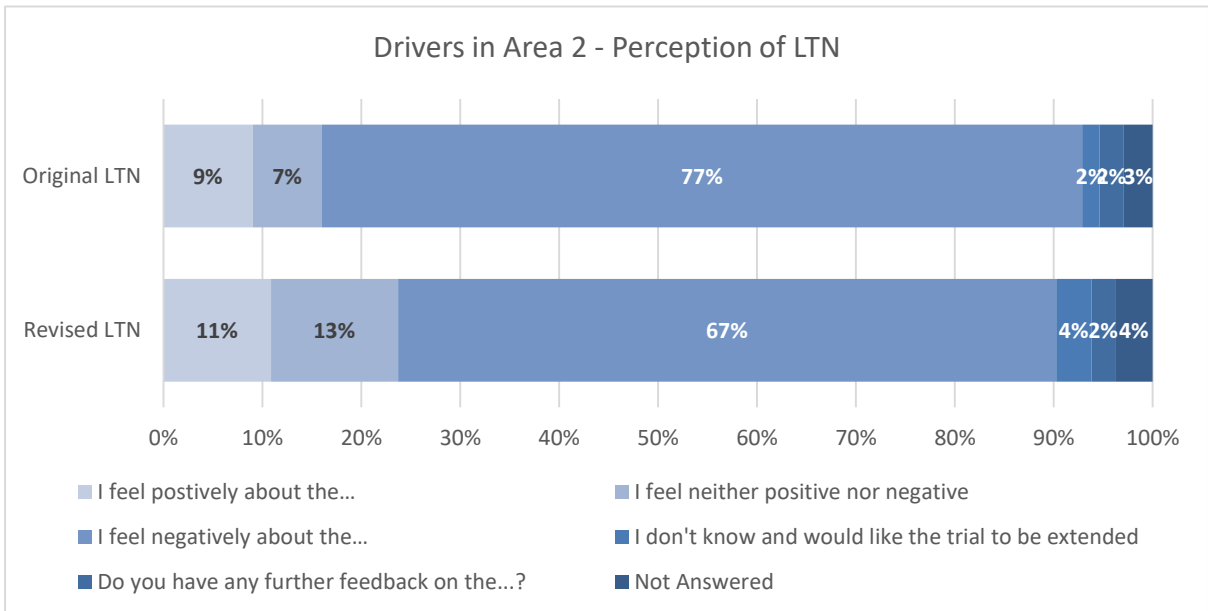
**Figure 54 Graph displaying those who typically drive and their support for the LTN proposals**

- The percentages above have been calculated based on 5,199 drivers who said they would drive typically in a week around Lewisham.
- The original LTN was viewed negatively by approximately 7% more drivers. Overall drivers felt strongly negative towards both LTNs.
- There was a relatively consistent level of positivity for both the original and revised LTN's at 16% and 15%.



**Figure 55: Graph displaying supports amongst drivers in Area 1.**

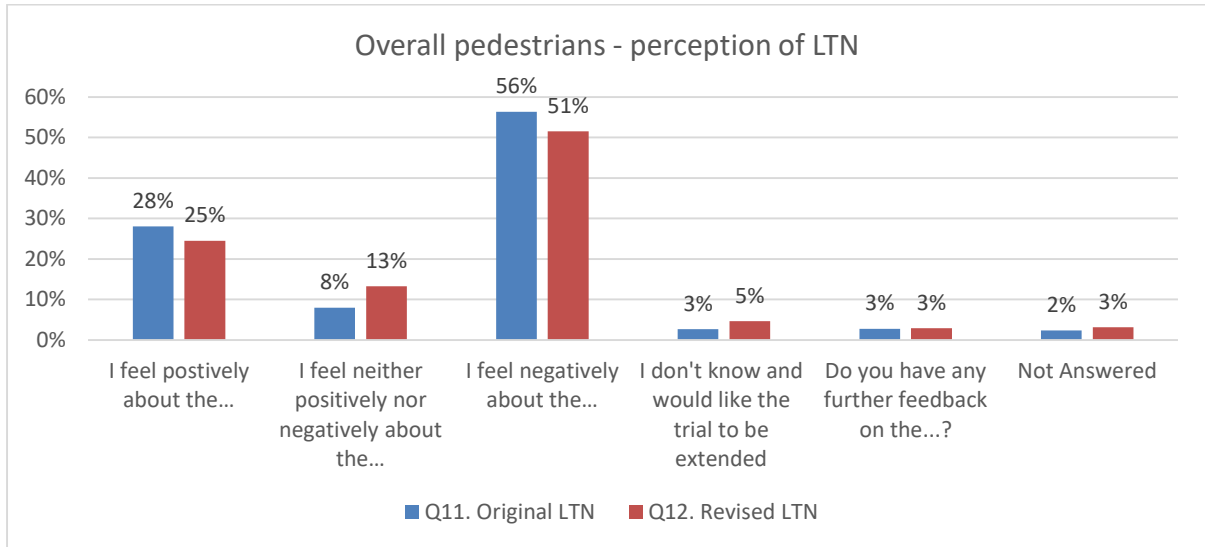
- The percentages above are based on the 1,905 drivers within **Area 1**.
- Both original and revised LTN received the same level o support from those who drive at 25%
- Approximately 8% more drivers in the LTN had negative feelings about the original LTN compared to the revised LTN.



**Figure 56: Graph displaying support amongst drivers in Area 2.**

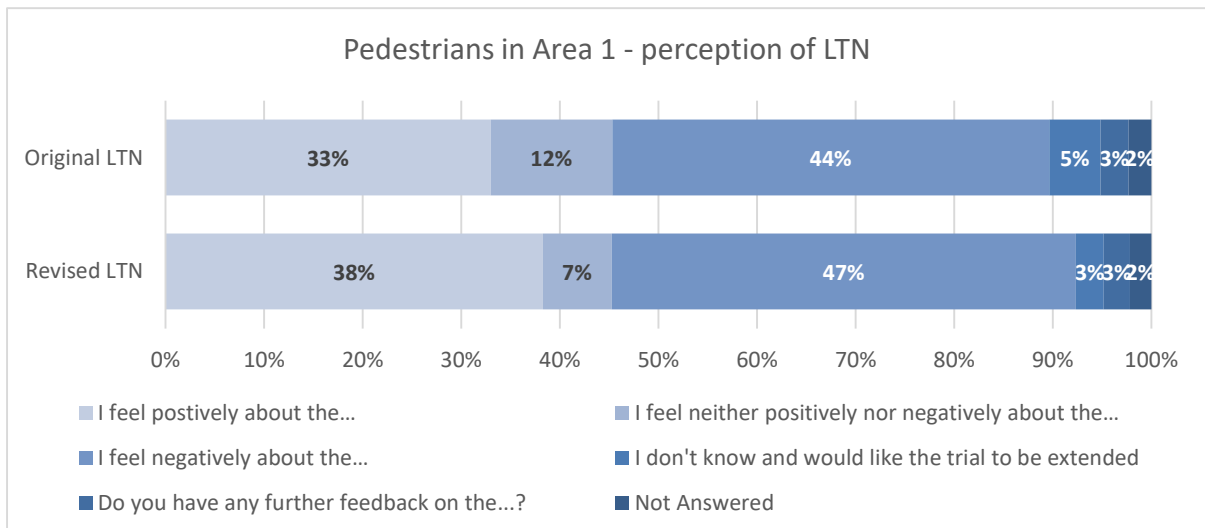
- The percentages above are based on the 1,742 drivers within **Area 2**.
- Far more drivers outside the LTN but inside the consultation area were against the proposals with 77% against the original LTN and 67% against the revised LTN.

### 3.14 Pedestrians' perception of the LTN



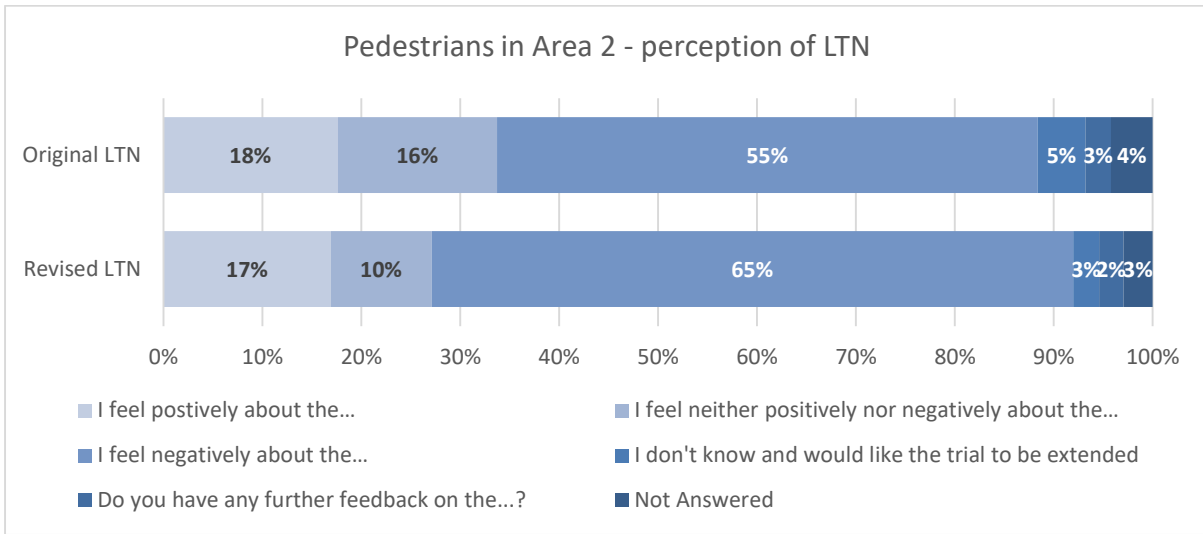
**Figure 57 Graph displaying an overview of walkers and their perceptions of LTN**

- The percentages above are based on the 5,220 respondents who said they typically walk (pedestrians) around Lewisham.
- Over half of all pedestrians were against both LTNs with the original LTN receiving the most negativity at 56%.
- Over a quarter of all respondents were in support of the LTN, with the original LTN receiving the most support at 28%.



**Figure 58 Graph displaying how walkers based in Area 1 felt about each LTN**

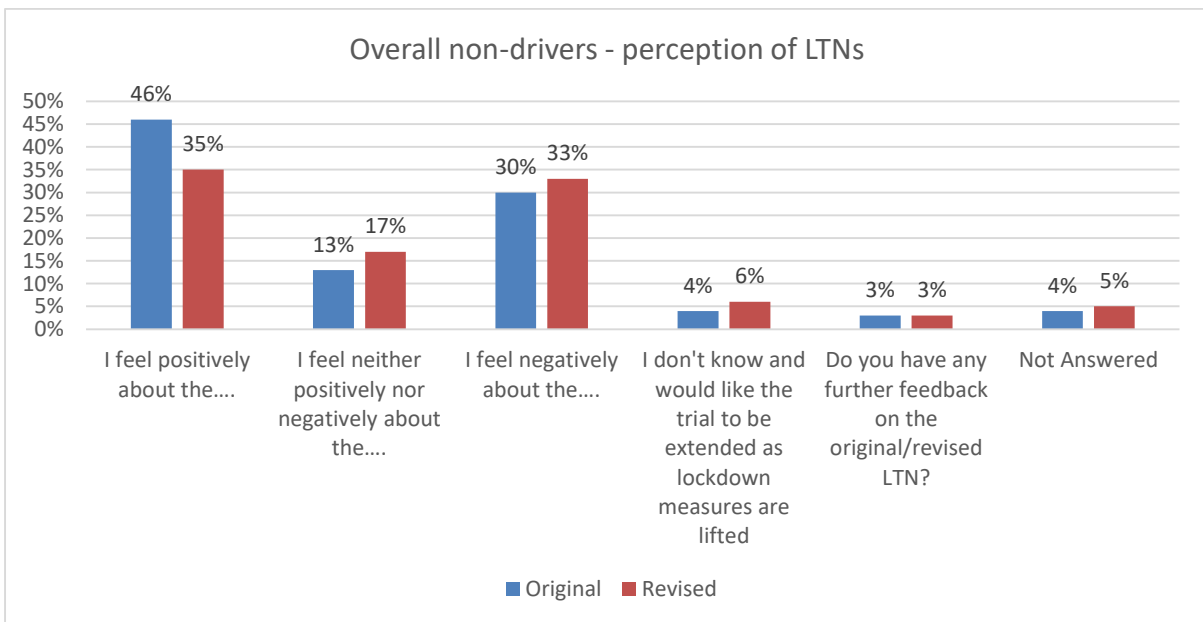
- The percentages above are based on the 2,135 pedestrians within **Area 1**.
- Overall, more pedestrians still felt negative towards both LTNs with 44% revised and 47% original feeling negative. However, not by much as 33% revised and 38% original supported both LTNs.



**Figure 59 Graph displaying how walkers based in Area 2 felt about each LTN**

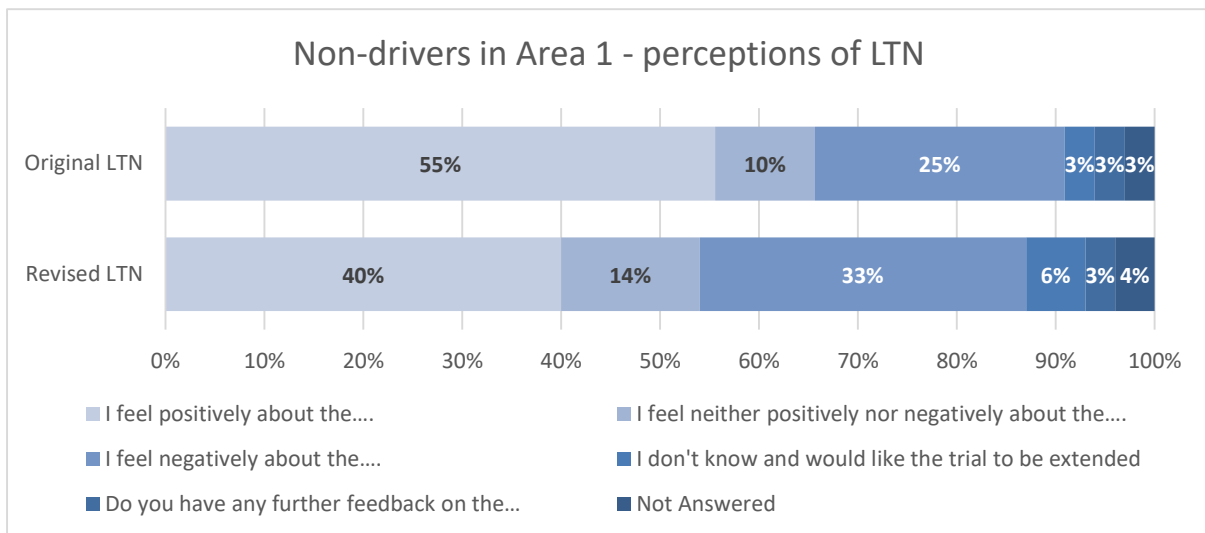
- The percentages above are based on the 1,851 pedestrians within **Area 2**.
- Support levels for pedestrians within the consultation area declined when compared to the LTN area with only 17% in support of the original LTN and 18% in support of the revised LTN.
- More pedestrians were against both LTNs, with 65% expressing a negative opinion on the original LTN while the revised LTN received a 55% negative response.

### 3.15 Non-drivers' perception of the LTN



**Figure 60: Graph displaying how non-drivers felt about each LTN**

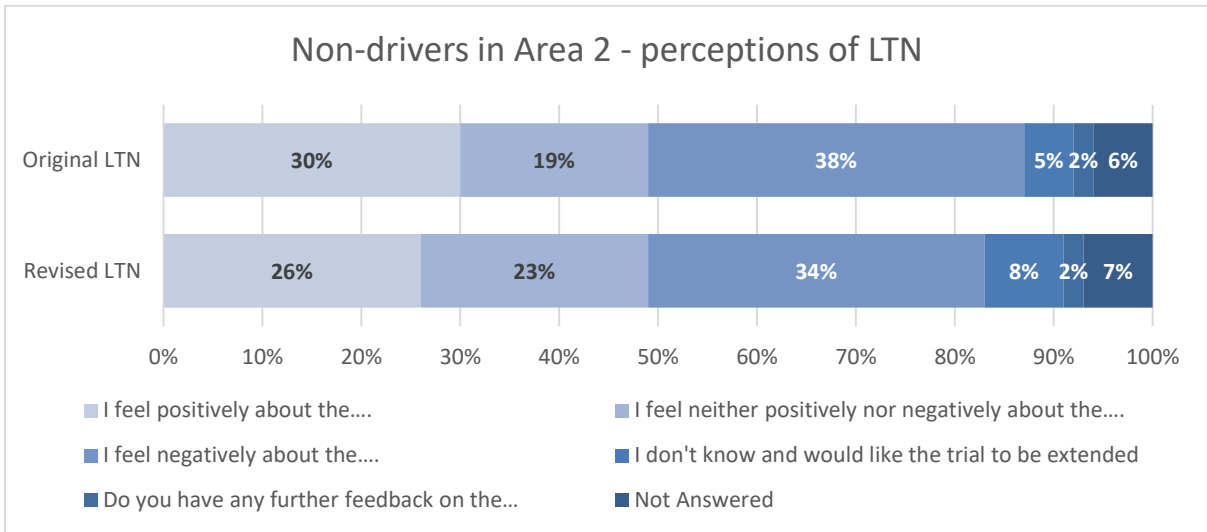
- The percentages above are based on 1,866 respondents who said they did not drive a car regularly or at all.
- Pedestrians and cyclists were more supportive of the original and revised changes than drivers. 46% of non-drivers feel positive about the original LTN, while 35% feel positive about the revised LTN.
- Negative ratings fell for both LTNs but were still significant, with 30% having negative feelings about the original and 33% for the revised LTN.
- Respondents who felt neither positive nor negative were a sizeable minority with 13% choosing neither for the original, and 17% choosing neither for the revised LTN.



**Figure 61 Graph displaying how non-drivers in Area 1 felt about each LTN.**

- The percentages above are based on 728 respondents who said they did not drive and were in **Area 1**.
- Over half of all non-drivers based in **Area 1** had positive feelings about the original LTN at 55%. The revised LTN received fewer positive ratings at 40%.
- 33% said they felt negative about the revised LTN, compared to 25% who felt the same about the original LTN.
- Both original and revised LTNs saw sizeable minorities expressing neither a positive nor negative opinion, with 14% for the revised and 10% for the original.

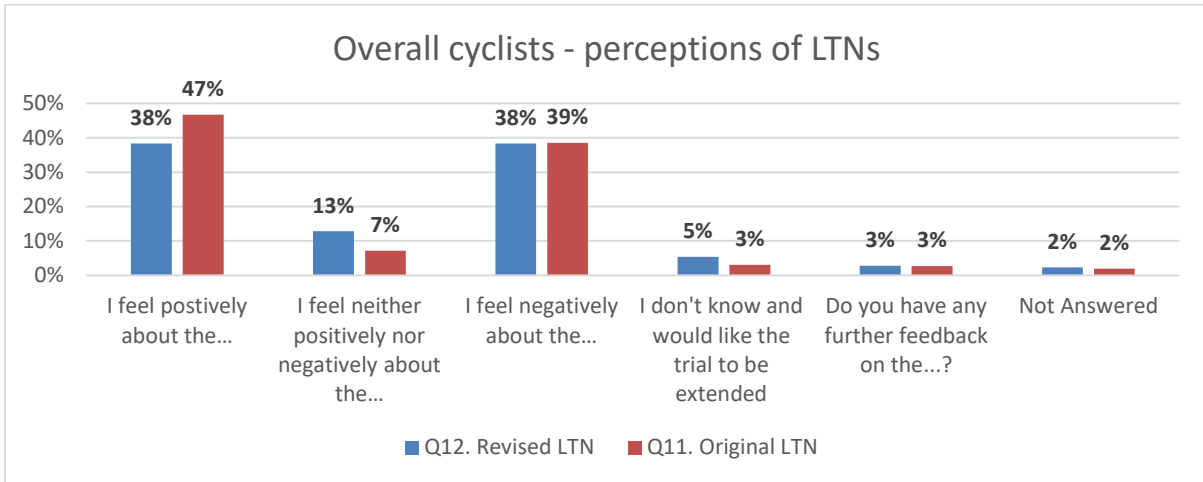




**Figure 62 Graph displaying how non-drivers in Area 2 felt about each LTN.**

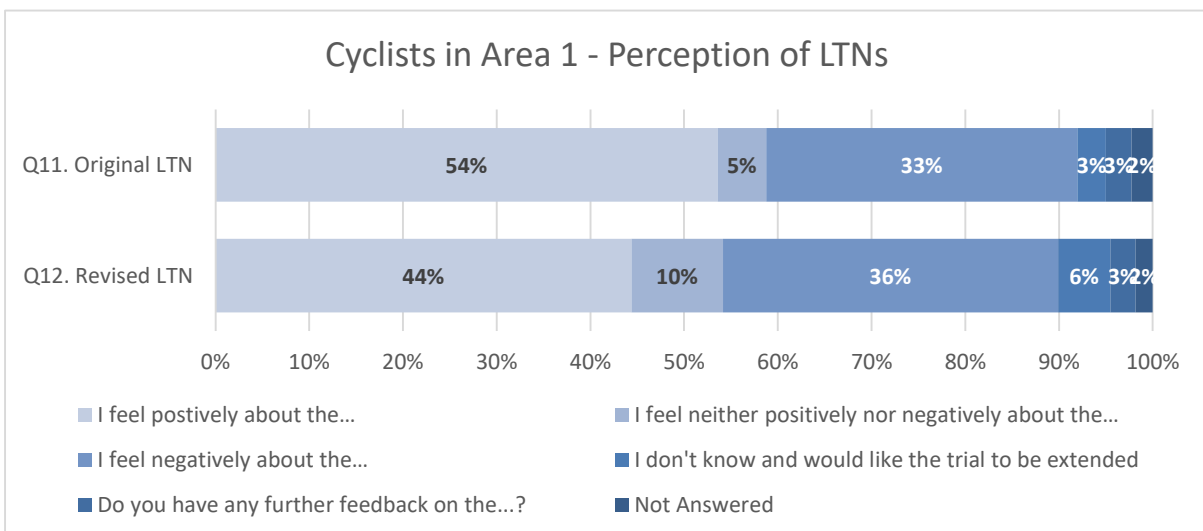
- The percentages above are based on 684 respondents who said they did not drive and were in **Area 2**.
- Perceptions of the LTN were more mixed here than in any other category of respondents.
- 30% had positive view of the original, compared to 26% of respondents of the original.
- Negative opinions of both consultations were marginally the highest, with 38% against the original, and 24% against the revised.
- Respondents who selected neither positive nor negative formed a sizable segment of the response rate, with 19% neither for the original, and 23% neither for the revised.

### 3.16 Cyclists' perceptions of the LTN



**Figure 63: Graph displaying how cyclists felt about each LTN**

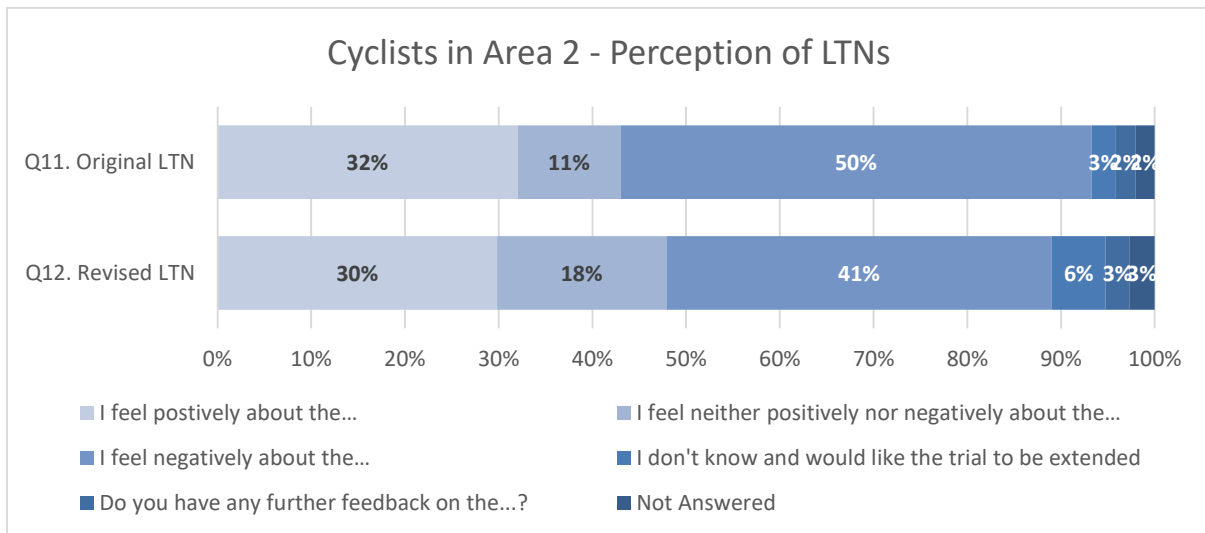
- The percentages above are based on 2068 respondents who responded to the consultation saying they cycled.
- Of those that said they cycled, there was a similar number that had said they feel positively about the original and revised LTN, with 9% more selecting that they felt more positively about the original LTN than the revised.
- There was a similar percentage of respondents that said they cycled selecting that they felt negatively towards both the original and revised LTNs with 39% answering negatively towards the original LTN and 38% revised LTN.



**Figure 64: Graph displaying how cyclists in Area 1 felt about each LTN.**

- The percentage above is based on 883 respondents who said they cycled and were in **Area 1**.

- Those that said they cycled and were in **Area 1** were felt more positive towards the original and revised LTNs. 54% supported the original LTN and 44% supported the revised.
- There was a lower percentage of respondents that said they felt negatively towards the original and revised LTN with 33% feeling negatively towards the original and 36% towards the revised.



**Figure 65: Graph displaying how cyclists in Area 2 felt about each LTN.**

- The percentage above is based on 593 respondents who said they cycled and were in **Area 2**.
- Of those that cycled and lived in **Area 2** the feelings towards both LTNs were more negative than positive with 50% feeling negatively towards the original LTN and 41% towards the revised.
- Around 30% of respondents felt positively towards the original and revised LTNs.

### 3.17 Demographic Questions

A summary of demographic questions can be found in section 6.

## 4 FREE TEXT ANALYSIS

As part of the survey respondents were given a number of opportunities to fully share their views, opinions and ideas for both the original and revised versions of the LTN via free-text responses where they could type in what they wanted. All comments have been individually analysed, and a thematic framework used to categorise comments which raise certain issues, queries, or discussion points. The results of this analysis are detailed in this section.

### 4.1 Free text analysis for Q11 & Q12: We want to find out how people feel about the original and revised LTN:

**Original LTN** - total comments left by respondents: **4,355** (260,000 words). 2,710 respondents left the question blank.

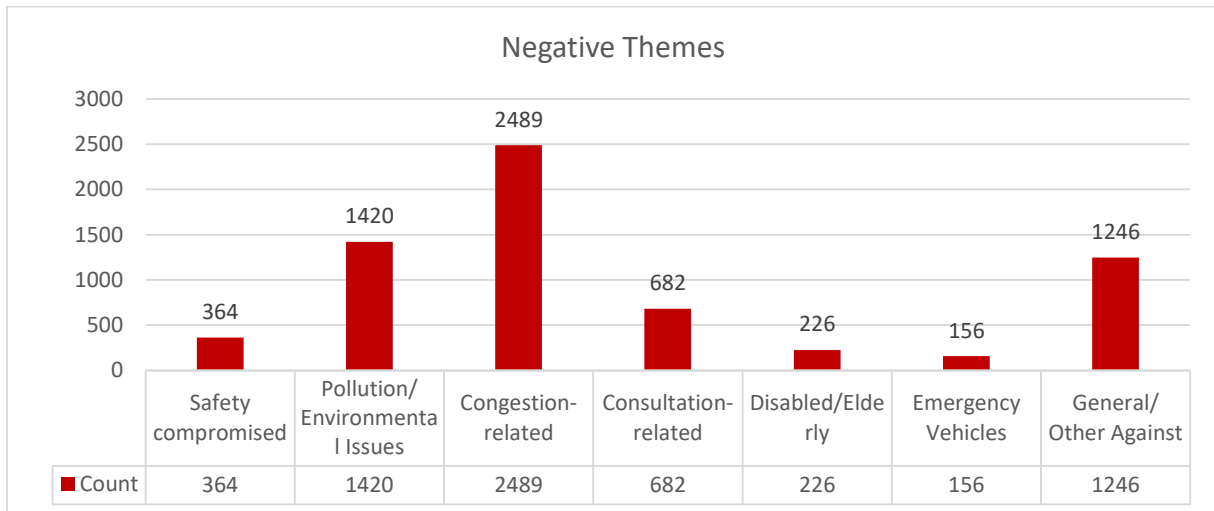
**Revised LTN** - total comments left by respondents: **4,442** (220,000 words). 2,623 respondents left question blank.

### 4.2 Q11: We want to find out how people feel about both versions of the LTN: Original LTN

This question asked respondents how they felt about the original and revised LTN. A list of predetermined options was provided alongside a free-text box where respondents could leave a written comment to explain their answers to the previous question.

The options respondents selected are tallied in the previous section (Q10 & Q11). The comments left by respondents have been analysed by developing a thematic framework to account for what they said for about each version of the LTN. Each theme has been tallied below and a representative quote sourced from the raw dataset has been provided. A percentage figure has also been calculated as a proportion of the total number of respondents who left a comment for that particular version of the LTN.

### 4.3 Original LTN: Negative themes



**Figure 66: Graph displaying negative themes in relation to the original LTN**

- Percentages have been calculated out of the 4,355 respondents who left a comment for this question.
- 2,489 respondents (57.2%) left comments about traffic displacement, longer journey times, rat running and issues relating to traffic flow.

“The original LTN caused huge problems. Cars & vans had to take longer journeys. Journey times were longer - in length & in time, more congestion in my road.”

- 1,331 respondents (32.6%) left comments about how air pollution and environmental issues would result due to the LTNs. Many respondents mentioned this was a consequent of additional congestion and traffic flow being disrupted. A minority of respondents also mentioned noise and how their health would be affected.

“Traffic including HGV vehicles used our road. This caused pollution, noise, and damage to my house because of the heavy traffic. “

- 1,134 respondents (28.6%) left comments which were generally against the LTN. Most did not go into detail explaining why it would be a bad idea, however some mentioned a number of other reasons ranging from impact on business, school runs, won't stop respondents driving etc.

“I felt it created more issues, wasn't thought about or explained properly, was just a money-making scheme and it didn't feel honest or modest.”

- 682 respondents (15.7%) left comments about the consultation process. These comments related to the survey question, misuse of funds, lack of evidence, political agenda, representativeness, no consultation prior to implementation etc.

“The council completely disregarded how the community will be impacted with these changes. This is abuse of power to me.”

- 364 respondents (8.4%) left comments about safety issues arising as a result of the LTN being implemented. Most comments simply mentioned increased danger; however, some did go specify the dangers involve speeding, road rage, children, and cyclist/vehicular interaction.

“I am alarmed by the speed in which cars lorries and larger vehicles speed down our road (Longhurst).”

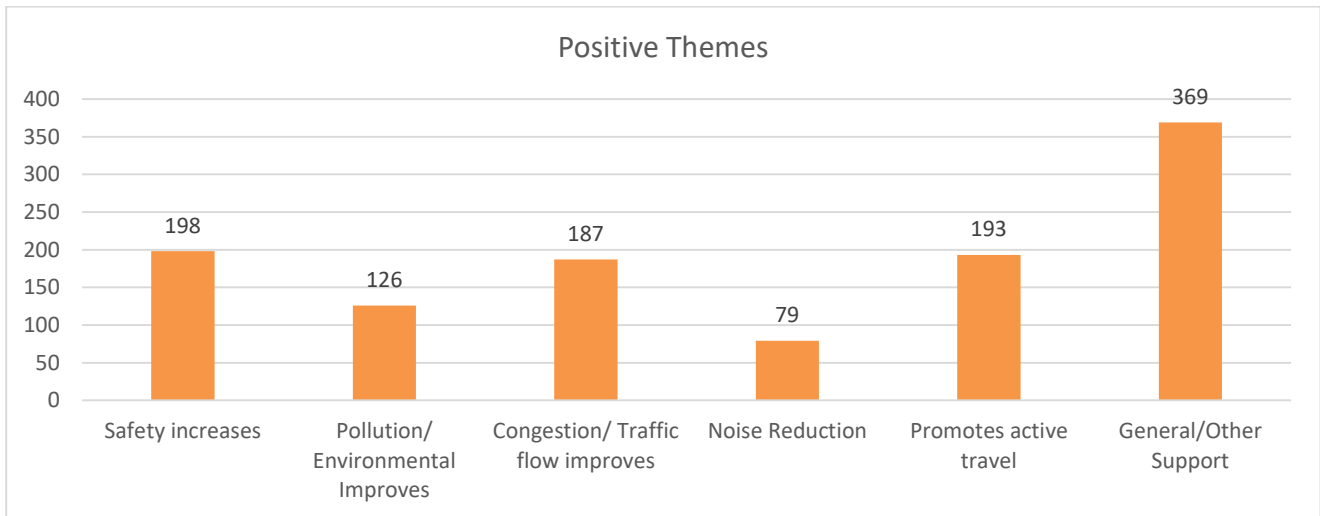
- 226 respondents (5.2%) made comments about how disabled and elderly respondents will be negatively impacted by the LTN proposals or not been considered. Some comments mentioned how cycling/walking was no alternative to reliance on cars.

“Absolutely no consideration for the vulnerable and families with disability or elderly that may rely on their private car to lead some sort of normal life.”

- 156 respondents (3.6%) made comments regarding emergency vehicles. This comment mentioned how ambulances, fire engines and police will be negatively affected by traffic congestion.

“My concern is around the emergency vehicles, ambulance in particular being impeded by the road closure, this potentially puts people's lives at risk.”

#### 4.4 Original LTN: Positive themes



**Figure 67: Graph displaying positive themes in relation to the original LTN.**

- 369 respondents (8.5%) left a comment which was supportive of the LTN. Most comments were generic giving no other feedback explaining why they supported the LTN. Some respondents also mentioned other reasons such as positive for businesses, accessibility etc. Some respondents mentioned extending the LTN scheme area.

“It was the right thing to do. We should revert to this and expand to neighbouring areas. “

- 198 respondents (4.5%) left a comment saying safety had increased as a result of the LTN.

“Significantly safer to be a pedestrian or cyclist in the area during the original LTN, especially with nursery age children. Crossing roads such as Manor Lane was much easier and safer than previously. “

- 193 respondents (4.4%) said the original LTN has encouraged or given them the confidence to cycle or walk.

“Reduced speeding cars cutting through residential streets, as a result was much more pleasant walking and cycling.”

- 187 respondents (4.3%) said congestion, rat-running and traffic flow had improved due to the original LTN.



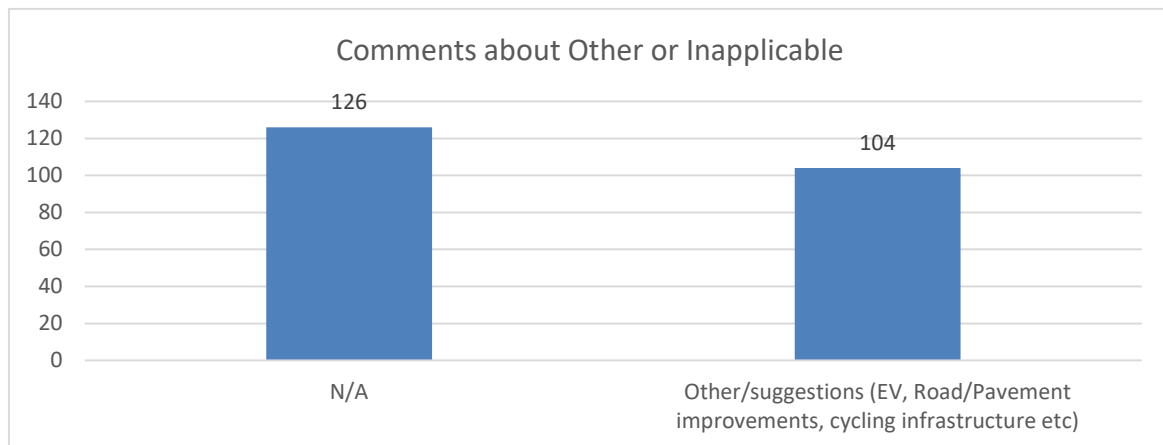
“The original scheme was successful in reducing traffic on my road which was a rat run, dangerous.”

- 126 respondents (2.9%) left a comment saying air pollution had decreased. Some also mentioned other environmental benefits such as cleaner space.

“The air felt cleaner with much less cars around us.

- 79 respondents (1.8%) left a comment saying noise reduction was noticeable.

“Manor Lane was significantly quieter when the original barrier was in place which made the road very safe.”

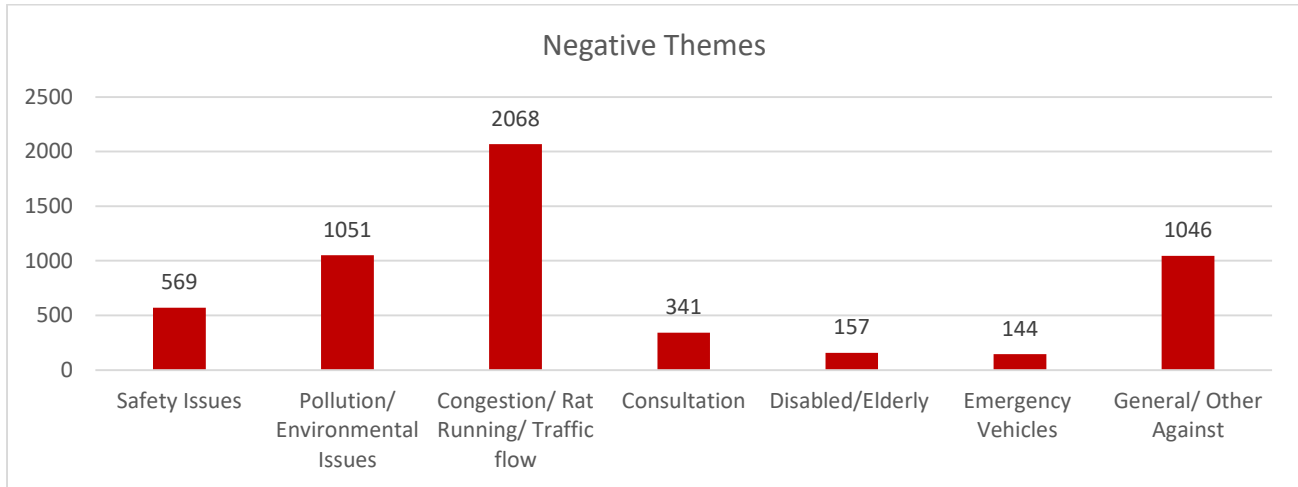


**Figure 68: Graph displaying number of ‘other’ responses recorded in relation to the original LTN.**

- 124 respondents (2.8%) left comments which were inapplicable, irrelevant and didn’t fall under contained no positive, negative, or suggestive elements to their comment.
- 105 respondents (2.4%) left other comments – most were suggestions about adding features to the LTN. Many respondents said they would like to see traffic changes/suggestions, electric vehicle charging points, pedestrian crossings, cycle lanes and hangers, enforcement etc.

“Spending the money supporting people to buy electric vehicles would be better.”

## 4.5 Revised LTN: Negative themes



**Figure 69: Graph displaying negative themes in relation to the revised LTN**

- Percentages have been calculated out of the 4,442 respondents who left a comment for this question.
- 2068 respondents (46.6%) left comments about how congestion would be negatively impacted.

“It did not improve the situation, in fact pushed more traffic towards schools.”

- 1051 respondents (23.6%) left a comment about pollution saying the air quality had decreased.

“Increased traffic and air pollution on the road where we live. My and son’s asthma has got much worse. Stand still grid lock for hours every day. We cannot leave windows open.”

- 1045 respondents (23.5%) left general/other negative points about the LTN. Most respondents simply said they were not in favour of the original LTN. respondents who mentioned other reasons such as businesses would be impacted, or parking would be difficult were also categorised under this theme.

“Not an improvement on the original scheme. All the road closures should be removed.”

- 570 respondents (12.8%) had safety issues with the revised LTN.

“This makes the area less pleasant and active travel less safe.”

- 341 respondents (7.7%) left comments about the consultation process. These comments related to the survey question, misuse of funds, lack of evidence, political agenda, representativeness, no consultation prior to implementation etc.

“The communication regarding the introduction of the original LTN was appalling. There should have been huge media coverage on both the reasons behind the introduction and the specifics (i.e. where you could/couldn't drive.”

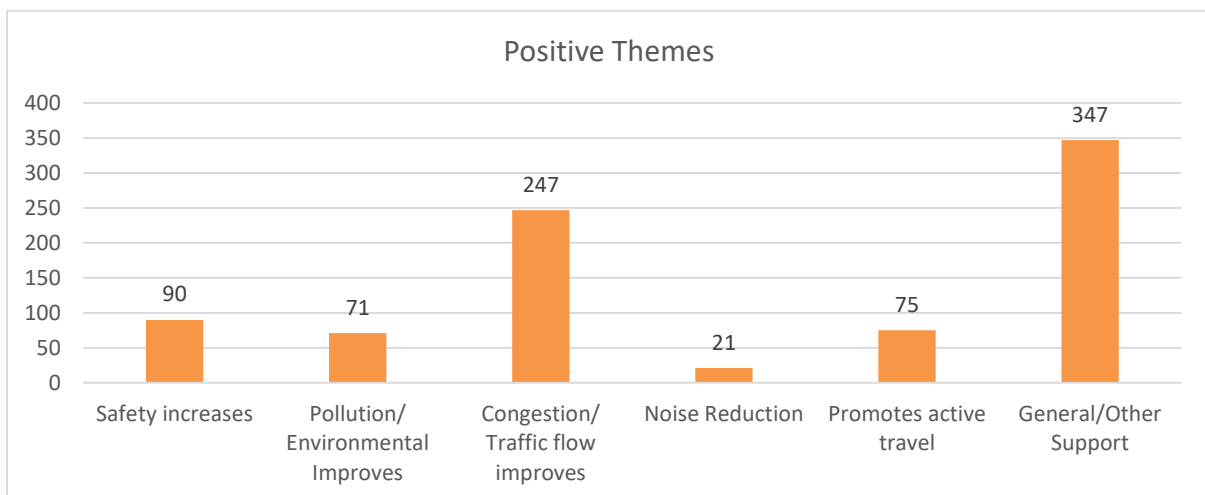
- 157 respondents (3.5%) made comments about how disabled and elderly respondents will be negatively impacted by the revised LTN.

“Still feel negative due to the impact it has on my ability to get about due to my disability.”

- 144 respondents (3.2%) left a comment about how emergency vehicles would be adversely affected in their response time by the revised LTN.

“Emergency service cannot navigate through the traffic and as a result of this my health has been impacted greatly.”

#### 4.6 Revised LTN: Positive themes



**Figure 70: Graph displaying positive themes in relation to the revised LTN**

- 347 respondents (3.2%) left a general or other positive comment about the revised LTN. While most left a generic comment, many expanded upon other reasons and positive suggestions including helping businesses and extending the LTN.

“I liked the original LTN, but I think the revised LTN is even better.”

- 247 respondents (5.6%) stated that congestion had improved. Some respondents simply stated the effect on traffic as better than the original LTN but were still negative towards the LTN generally.

“The revised LTN allows traffic to flow better than the original plan”

- 90 respondents (2.0%) said safety would increase as a result of the revised LTN.

“My road is safer and better for my child. The inconvenience is outweighed by the safety benefits.”

- 75 respondents (1.7%) said they felt more encouraged to walk or cycle more as a result of the revised LTN.

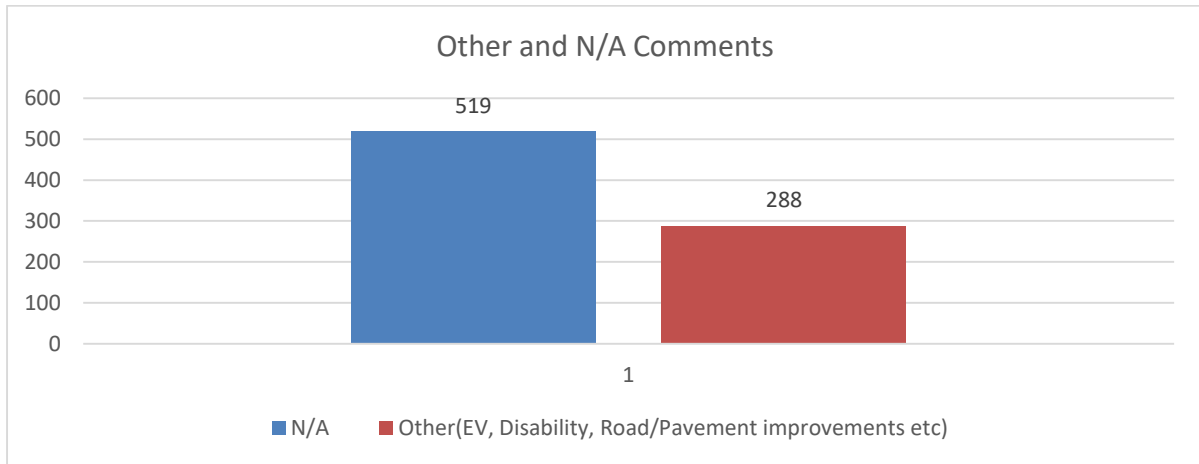
“I love how it has improved the area. I have bought an electric bike to allow me to transport my child and shopping around instead of the car.”

- 71 respondents (1.6%) said they noticed how air pollution had reduced.

“Any efforts to minimise the traffic levels, and thus reduce pollution in the air, is a good thing!”

- 21 respondents (0.5%) commented how there was noise reduction.

“Revised LTN feels like a good compromise- traffic is less and roads much quieter.”



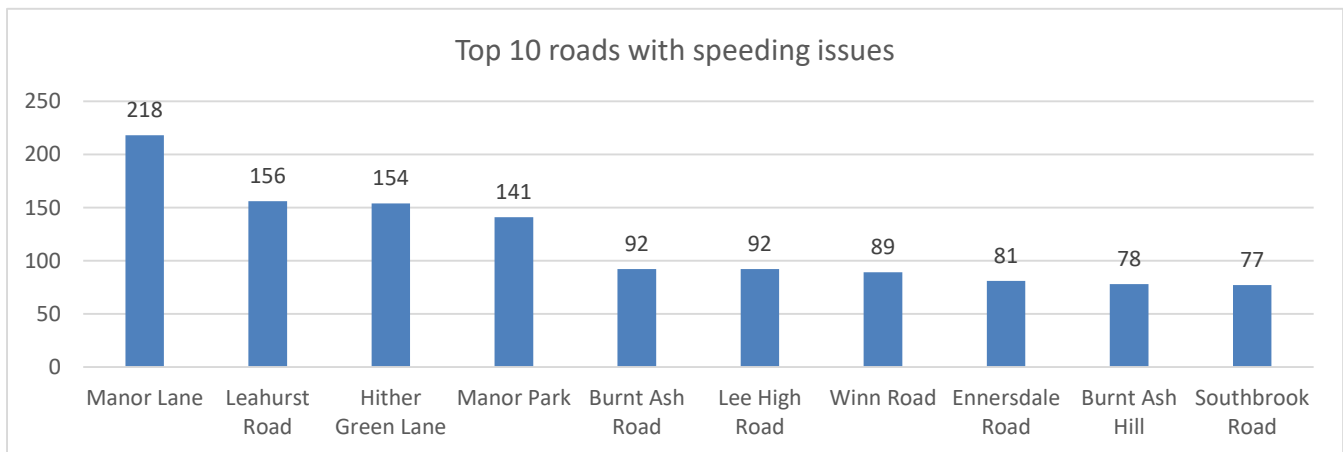
**Figure 71: Graph displaying number of ‘other’ responses recorded in relation to the revised LTN**

- 519 respondents (11.7%) left inapplicable or irrelevant comments.
- 288 respondents left comments making other suggestions and queries. Suggestions were made in relation traffic changes, signage, electric vehicles, enforcement.

“The emergency barrier should be reinstated on the corner of Ennersdale road and Leahurst road to slow traffic and remove heavy trucks from the street.”

#### 4.7 Further Feedback: Are there any streets in the area where you have particular concerns about speeding vehicles?

Every street was given its own code and manually checked to see if respondents mentioned a speeding issue for that particular street. See below for a full list of streets respondents mentioned in their comment as experiencing speeding issues.



**Figure 72: Graph displaying the top 10 road names that mention speeding issues.**

Some respondents mentioned they would like to see speed enforcement cameras on the following roads:

<b>Road</b>	<b>Number of respondents</b>	<b>Comment</b>
Unspecified or General	57	Cameras rather than more damaging speed bumps. Some drivers are less responsible and respectful of residential streets.
Hither Green Lane	15	Speeding continues to be a problem on Hither Green Lane. Perhaps this could be improved with cameras?
Manor Lane	14	Manor Lane is a particular hazard and would benefit from some measure of speed control, i.e. speed bumps, speed cameras.
Winn Road	12	Winn road is 20m but hardly any cars come down at that speed. They all speed down the hill dangerously. Surely there should be 2 camera's along the route.
Manor Park	10	Manor Park. It's a wide open road, the speed bumps are easy to avoid, some drivers are reckless. Needs a camera.
Baring Road	6	Baring road although there are speed restrictions of 20MPH this is not adhered too, cameras would have a better effect.
Brownhill Road	6	I have seen on the main roads cars and motorbikes speeding to well over the speed limit. This needs to stop so maybe more cameras are needed in some spots, Brownhill Road is an example.
Burnt Ash Hill	6	Also speed camera and speed humps on Burnt ash hill should be introduced. There is 20 mph speed limit and I have never seen anyone going 20.
Leahurst Road	5	I think there definitely needs to be a 20mph limit on Leahurst enforced by cameras.

**Table 6: Summary of the roads that mentioned speed enforcement as an issue the most.**

#### **4.8 Q13. Do you have any further comments you would like to share?**

Question 13 provided a text box inviting respondents to write any other suggestions, queries, or comments about the LTN and entire consultation.

- Total respondents who left a comment: 3,975 (270,000 words)

Below is a description of each of the themes included within the thematic framework that was used to analyse the free text comments.

See below for a tally of all comments categorized under these themes.

<b>Public Transport (improve/ invest)</b>	Comments mentions that council should do more to improve public transport. This may include requests for more routes, services, and cheaper fares.
<b>Improve roads/ Traffic changes/ signage</b>	Improve roads i.e., fix potholes. Traffic changes i.e., make road one way, speed bumps, modal filter, signage etc.
<b>Improve pedestrian experience</b>	Improve footpaths, pavements, add benches or other comments to improve pedestrian experience.
<b>Improve Cycling Infrastructure (more lanes, bike storage, discount)</b>	More lanes, segregated lanes, bike storages/racks, discount, training, cycle hire, etc
<b>Enforcement queries</b>	Comments which raise up issues about enforcement (impossible to enforce, money-grabbing exercise, unfair to financially penalise etc)
<b>Other suggestions</b>	Electric Vehicle charging points, timed restrictions of LTN, public toilets, fight crime instead, create children's area, plant trees, spend money on 'X' instead, etc
<b>Safety</b>	Comments which mention safety is compromised as a result of the LTN - cars driving bumper to bumper, safety of children, elderly, road rage and increased danger.
<b>Pollution/ Environmental Issues</b>	Air quality and pollution will decrease and/or make no difference. Noise also goes in here!
<b>Congestion/ Traffic flow</b>	Traffic will come to a standstill. Most comments may mention traffic will be displaced onto nearby roads (rat-running) or travel times take longer.
<b>Consultation (biased, survey, political motive, inadequate, covid funding etc)</b>	Consultation comments relating to the process whether it's the survey, representativeness, political/green activists pushing an agenda, taking advantage of covid funding, more evidence required, missing data, LTN implemented without consultation, or similar comments
<b>Disproportionate Impact (socio-economic)</b>	Some areas may benefit more than others (including wealthier people/areas). Many people have mentioned wealthier areas stand to gain a disproportionate favour while impoverished areas bear the brunt of the LTN proposals.
<b>Emergency Vehicles Concern</b>	Emergency vehicle (ambulance, fire engine, police etc) times and response will be impacted.
<b>Disability/Elderly</b>	LTN will negative impact disabled or elderly residents who cannot walk or cycle
<b>General/ Other Against</b>	Other/General comments that do not specify a reason. Other reasons may include negative impact on business, weather conditions impact travel habits, people won't cycle/walk more, housing etc. Many comments which mention they are against the LTN without specifying a reason.
<b>Safety increases</b>	Safety is increased (there may be overlap with 'promotes active travel' - especially if they feel they have confidence to cycle/walk as a result of increased safety

	which would mean this is subject to being categorised under more than one theme.
Pollution/ Environmental Improves	Air quality and pollution will improve. Also, Noise.
Congestion/ Traffic flow improves	Congestion and traffic flow will improve
Promotes active travel	Promotes walking/cycling and discourages motorised vehicles
General/Other (including extend LTN) Support	Other comments people mention that do not fit in the red categories or general comments supporting LTN without specifying reason. If respondents mention they would like to see LTN extended or include another area code under this category
N/A	Comments which are irrelevant, neither positive nor negative or a suggestion. Many comments have simply states 'see above'.

Table 7: Table displaying Supporting comments (Yellow), Negative comments (Red) and positive comments (Green)

#### 4.9 Q13: Breakdown of negative themes

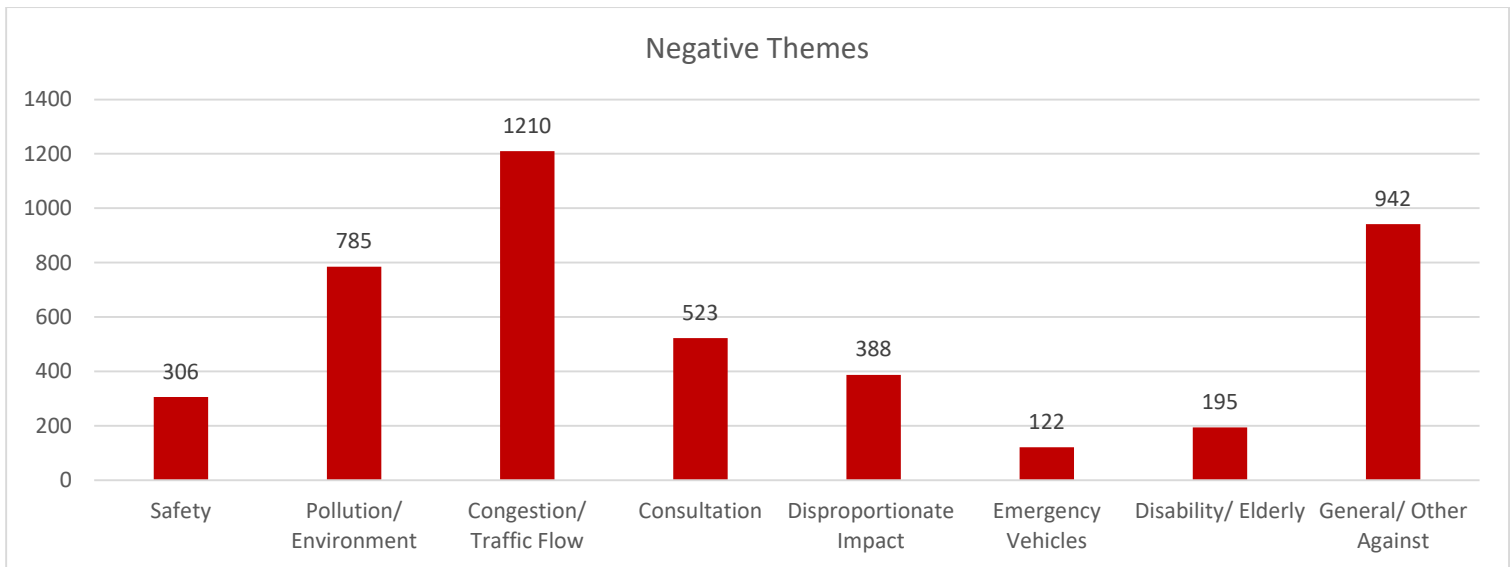


Figure 73: Graph summarising negative comments left on Q13.

- 1,210 (30.4%) mention congestion and traffic flow would be negatively impacted by LTNs.

“LTNs actually create more traffic.”

- 942 (23.7%) made a general comment saying they’re against LTNs. Some comments may have mentioned LTNs exacerbate other issues (parking, local businesses) as well.

“Remove LTNs and invest in other methods, they don’t work, they just create traffic, people won’t stop driving because of them.”



- 785 (19.7%) mentioned pollution and other environmental drawbacks (noise) would result due to LTNs.

“Remove them, this is not the way, pollution is pushed onto the main roads and affects those living/using them even more.”

- 523 (13.2%) made negative comments about the consultation procedure.

“Share plans with residents prior to implementing them”

- 388 (9.8%) left a comment about how there would be a disproportionate impact in some areas.

“Please consider the negative impact on those who have not had their roads closed, not just those that have benefited from the scheme.”

- 306 (7.7%) left negative comments about safety.

“Live in the area and see the impact it is causing all of us. Look at the rate of accidents going up”

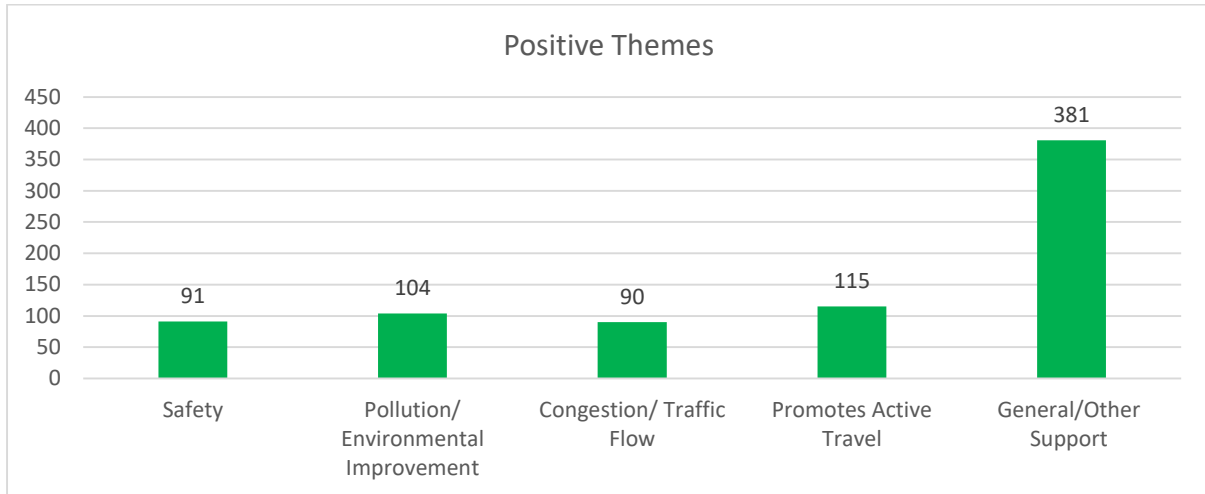
- 195 (4.9%) made comments about disable/elderly.

“The changes to allow blue badge holders from Lewisham only to have exemptions is pointless for those on the other side of the borough boundary who also need to access Lewisham hospital by car.”

- 122 (9.8%) left a comment about how LTNs affect emergency vehicle response times.

“You are messing up people’s livelihoods and preventing people from receiving medical care from ambulances due to this and closing roads.”

#### 4.10 Q13: Breakdown of positive themes



**Figure 74: Graph summarising positive comments left on Q13.**

- 381 (9.6%) left a general comment about how LTNs are good without going into detail. Some mentioned other reasons or suggested it should be extended.

“Please continue to roll out LTNs in neighbouring areas such as Catford.”

- 115 (2.9%) felt LTNs encourage people to walk or cycle more.

“I am thrilled with the way the LTN's have impacted on the local area and I think a lot of people have been encouraged to take up greener methods of transport as a result.”

- 104 (2.6%) made a positive comment about LTNs improving air pollution and/or noise.

“The LTN is great. Less pollution - feel healthier.”

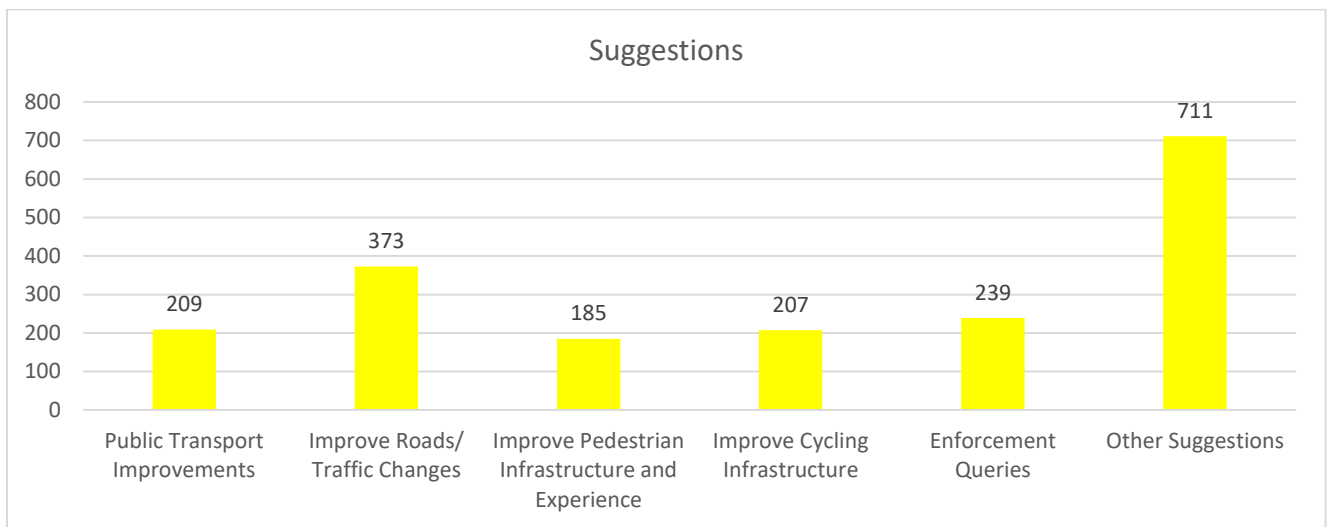
- 91 (7.7%) left negative comments about LTN's enhancing safety.

“As a woman, I feel much safer cycling through LTNs instead of around busy roads and speeding traffic, where cars often feel entitled to hooting at anyone they feel is ‘in their way’ “

- 90 (4.9%) made comments about how LTNs improve congestion and traffic flow.

“Keep on going to reduce car traffic. I fully endorse any actions you can take to deliver this.”

#### 4.11 Q13: Suggestions left via free-text responses



**Figure 75: Graph summarising suggestions left on Q13.**

- 711 (17.9%) left other suggestions. Some suggestions referred things unrelated to the original or revised LTN areas, however many respondents asked for planting trees, electric vehicles etc.

“Just get rid of it and put in place more electric charging points”

- 373 (9.4%) asked for traffic changes. Suggestions included including one-way, signage, traffic light phasing etc.

“Clearer signage on Dermody Rd means more people take notice and can turn around, but maybe no entry signs would be more obvious.”

- 239 (6.0%) left comment about enforcement. Many wanted greater enforcement on speeding, some wanted restrictions on parking and cycling on pavement restricted.

“There should be enforcement for every road user, so their safety is protected “

- 209 (5.3%) made a comment saying public transport needs to improve if people are to stop using their cars.

“The only way people will stop using their cars is when public transport is safe reliable and inexpensive.

- 207 (5.2%) left comments about improving the cycling infrastructure. Majority of comments focused on adding cycle hangers/storage or providing cycle lanes.

“Cycle hangars in as many streets as possible would actually be a big incentive for people to cycle as many people lack storage space for adult bikes in my neighbourhood.”

- 185 (4.7%) made a comment about improving the infrastructure for pedestrians and enhancing their experience. Most suggested additional crossings and pavement widening.

“There should be more pedestrian crossings near traditional school streets in the area.”

## 5 ADDITIONAL RESPONSES

### 5.1 Key stakeholder responses

Additional responses were received via email over the course of the consultation period by numerous key stakeholder organisations and political party members. These are summarised below.

#### **Len Duvall AM**

- Agrees with aims and objectives set out by the council but raises that there are other ways of achieving these through such things as ULEZ.
- Very little is raised in the consultation regarding to displacement of traffic. Traffic will need to be reviewed in the coming months and better communication with neighbouring boroughs is needed.
- The impact to emergency services must be kept under review.
- Road closures should be the last resort if alternatives cannot be found to achieve desired outcomes.
- Raises that local communities do not like change and that the approach of working with the community should be practiced rather than a 'take it or leave it approach'.

#### **London Ambulance Service (LAS)**

- The pace of which the initial LTN was implemented left little time for constructive consultation with emergency services in order to understand impacts on emergency service access.
- Since the implementation **13** incidents of delays have been reported by ambulance crews responding to or conveying care in the borough. **10** of which were specifically recorded within the Lee Green LTN area.
- Support measures to improve public health by reducing traffic and encouraging walking and cycling, but know that changing road layouts, implementing road closures and traffic management schemes all have potential to impede response times to the most critically ill people.
- LAS are asking that we consider looking at alternatives to physical barriers such as Automated Number Plate Recognition (ANPR) cameras.
- Ambulance crews are able to report delays on internal reporting systems. Each report is reviewed and if relating to road conditions reported to either TfL or local borough(s). The Lee Green LTN was highlighted as one location causing delays to ambulance crews due to hard closures. These were fed back to traffic officers in the council.
- As a result of delays LAS are meeting and working closely with the council on a regular basis to discuss existing and new scheme designs.

#### **Metropolitan Police**

- Feedback was provided by a local Sergeant involved with the Safer Neighbourhoods Team at Lewisham/Lee Green.
- Borough officers are receiving penalty charge notices (PCNs) when the original traffic order would have expressed exemption for emergency vehicles.
- Some officers refusing to police certain areas as a result of PCNs and causes a large amount of paperwork.
- Automated number plate recognition cameras (ANPR) are favoured over physical closures.

#### **Janet Daby MP for Lewisham East**

- Has been contacted by over 540 residents during the lifespan of this scheme.
- Over 400 emails received during the initial period prior to changes made in November 2020.
- Only 10 emails since consultation had commenced.
- 90% of emails were not in favour of the LTN.
- The revised LTN has been positive and has a positive impact on residents. The decision to reconsult on the LTNs was the correct course of action.
- Supportive of LTNs being the way forward and strongly support what they stand for in encouraging walking and cycling, improving air quality, reducing noise pollution and making roads safer.
- Must ensure we continually consult, inform and update local residents when significant changes take place.
- Welcomes the implementation of electric vehicle charging points, green walls, cycling paths and green walking areas.

#### **Royal Borough of Greenwich**

- Greenwich support fair and equitable low traffic neighbourhoods
- Engagement from the public identified strong concerns from Greenwich residents about the effects of the revised LTN.
- Significant concern regarding the displacement of traffic generated by these LTNs into Greenwich, including roads like Horn Park Lane, Abergeldie Road, sections of Westthorne Avenue, Scotsdale Road, Crathie Road, Weigall Road and Ravens Way.
- Encourage Lewisham Council to work with Greenwich on this and would be keen to see any traffic data supporting Lewisham Council's decisions and its assessment of the potential impacts on Greenwich.

#### **Royal Borough of Greenwich Opposition Group**

- The Lewisham and Lee Green LTN has generated strong views and opinions in both Lewisham and Greenwich. This has been exacerbated by the council's failure to consult with residents prior to implementing the scheme.
- Concerned by the impact that the LTN has had on traffic levels on Greenwich roads, particularly areas around Eltham Road, Sidcup Road, Westhorne Avenue and Weigall Road.
- Greenwich residents have had no say in the process and are experiencing knock-on effects of increasing pollution levels, defeating the objectives of the Lewisham and Lee Green LTN scheme.
- Acknowledge the importance of encouraging residents to use healthy modes of transport. However, do not believe that the Lewisham and Lee Green LTN has achieved this.
- Are against the continuation of the scheme in its current form and urge that any future schemes should be designed with involvement of both Lewisham and Greenwich councils with full impact assessments prior to consultation. Any full consultation must show the majority of residents support the scheme for it to be installed.

### **London Cycling Campaign (LCC)**

- Representing the local borough group Lewisham Cyclists (LC) which are part of LCC.
- Fully supports the original scheme with specific points raised focusing on cycling elements and how they believe it could be improved.
- Feel that the original LTN was not effectively trialled due to the decision to remove a number of modal filters in October 2020. During this period traffic volumes were not representative of pre pandemic levels.
- LCC would like to see two-way modal filters restored on Manor Lane, Leahurst Road, Manor Park and Dermody Road.
- LCC would like to see more dedicated cycling infrastructure in Lewisham. An integrated cycle network which meets London Cycle Design Standards and enables residents to choose cycling as a viable mode of transport.
- Lewisham cyclists observed a number of members who found the original LTN encouraged them to walk, wheel and cycle with their families more as a result of the LTNs.
- Would like the Council to continue to roll out similar schemes in Hither Green, Grove Park, Rushey Green, Brockley and Catford South.
- LCC propose that to compliment the LTN, cycle tracks should be protected on Burnt Ash Road, Baring Road and Lee Road, providing



further connectivity the local areas. This route is currently not possible by public transport but could be cycled in 15 minutes.

### **Lewisham Pedestrians**

- The comments and observations by Lewisham Pedestrians are given as a community group that represents the interest of 300,000 pedestrians in Lewisham.
- The introduction of LTNs is welcomed by those who are walking as they provide safer routes from residents' homes for regular exercise and access to public transport, shops and services.
- The original LTN should be re-instated as it was trialled for a very little time before being amended in October 2020.
- LTNs cannot be judged based on isolation.

### **LiveLee**

- A resident's group from the streets east of Burnt Ash Road.Hill including Royal Borough of Greenwich streets.
- The effects of the LTN have been transformative. The rat running experienced by out-of-borough commuters caused Abergeldie Road, Horn Park Lane, Upwood Road, Cambridge Drive, Dorville Road and Woodyates Road to become busier than the A20 during the week.
- The Mayor together with members and officers are to be thanked as they did achieve a remarkable change. People are now able to walk safely, chat with neighbours and enjoy their leisure at home. Many have almost stopped driving and people from outside our streets have been able to use them for exercise during the pandemic.
- The scheme does stop rat running. But feel the bollards should be replaced with either street furniture or ANPR. It has been evident that the bollards that are up have been vandalised.
- Commuter parking is returning and we would like to see the inclusion of a CPZ introduced on all our streets on a trial basis with consultation.

### **Make Lee Green**

- Make Lee Green is a resident's group that supports measures to improve the health and quality of life of people in the Lee Green area and across Lewisham
- Wish to maintain the original LTN and restore the parts that were removed in October 2020.
- Traffic is substantially reduced, with lower emissions and quieter, healthier streets with surrounding roads are also benefiting



- Residents are responding by choosing to walk and cycle as a safer alternative to driving. Any decision to remove or further dilute the LTN would see these benefits lost.
- The choice is between a positive vision of Lewisham as a safer, healthier, more sustainable community, or one where we surrender our streets to ever increasing levels of traffic and pollution.

### **One Lewisham**

- A campaign group with over 700 active members.
- A formal objection was raised by the campaign group.
- The scheme causes a number of significant issues. The council have attempted to address some of these issues in the changes in November, but the evidence presented is that whilst there may have been improvements in some areas, other areas were less fortunate.
- In your own review of this scheme, with results reported via Sustrans, there isn't a single area within the LTN that suggested that this has had a positive impact on them walking and/or cycling.
- The current LTN fails at delivering Social Distancing opportunities. Too many roads, like Fernbrook, Leahurst, Longhurst, Dallinger, Holme Lacy etc. have cars parked on the pavements. This means it is impossible to maintain 2 metres when passing someone as the pavements aren't 2 metres wide.
- Looking at reported accidents, most of them happen around the scheme and not in it. We would argue that these areas should be looked at first.
- Undoubtedly pollution inside the scheme will have gone down. At least from motor cars as they will no longer be able to access Lee Green. However, at what cost? Your own stats, published in your consultation documents shows, that even with traffic lower than before the pandemic, pollution has risen on surrounding residential roads.
- We analysed the pollution data published in November for the previous scheme design. It showed that pollution on the roads surrounding the LTN had increased by 20% compared to elsewhere in the borough.
- There has been no consultation of people around Lewisham. Grove Park, Catford, Lewisham Central, for example, are all affected by this scheme and yet never had a voice. Minimal consultation for those inside the LTN who weren't involved at it's conception.
- At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme.



- At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme, but this has since been revised.
- TfL data shows that bus journeys in the area were significantly delayed.

## 6 SUMMARY OF DEMOGRAPHIC QUESTIONS

This section provides a breakdown of the demographic and equality questions asked as part of the consultation.

### What is your age?

Respondents were asked to select their age.

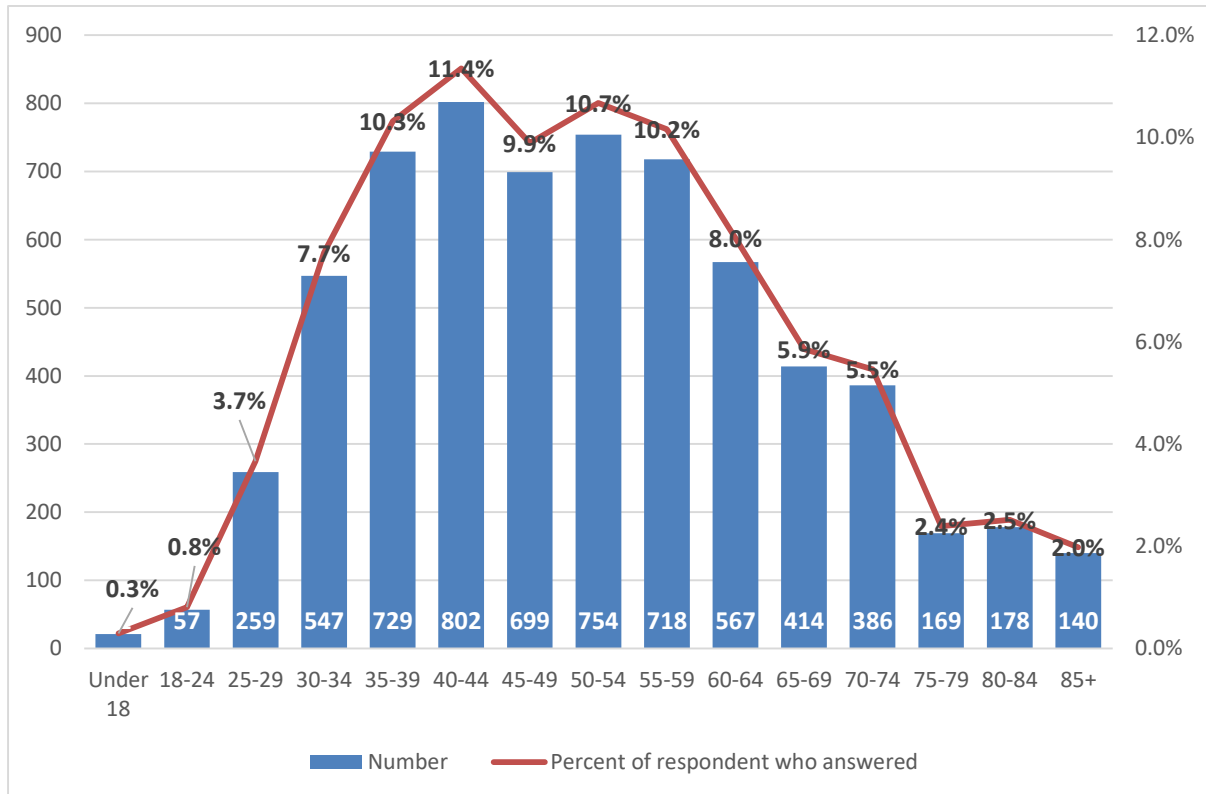
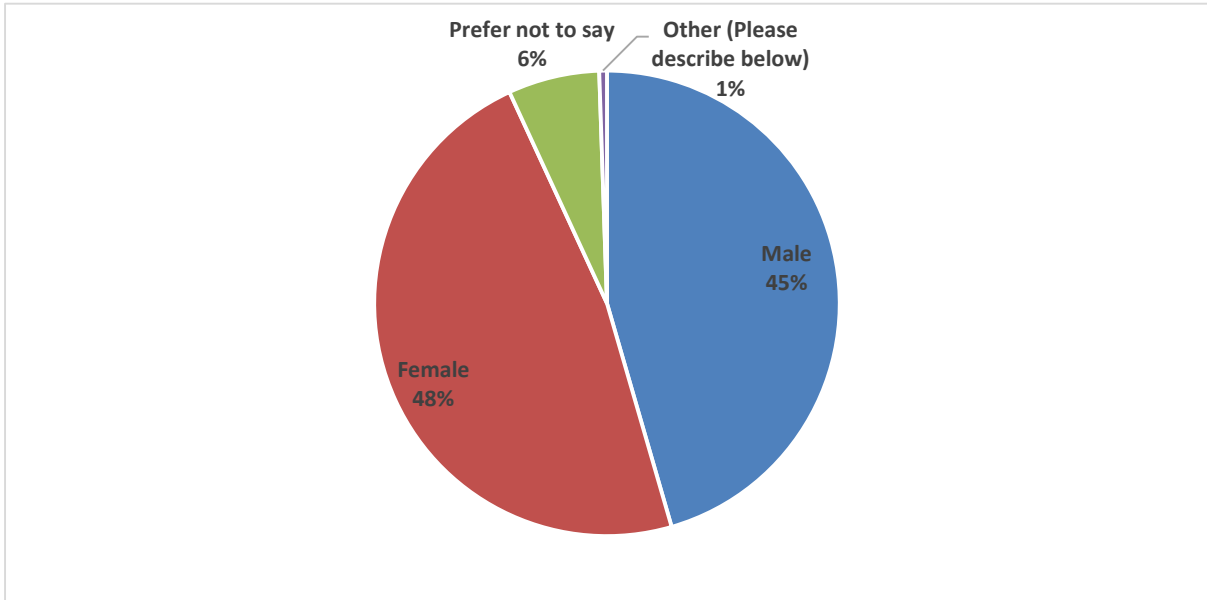


Figure 76: Age split

- 40- to 44-year-olds were the most popular age category accounting for almost 11.4% of all responses.
- 35 to 39-year-olds (10.3%), 50 to 54-year-olds (10.7%) and 55 to 59-year-olds (10.2%) were the next most popular ages.
- 45- to 49-year-olds accounted for 9.9% of all responses.
- All other age categories accounted for less than 10% of all responses.

## What is your sex?

Respondents were asked to select their sex.

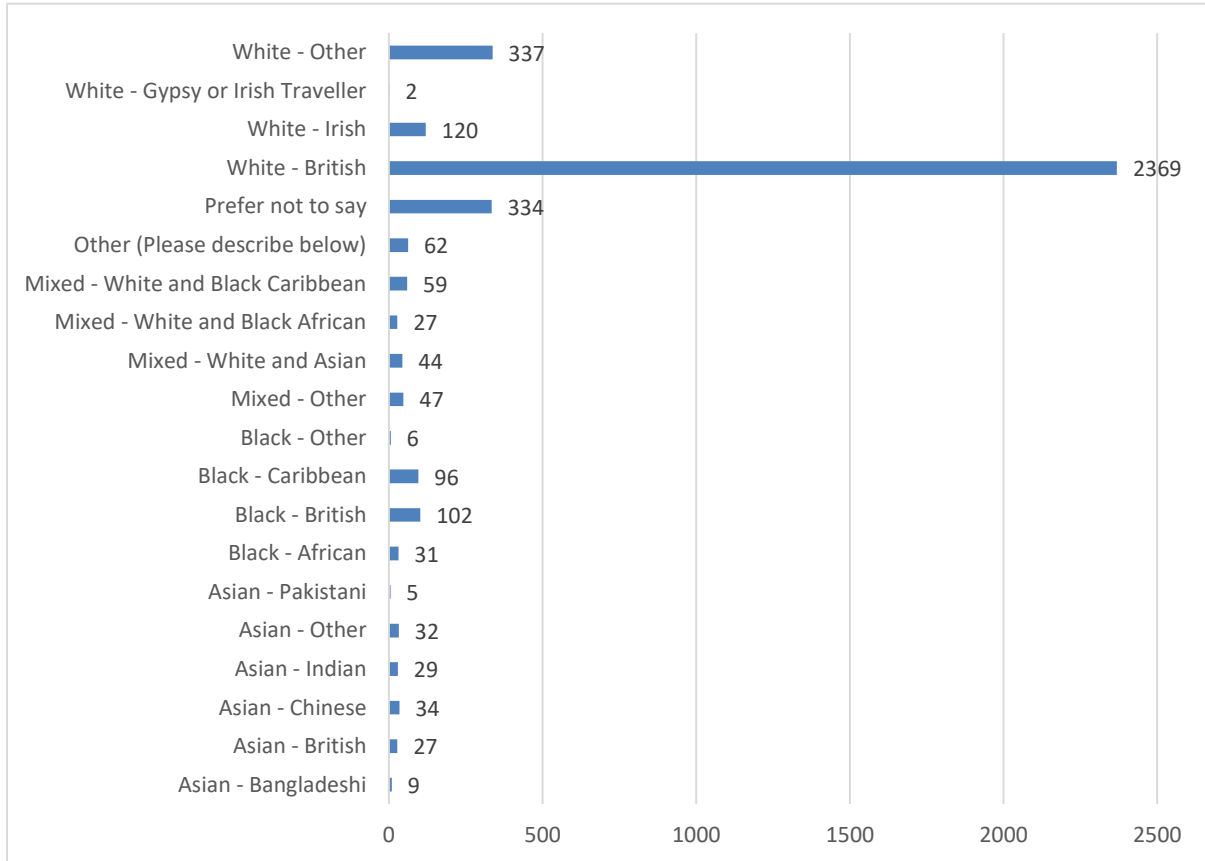


**Figure 77: Gender split**

- 48% identified as female and 45% male
- 6% of respondents preferred not to say their gender.
- 1% of respondents said 'other' (most questioning the relevance of the question).

## What is your ethnicity?

Respondents were asked to provide their ethnicity.

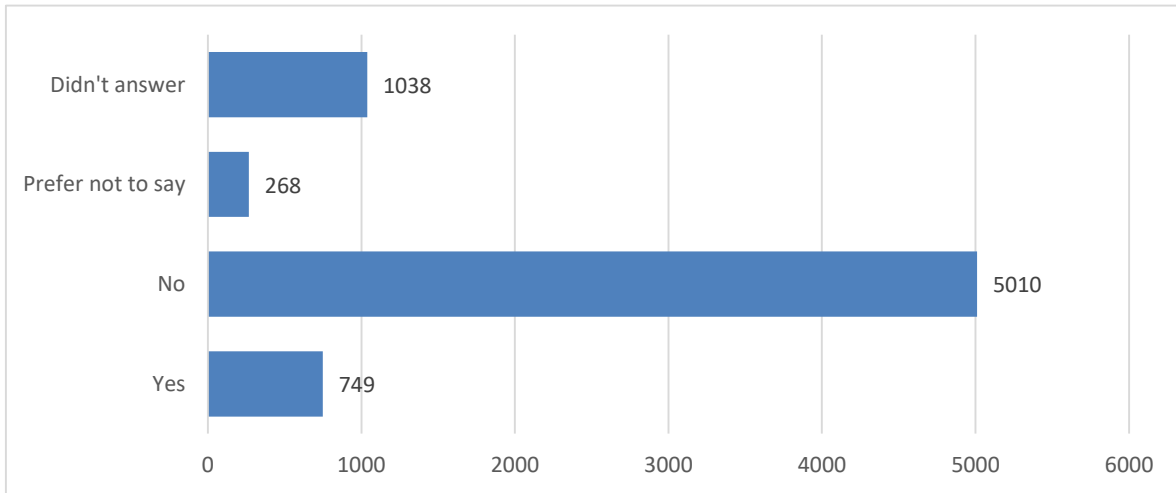


**Figure 78: Ethnicity**

- 63% of respondents described themselves as White British.
- 9% of respondents described themselves as White Other.
- 9% of respondents preferred not to say.
- 3% of respondents described themselves as Irish.
- The remaining respondents accounted for less than 3% of all respondents.

## Do you consider yourself to be a disabled person?

Respondent were asked if they considered themselves a disabled person. The chart below provides a tally of the answers.

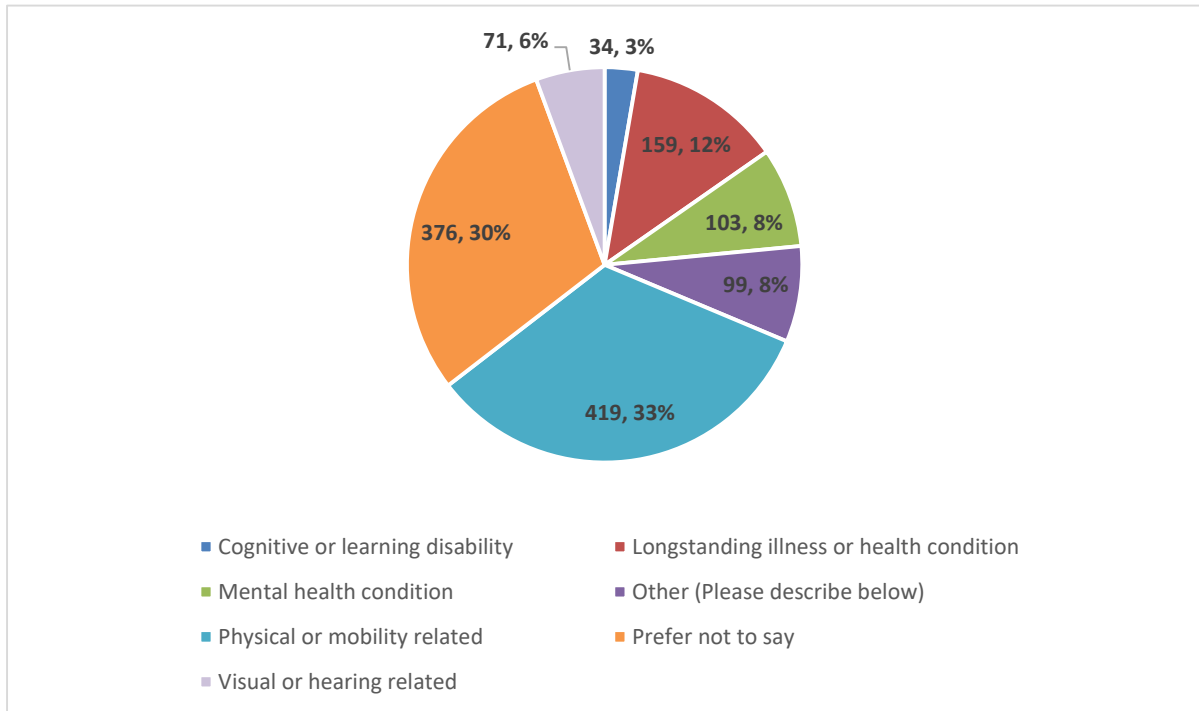


**Figure 79: Disability**

- 71% of respondents said they do not identify as a disabled person
- 15% left the question blank providing no answer.
- 11% said they do identify as a disabled person.
- 4% of respondents preferred not to say.

## Disability Type - How would you describe your disability?

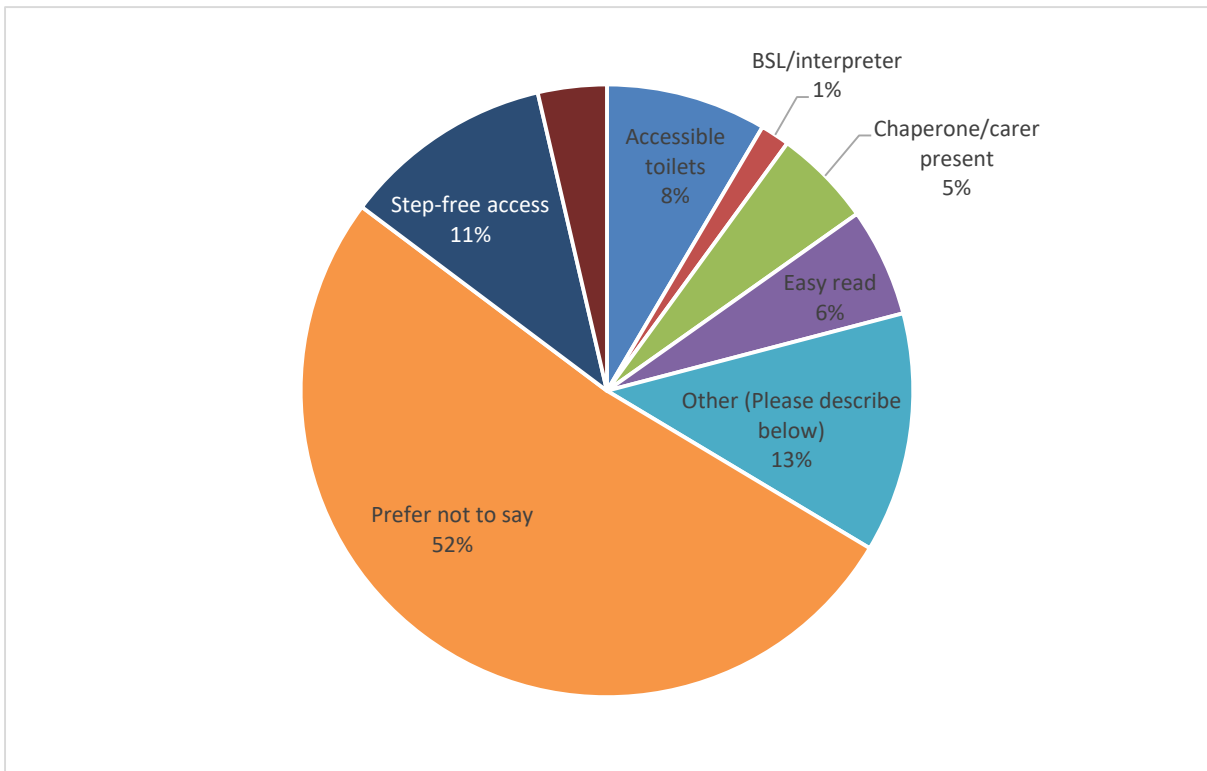
Respondents were asked to specify the type of disability they had. The responses have been tallied and summarised below.



**Figure 80: Disabled condition**

- 33% of responses accounted for a physical or mobility related disability.
- 8% of responses accounted for a mental health condition.
- 12% said they had a long-standing health condition or illness.
- The remaining disability types were mentioned 8% or less.
- 8% mentioned the 'Other (Please describe below option)'.

## Do you have any access requirements?

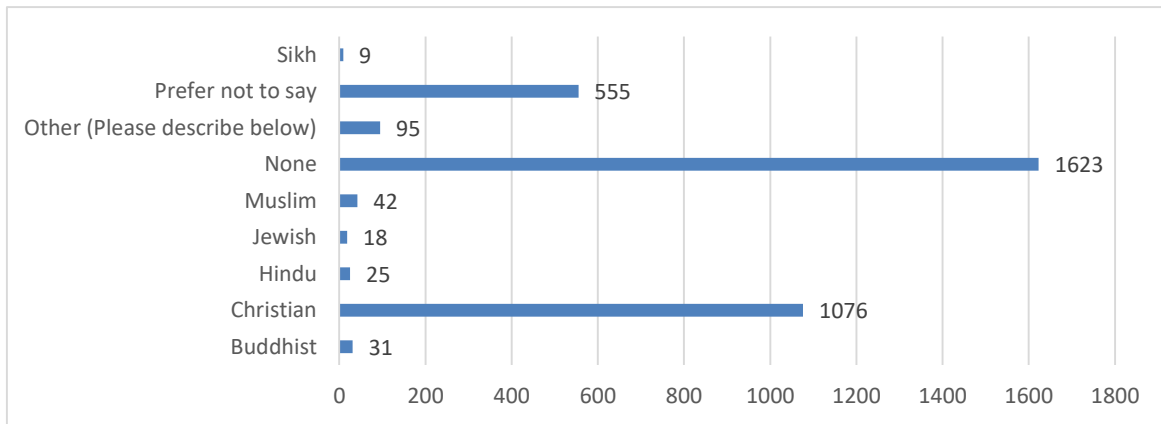


**Figure 81: Accessibility requirements**

- 52% of people preferred not to say.
- 13% selected the 'Other (Please describe below)'
- 11% of people said they would like step-free access.
- 8% said they would like accessible toilets.
- 6% said they would like facilities to be easy read.
- The remaining accessibility requirements were 5% or less.



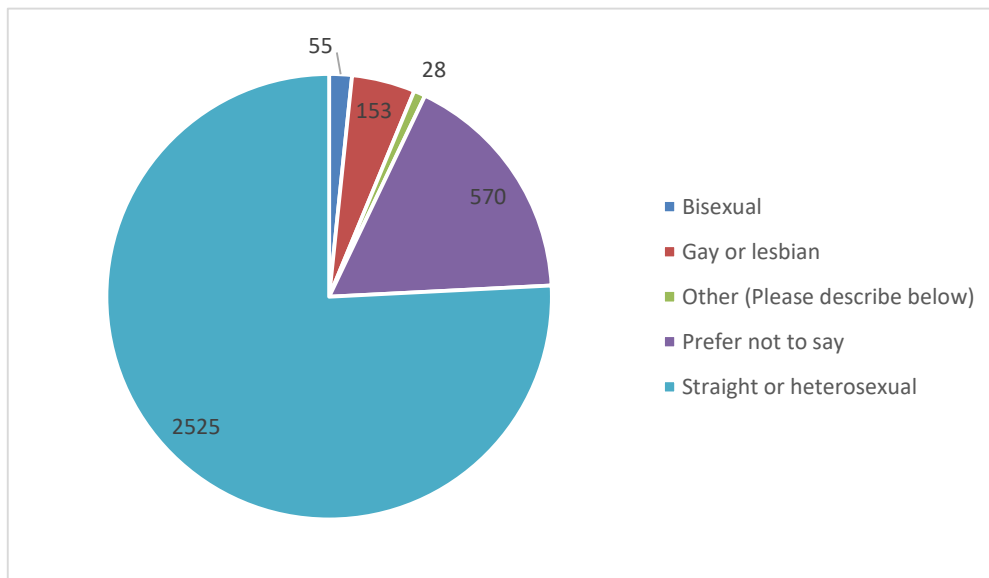
## What is your religious belief?



**Figure 82: Religious beliefs**

- 47% of all respondents said they had no religion
- 31% of all respondents were Christian
- 3% of all respondents selected the 'Other (please describe below)' option. Vast majority of people commented question is irrelevant.
- The other options accounted for 1% or less of all responses.

## How would you define your sexual orientation?

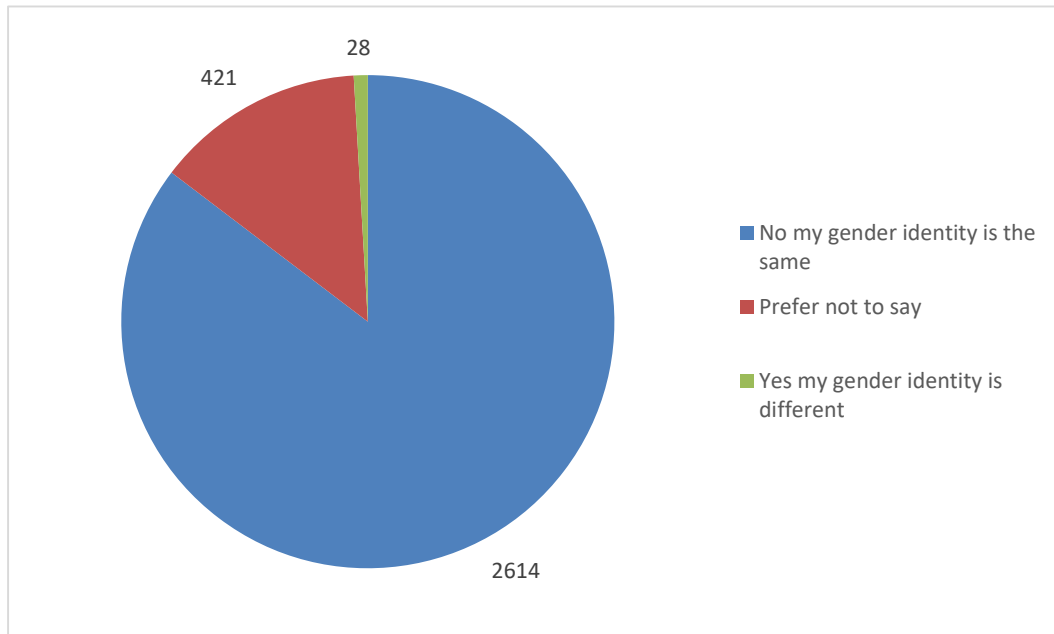


**Figure 83: Sexual orientation**

- 76% of people identified as straight/heterosexual.
- 17% preferred not to say.
- 5% were gay or lesbian.
- 2% were bisexual.

- 1% of people selected the 'Other (please describe below)' option – most people again questioned the relevance of the question.

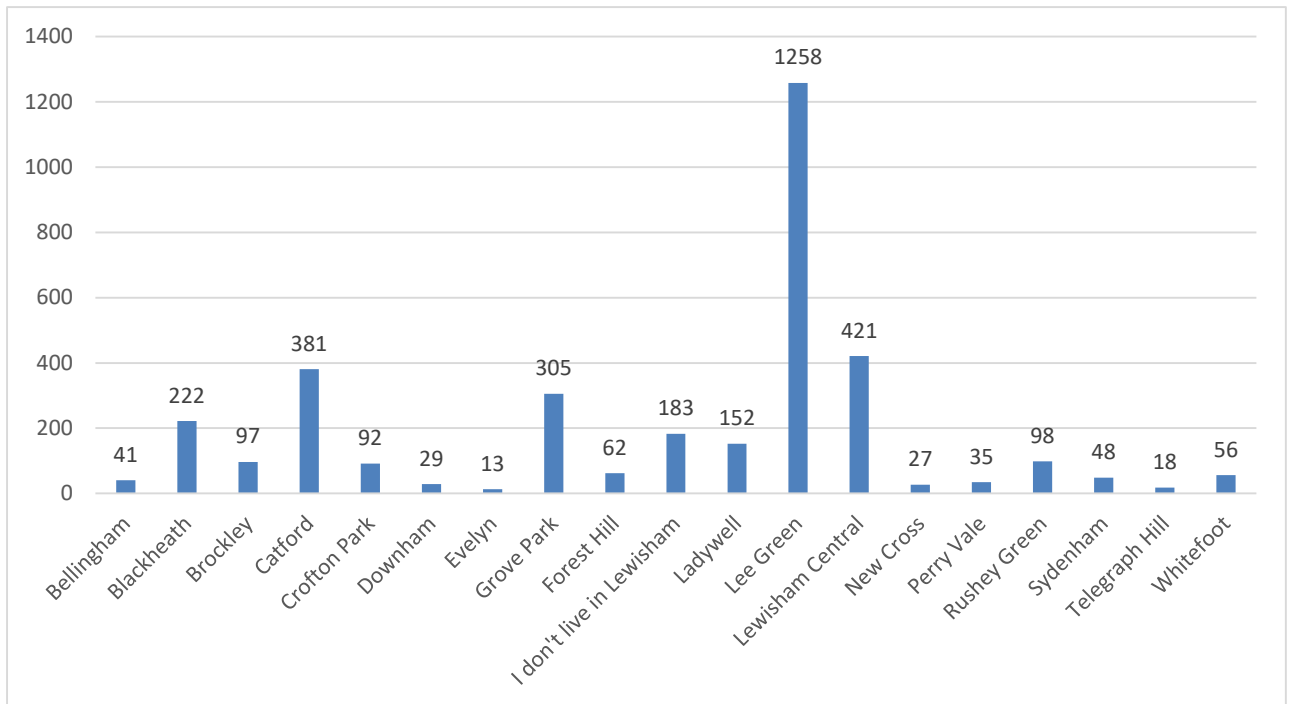
### Is your gender identity different from the gender you were assigned at birth?



**Figure 84: Gender identity**

- 85% of respondents said their gender identity is the same as birth
- 14% of respondents preferred not to say.
- 1% of respondents said their gender identity is different.

## If you live in Lewisham, which ward do you live in?



**Figure 85: Ward representation**

- 36% of all respondents who answered the question said they were in Lee Green ward.
- 12% said they were in Lewisham Central.
- 11% said they were in Catford.
- 9% said they were in Grove Park.
- 6% said they were in Blackheath.
- The remaining wards were selected 4% or less.