

Appendix A: Railton and St Matthew's Low Traffic Neighbourhood ETO Objection Report

CONTEXT

In October 2020 the Council issued scheme approval for the implementation of the Railton and St Matthew's LTNs, along with a number of other interventions, under experimental traffic orders. The Railton LTN was defined as bounded by the Herne-Hill-to-Brixton railway line, A2217 Coldharbour Lane, A204 Effra Road and A2214 Dulwich Road. The St Matthew's LTN was defined as bounded by the A23 Brixton Hill, A204 St Matthew's Road, A204 Effra Road and the unclassified Brixton Water Lane. Prior to the implementation of the experimental schemes and following analyses of traffic surveys undertaken between July and September 2020 and taking into account initial public feedback, a further Council decision in December 2020 issued scheme approval for the implementation of additional modal filters at Trelawn, Dalberg and Rattray Roads as well as confirming existing filter locations authorised by the earlier decision. Subsequently experimental traffic orders were made in January 2021. The making of experimental orders superseded the temporary traffic orders used initially due to urgency. The use of experimental traffic orders enabled a statutory objection period in the first 6 months following implementation and also provided the basis for the enforcement of the schemes using traffic cameras.

The council's constitution delegates authority to specified officer roles to consider objections received from statutory consultation as part of the TMO making process, (subject to a formal report setting out the objections, with clear recommendations, being submitted for approval) and the power to make, amend or revoke traffic orders, following the consideration of such objections.

This report presents valid objections received during the statutory objection period for the relevant traffic orders for the consideration of the decision maker in determining whether or not any of the provisions of the experimental orders will be made permanent.

EXPERIMENTAL TRAFFIC ORDER (ETO)

The Railton LTN was implemented under ETOs that were made on 06 January 2021 and came into force on the 18 January 2021. The statutory objection period for the proposals therefore ran from 18 January 2021 until 18 July 2021.

Summary of Responses

There were 70 responses received during the course of the objection period, of these:

- 69 were from residents

- 1 was from a councillor

OBJECTION THEMES AND RESPONSES

Table 1 below summarises ‘in time’ objections received within the six-month statutory period by theme. For each theme an officer response and recommendation are provided. Some objections received included multiple themes, and these are counted in the table.

Table 1: Valid Objections

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
1. Traffic Flows Recommend: <i>Not Accept</i>	Increased traffic flows on boundary road	40	<ul style="list-style-type: none"> • Dulwich Rd, • Coldharbour lane, • Acre lane • Brixton Hill • Norwood Road • Croxted Road • Halfmoon Lane • Milkwood Road • Herne Hill intersection • South circular • Herne Hill area 	1. Whilst we acknowledge that some increases in traffic volumes have been recorded on some boundary roads, the overall objective of the schemes, as set out in the Monitoring Strategy, has been met. It is considered that complementary measures planned for the surrounding network can mitigate any negative impacts recorded. The Council will continue to monitor the performance of the road network and seek to manage this to best effect in line with its statutory duties and adopted policies. Officers are taking proactive steps to work with partners to mitigate some of the concerns around boundary roads. Data will be published. Short-term: <ul style="list-style-type: none"> • Design work on Coldharbour Lane, Dulwich Road, along with a full corridor review of traffic flows, bus priority measures and walking/cycling provision on Coldharbour Lane, Effra Road, Dulwich Road and Tulse Hill. Examples include feasibility of introducing controlled crossings on Effra Road, as

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
				<p>well as permitting contraflow cycling on Brixton Water Lane</p> <ul style="list-style-type: none"> • Monitoring flows and congestion, managing roadworks and working closely with TfL on upgrades to improve cycling and walking on roads such as the A23 • Monitor impacts of expanded Ultra Low Emission Zone (ULEZ) • Junction improvements along Coldharbour Lane corridor east of the junction of Atlantic Road and Railton Road, including walking, cycling and bus priority measures at the junctions of Gresham Road and Barrington Road. • TfL bus and cycling improvements delivered on Brixton Road and Brixton Hill (A23), including 24/7 bus lanes and low-level cycle signals at junctions to give cyclists a head- start over general traffic. Though not a boundary road for Railton, the A23 is a key local corridor and improvements will help people on bikes to directly access St Matthew's Road and to access the Railton LTN via Effra Road, and will improve journey times for local bus users <p>Medium-term:</p> <ul style="list-style-type: none"> • Review of road layouts, introduction of measures to improve bus priority, walking and cycling provision • Reinstatement of banned movements at main road junctions where possible. Signal timing reviews

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
				<ul style="list-style-type: none"> • Supporting measures such as green screens for schools and community buildings along busier roads • Implementation of bus priority, walking and cycling improvements resulting from corridor feasibility and design work along Coldharbour Lane, Dulwich Road, Effra Road (including Brixton Water Lane and Morval Road) and Tulse Hill corridors <p>Longer-term:</p> <ul style="list-style-type: none"> • Further improvements to bus fleet • Electrification / zero emissions vehicles • Promotion of wider mode shift to walking and cycling • Lobbying TfL for continued improvements to signalised junctions and roads under their control e.g. A23 • Commitment to carbon-neutral by 2030 <p>The Council will continue to monitor and manage traffic flows across the network, publishing data summaries as appropriate.</p>
Recommend: <i>Not Accept</i>	Increased public transport journey time:	1	Longer bus journey times to work at King's College Hospital due to congestion on South Circular and Herne Hill	<p>2. No significant impact on bus journey times as a result of the schemes has been identified. However, officers are working with LB Southwark to explore options for improving bus journey times and as a first step LB Lambeth will be delivering bus lane improvements on Dulwich Road in January 2022. This includes 24/7 operational hours). Further improvements will be explored throughout 2022 in partnership with LB Southwark</p>

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
Recommend: <i>Not Accept</i>	Increased HGVs	3	Increase in lorries on boundary roads including: - Herne Hill	3. The Railton LTN Stage 2 Monitoring Report indicates that there has been an increase in motor traffic on some of the boundary roads including Effra Road and Dulwich Road but a significant decrease within the LTN. Some boundary roads have seen an increase in HGVs, others a reduction. Although HGVs need access to site locations in residential areas it is expected that HGVs use main roads primarily and LTN's are an effective tool for reinforcing this network management approach by avoiding HGV's cutting through residential areas
Recommend: <i>Not Accept</i>	Exacerbated by road works	19	Roadworks caused by utility companies are further exacerbating the problem and causing traffic gridlock on roads including: <ul style="list-style-type: none"> • Coldharbour lane • Atlantic Road • Shakespeare Road • Gresham Road 	4. Officers work proactively to manage planned and unplanned disruption to the network as a result of street works, minimising impacts and co-ordinating work streams wherever possible. LTNs are designed to be resilient to temporary changes to the road network as a result of street works and procedures have been put in place to flag in advance any interventions that may cause disruption to LTN access routes. For unplanned works, officers are responsive to immediate issues that arise and will work with the relevant contractors and local stakeholders to minimise any negative impacts as far as possible.
Recommend: <i>Not Accept</i>	Safety concerns cycling	9		5. Officers are working on a range of proposals to improve cycling conditions on boundary roads. In collaboration with Transport for London (TfL) improvements are being made to the A23 including mandatory cycle lanes, extended bus lanes and increased operational hours as well as selected banned turns to reduce conflicts. Officers are also working on bus corridor reviews for Coldharbour Lane, Dulwich Road, along with a full

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				<p>corridor review of traffic flows, bus priority measures and walking/cycling provision on Coldharbour Lane, Effra Road, Dulwich Road and Tulse Hill. Examples include feasibility of introducing controlled crossings on Effra Road, as well as permitting contraflow cycling on Brixton Water Lane.</p>
<p>2. Pollution</p> <p>Recommend: <i>Not Accept</i></p>	<p>Increase in pollution</p>	<p>24</p>		<p>6. LB Lambeth commissioned an Air quality modelling report for the Railton and St Matthew's LTN with the full report here. A high-level summary is included below:</p> <p>The LTN is expected to have had some localised impact on air quality, with some roads likely benefiting such as Railton Road, Dulwich Road, the western part of Shakespeare Road and the eastern part of Coldharbour Lane and others seeing a small, modelled increase in emissions such as the western part of Coldharbour Lane near Atlantic Road.</p> <p>Across the Railton LTN there are no modelled exceedances of the relevant air quality standards for NO₂, PM₁₀ or PM_{2.5} at any sensitive location sites both within the LTN and on the boundary of the LTN. This includes St Jude's C of E school, Evelyn Grace Academy and Effra Nursery School within the LTN, and Michael Tippet School and Jessop Primary School on the boundary of the LTN.</p> <p>Where NO₂ levels are likely to have increased, that increase is expected to be mitigated by the expansion of the Ultra Low Emission Zone which launched in October. ULEZ is expected to mean that all sites, including on</p>

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				<p>boundary roads, have improved air quality compared to before the LTN was introduced.</p> <p>Noise levels relating to motor vehicles are expected to be linked to changes in traffic volume and composition, with the majority of roads within the scheme area anticipated to see an improvement. On some roads where volumes have increased and / or composition of traffic has changed, there may be some increase in noise at certain times. LTNs are part of the Council's wider strategy to reduce motor traffic across the borough, which is ultimately expected to result in improvements to both air quality and noise disturbance on all roads.</p>
3. Community Safety and vandalism Recommend: <i>Not Accept</i>	Vulnerability at night	3	<ul style="list-style-type: none"> • Railton road • Regent road • Shakespeare road • Coldharbour Lane 	7. Officers are currently undertaking street audits for roads within LTNs to identify issues relating to safety and accessibility. In partnership with the local community, we will be formulating a series of improvements which will be delivered in 2022/23 to help improve safety.
Recommend: <i>Not Accept</i>	Anti-social behaviour	1	<ul style="list-style-type: none"> • Parklets encourage people to drink and engage in anti-social behaviour 	8. Officers worked with local community groups to install temporary parklets to enable people to sit and rest when making their everyday trips.
Recommend: <i>Not Accept</i>	Speeding	2	<ul style="list-style-type: none"> • Milkwood Road • Railton Road 	9. Officers will be working with the Lambeth Safer Transport Team at The Met to explore options for reducing vehicular speeds at locations with particular issues.

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4. Methodology Recommend: <i>Not Accept</i>	Lack of consultation	4	<ul style="list-style-type: none"> • Lack of consideration and consultation • Residents not given a say • No meaningful engagement with residents. 	10. Following the outbreak of the COVID-19 pandemic, local authorities were instructed by central government to implement emergency transport measures, at speed, to create space for social distancing and to encourage walking and cycling. This included the roll out of LTNs as well as pop-up cycle lanes and widened footways. LB Lambeth acknowledges public frustration around the lack of consultation on these schemes, however, as the UK moves away from this particular phase we are committing to carrying out comprehensive engagement when planning new schemes to ensure local voices are heard and understood. In implementing the ETO's the council has carried out the required statutory consultation and has also carried out a full non-statutory consultation on the schemes
Recommend: <i>Not Accept</i>	Dividing communities	6	<ul style="list-style-type: none"> • Division in communities • Division between drivers and non drivers 	11. LTNs are a key part of the Council's adopted Transport Strategy which was widely supported at consultation. LB Lambeth recognises the concerns raised around community division and seeks to engage will all local stakeholders and groups to better understand and address any issues in order to bring people together and foster a sense of ownership and pride in the local area. It is expected that as over time and as the public and road users become accustomed to LTNs the reports of division between drivers and non-drivers will decrease Lambeth will continue to monitor this issue via our communication channels
Recommend: <i>Not Accept</i>	Data /evidence base	3	<ul style="list-style-type: none"> • How are traffic volume and pollution levels 	Please see ' Traffic Flows ' section at 1 above

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			<p>measured on the main roads outside of the RLTN to assess the impact it has to the wider community?</p> <ul style="list-style-type: none"> • Will Lambeth residents have access to this data to see how their whole borough is affected? 	
<p>Recommend: <i>Not Accept</i></p>	<p>Monitoring strategy</p>	<p>3</p>	<ul style="list-style-type: none"> • The monitoring is flawed. • The Systra monitoring was flawed • The baseline is flawed • Manipulation of data 	<p>12. The Council has appointed independent transport consultants with extensive experience and expertise in data analysis and these were commissioned by Lambeth through a legal tender process. LB Lambeth rejects any notion that suggests the data is flawed or manipulated. Nonetheless, officers will be reviewing the LTN Monitoring Strategy to consider any improvements to approach, scope and presentation.</p>
<p>5. Accessibility Recommend: <i>Not Accept</i></p>	<p>Impact on boundary roads</p>	<p>9</p>	<ul style="list-style-type: none"> • Dulwich Rd, • Coldharbour lane, • Acre lane • Brixton Hill • Norwood Road • Croxted Road • Halfmoon Lane • Milkwood Road • Herne Hill intersection • South circular • Herne Hill area 	<p>Please see 'Traffic Flows' section at 1 above.</p>

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			<ul style="list-style-type: none"> Mitigating measures for boundary roads 	
<p>Recommend: <i>Not Accept</i></p>	<p>Potential increase in vehicle journey time/cost for residents</p>	<p>28</p>		<p>13. Whilst in some cases there may be increased journey times for some trips by motor vehicle following the launch of schemes of this nature, there are also other factors that need to be considered when assessing traffic impacts, such as road works and the impacts of the COVID-19 pandemic.</p> <p>From case studies outside of Lambeth, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different modes of transport for their everyday journeys.</p> <p>The schemes have been designed to retain full access for emergency service vehicles at all times.</p> <p>LTNs are part of a wider Council strategy to reduce motor traffic levels and promote a shift to more sustainable modes, particularly for shorter trips that many people can make by foot or cycle. LTN's will encourage a modal shift away from motorised vehicles and reduce car usage, including on boundary roads. This would free up road capacity for journeys that have to be made by motorised vehicles.</p>

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				<p>The proposed approach to dispensations recognises that for some groups travel by motor vehicle is necessary and makes allowance for this.</p> <p>Lambeth will be conducting Stage 3 monitoring in 2022 to further assess the impacts of the LTN on the road network and to help inform any necessary mitigation measures.</p>
<p>Recommend: <i>Not Accept</i></p>	<p>Potential increase in vehicle journey time/cost for people with limited mobility, health reasons and people with disabilities</p>	<p>7</p>	<ul style="list-style-type: none"> Norwood Road, Dulwich Road, Croxted Road, Brixton Hill, Effra Road, Coldharbour Lane and Halfmoon Lane 	<p>14. As a result of public feedback from Lambeth around the impacts of the LTNs on disabled people and associated carers who need their car to attend vital appointments, Lambeth has proposed an approach to dispensations including for disabled people.</p>
<p>Recommend: <i>Not Accept</i></p>	<p>Potential increase in vehicle journey time for residents with parking permits for specific CPZs</p>	<p>2</p>		<p>15. In some cases, CPZ permit holders in certain areas at certain times may need to find an alternative route as a result of the schemes and this may result in longer journey times. However, all CPZ areas remain accessible for residents at all times.</p>

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
Recommend: <i>Not Accept</i>	Potential increase in vehicle journey time to hospitals/GPs	3	<ul style="list-style-type: none"> • Longer journey to the Kings College Hospital • Unable to get to the hospital or GP 	16. Officers are working with LB Southwark to explore options for improving journey times with particular focus around Herne Hill where congestion has been reported.
Recommend: <i>Not Accept</i>	Potential increase in vehicle journey time/ cost for services, essential workers and assistance to the area	17		<p>17. As a result of public feedback from Lambeth around the impacts of the LTNs on disabled people and associated carers who need their car to attend vital appointments at their local medical centre, Lambeth has proposed an approach to dispensations including Blue Badge holders and rapid response healthcare providers.</p> <p>The schemes have been designed to allow full access for emergency services, with no physical barrier to their movement. Equally, in an emergency situation the traffic restrictions can be lifted to allow general access through the modal filters without penalty.</p>
Recommend: <i>Not Accept</i>	Potential increase in vehicle journey time for Taxis	16	<ul style="list-style-type: none"> • Taxis are dropping passengers away from their homes/destinations due to restrictions 	18. As a result of feedback regarding the impact on taxis, the borough has proposed an approach to dispensations including taxis and fully accessible private hire vehicles at the locations where buses pass through.
Recommend: <i>Not Accept</i>	Potential increase in vehicle journey time for school run	4	<ul style="list-style-type: none"> • Difficulty dropping children to school for working parents. 	19. Whilst in some cases there may be increased journey times for some trips by motor vehicle following the launch of schemes of this nature, there are also other factors that need to be considered when assessing traffic impacts, such as road works and the impacts of the COVID-19 pandemic.

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
				<p>From case studies outside of Lambeth, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different modes of transport for their everyday journeys.</p> <p>LTNs are part of a wider Council strategy to reduce motor traffic levels and promote a shift to more sustainable modes, particularly for shorter trips that many people can make by foot or cycle. Reducing the level of traffic on the 'school run' is an important part of this strategy in order to reduce congestion, improve air quality and health by promoting active travel modes.</p>
Recommend: <i>Not Accept</i>	Resident exemptions	2		20. LB Lambeth has considered granting general exemptions to residents in the scheme area, but concluded there is a high risk that the objectives of the LTN would not be met if this was introduced. Additionally, there are concerns around providing exclusive access to certain areas of public highway for certain residents.
Recommend: <i>Not Accept</i>	Difficulty delivering to local residents	11		21. Whilst in some cases there may be increased journey times for some trips by motor vehicle following the launch of schemes of this nature, there are also other factors that need to be considered when assessing traffic impacts, such as road works and the impacts of the COVID-19 pandemic.

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
				<p>From case studies outside of Lambeth, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different modes of transport for their everyday journeys.</p> <p>All locations remain accessible by motor vehicle.</p> <p>Officers will work with local businesses and representative organisations to develop programmes that promote the use of sustainable delivery and freight services, reducing the level of motor vehicle use for these purposes.</p>
<p>6. Enforcement</p> <p>Recommend: <i>Not Accept</i></p>	<p>Money making scheme</p>	<p>3</p>		<p>22. It is not the intention of the scheme to generate income. LB Lambeth installed ANPR cameras to enable scheme enforcement in consultation with the emergency services. Physical closures were not supported by the emergency services due to the potential negative impact on response times. Motor vehicles that contravene the traffic restriction points are subject to fines in line with legislation.</p>
<p>Recommend: <i>Not Accept</i></p>	<p>Camera & Sign Vandalism</p>			<p>23. Vandalism has taken place during the trial period, including camera damage and the removal of traffic signs. As a result Lambeth increased surveillance of the affected areas and implemented a rapid response maintenance regime. This has resulted in significant reductions in vandalism of the scheme.</p>

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
7. Businesses and the public realm Recommend: <i>Not Accept</i>	Concern about impact on local businesses i.e. deliveries and less vehicle passing trade	6		24. All businesses remain accessible by motor vehicle. Officers will work with local businesses and representative organisations to assist with any adaptations or support measures that may be required to manage a transition to the amended road network. For example, officers have already supported the provision of outside space for customers for businesses on Atlantic Road.
Recommend: <i>Not Accept</i>	Increase in prices at local businesses	12		25. No information has been presented to substantiate an increase in prices relating to the scheme.
Recommend: <i>Not Accept</i>	Negatively impacts public realm	1		26. The trial schemes have been implemented with temporary materials. LB Lambeth is committed to improving the public realm as key element of the LTN programme. This will include greening, seating, and cycle parking as well as accessibility improvements. However, this area is subjective and in some cases the perception over the aesthetics of the public realm as a result of an LTN will differ.
8. Equalities Recommend: <i>Not Accept</i>	Disabilities	8	<ul style="list-style-type: none"> • Journey times • Ability to get out • Inability to travel freely 	See ' Accessibility ' at 5 above. 27. Equalities Impact Assessment of the scheme has not identified any significant negative impacts on disabled people, however in some cases potential impacts have been identified and the proposed approach to dispensations aims to respond as appropriate. The Council will continue to monitor impacts, work with affected groups and representatives and develop and

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
				<p>implement further adjustments and support services as appropriate.</p> <p>Much of current public realm, transport systems and road network are not accessible for disabled people, limiting where they can travel and by what means. Low Traffic Neighbourhoods may therefore have positive impacts for some disabled people, particularly those who are able to benefit from measures that make active travel more accessible or whose journeys were affected by the higher levels of traffic in their local area before LTNs were introduced.</p> <p>People who rely on private cars or taxis, or have carers who rely on cars, may experience increased journey times for some trips and different routes might be needed.</p> <p>The council's analysis of journey times suggests that short trips starting on the edge or within LTNs are most affected by the introduction of LTNs in terms of proportionate increase in journey time. For people with disabilities and other groups undertaking longer trips any increase in journey times is likely to be minimal.</p> <p>Officers are working with Transport for All to further understand the impacts of LTNs on different impairment groups through focus groups and user testing.</p>
Recommend: <i>Not Accept</i>	Elderly - Age	7		See ' Accessibility ' at 5 above.

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
				<p>28. Equalities Impact Assessment of the scheme has not identified any significant impacts relating to Age. The Council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate.</p> <p>Older people are less likely to drive. The proposal improves the ability to move through the area walking, using a mobility aid, adapted cycle or wheelchair.</p> <p>Some older people may be more reliant on travel by motor vehicle and in some cases journey times may increase as a result of the proposal.</p>
<p>Recommend: <i>Not Accept</i></p>	<p>Children – Age</p>	<p>3</p>	<ul style="list-style-type: none"> • Milkwood Road – no initiative on the road to protect children. 	<p>See 'Pollution' at 2 above.</p> <p>29. Equalities Impact Assessment of the scheme has not identified any significant impacts relating to Age. The Council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate.</p> <p>Children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger, both of which the proposal aims to address. The proposals offer the potential for more physical activity, including play, in areas where amenities may be limited, offering the potential to address issues of obesity and well-being.</p>

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
Recommend: <i>Not Accept</i>	Socio-economic	3	<ul style="list-style-type: none"> • Gentrification 	<p>30. Equalities Impact Assessment of the scheme has not identified any significant impacts relating to socio-economic factors. The Council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate.</p> <p>The scheme is aimed at improving the environment for all residents who live in and around the borough through creating equitable, safer streets for walking and cycling as well as looking to address issues such as health and wellbeing, climate change through tackling air pollution and inactivity.</p> <p>Lower income households are significantly less likely to have access to a vehicle. Access to a vehicle increases significantly as household income bands increase. 62% of local residents rely primarily on public transport (pre-Covid) for access to work, education or training. The LTN is expected to improve safe and affordable travel options.</p>
Recommend: <i>Not Accept</i>	Carers	3	<ul style="list-style-type: none"> • Affecting families 	See ' Accessibility ' at 5 above.
Recommend: <i>Not Accept</i>	Health	24	<ul style="list-style-type: none"> • Mental health • Physical health 	<p>See 'Pollution' at 2 above.</p> <p>31. Equalities Impact Assessment of the scheme has not identified any significant impacts relating to health factors. The Council will continue to monitor impacts, work with affected groups and representatives and</p>

Theme and Response	Sub-theme	Number of individual responses	Specifics:	Officer comments
				develop and implement adjustments and support services as appropriate.
7. Emergency services Recommend: <i>Not Accept</i>	Impact on response times	25		32. Emergency services have not expressed any significant concerns in relation to the schemes and response times. The schemes have been designed without physical barriers to allow access at all times. You can read the details on emergency service response times here .

Out of Time Objections:

In addition to 'in time' objections, 29 scheme specific objections were received outside the statutory period (these were logged up to the end of non-statutory consultation period on 11/10/2021). These specific objections do not include any additional themes to those presented in Table 1 above.

Generic responses:

In addition to objections specific to the Railton and St. Matthew's LTNs, since the introduction of the experimental orders for these schemes, responses objecting to 'all LTNs' for various reasons have been received from 1,036 individuals.

A community promoted template facilitated individuals to object to all Low Traffic Neighbourhoods, with 'statement' categories for respondents to select as appropriate according to their circumstances. These are shown in Table 2 below which maps each statement category to the relevant response provided for valid objections in Table 1 above.

Table 2: Generic response categories

Statement	Officer Response
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1. I object to the LTN scheme(s) and would like to see the LTN scheme(s) removed.	NA
2. I am disabled and cycling, or walking are not viable options for me. The LTN restrictions make it difficult for me to travel freely.	Table 1, Response 14
3. I have a long-term health condition and rely on family/friends who drive to tend to my needs and the LTN scheme is impacting their ability to do that.	Table 1, Response 14
4. My physical health has suffered due to the additional pollution caused by displaced traffic and increased congestion.	Table 1, Response 1, 6 and 31
5. My mental health has suffered due to the stress caused by the negative consequences of the LTN scheme.	Table 1, Response 31
6. I am having to use my asthma inhaler more because of the increased pollution.	Table 1, Response 6
7. My child/children are having to use their asthma inhalers more because of the increased pollution.	Table 1, Response 6
8. I am contemplating moving out of Lambeth due to the stress and anxiety caused by the LTN scheme.	Table 1, Response 31
9. I have become isolated due to lack of visits from family or friends who are unable to visit due to LTN congestion and/or the fear of inadvertently incurring a LTN penalty fine.	Table 1, Response 1
10. I have caring responsibilities for a family member/elderly resident/friend and am unable to fulfil my duties due to traffic congestion caused by the LTN scheme.	Table 1, Response 1

11. I am elderly and cycling or walking are not viable options for me. The LTN restrictions make it difficult for me to travel freely.	Table 1, Response 14
12. My trips out have had to be reduced due to increased taxi fares and/or congestion on the main roads due to the LTN scheme.	Table 1, Response 18
13. My journey to work is being significantly delayed causing me to have to set off much earlier and get home much later than before.	Table 1, Response 1
14. I am spending significantly more time on the roads traveling for work and less time with my family.	Table 1, Response 1
15. I cannot open our windows in our house now because of the increased pollution and noise.	Table 1, Response 6
16. My road is busier and/or more congested because of the LTN scheme.	Table 1, Response 1
17. I am a tradesperson/delivery driver and my earnings have been negatively impacted by the LTN scheme.	Table 1, Response 21
18. I own a local business and the LTN scheme is negatively affecting my trade and putting my business at risk.	Table 1, Response 24
19. I have experienced tradespeople increasing their prices or refusing jobs due to the problems caused by the LTN scheme.	Table 1, Response 25
20. I have had to increase my charges and/or refuse jobs for the services I provide due to the problems caused by the LTN scheme.	Table 1, Response 21

<p>21. I need to walk or cycle along a main road regularly and am concerned by the impact of the LTNs on traffic levels on these vital routes.</p>	<p>Table 1, Response 1</p>
<p>22. I am a cyclist but it has become more dangerous with these LTN schemes due to the increased traffic on the main roads.</p>	<p>Table 1, Response 5</p>
<p>23. I have young children and my ability to get them to nursery/school/after school clubs is significantly impacted by the LTN scheme.</p>	<p>Table 1, Response 19</p>
<p>24. I am concerned that my local schools are being affected by high pollution levels and noise from traffic congestion.</p>	<p>Table 1, Response 1 and 6</p>
<p>25. My journey to school is being significantly delayed causing me to have to set off much earlier and get home much later than before.</p>	<p>Table 1, Response 1, 6 and 19</p>
<p>26. My walking route has become more polluted, congested and dangerous to use.</p>	<p>Table 1, Response 1, 6, 7, 8, and 9</p>
<p>27. I have been affected by an increase in noise, air pollution and congestion since the LTN was introduced.</p>	<p>Table 1, Response 1 and 6</p>
<p>28. I have missed appointments due to the traffic congestion caused by the LTN scheme.</p>	<p>Table 1, Response 1</p>
<p>29. I have seen emergency service vehicles delayed by congestion caused by the LTN scheme and I am concerned about potential tragedies as a result of these delays</p>	<p>Table 1, Response 32</p>

<p>30. I do not feel safe walking on LTN roads which now have almost no traffic as they feel deserted and desolate.</p>	<p>Table 1, Response 7</p>
<p>31. When I take a taxi, journeys are taking longer, costing more and some drivers have refused to drive me into the LTN or to my doorstep causing me to have to walk the last part of the journey.</p>	<p>Table 1, Response 18</p>
<p>32. I am concerned that in the event of a major emergency (fire, explosion, terrorist attack), people would be unable to move about freely.</p>	<p>Table 1, Response 32</p>
<p>33. People who live or go to school on busy roads should not have to experience the pollution impacts of the displaced traffic and I believe this is contrary to Climate Justice.</p>	<p>Table 1, Response 1 and 6</p>
<p>34. The LTN schemes have made it harder for me to remain living here because of the pollution, noise, quality of life and road safety issues.</p>	<p>Table 1, Response 1, 6 and 9.</p>
<p>35. Necessary roadworks caused by utility companies are further exacerbating the problem and causing traffic gridlock</p>	<p>Table 1, Response 4.</p>
<p>36. I no longer visit the same places that I used to for dining/leisure/shopping purposes because of the LTN restrictions.</p>	<p>Table 1, Response 13, 20.</p>
<p>37. I am a registered carer and am unable to fulfil my duties due to traffic congestion caused by the LTN scheme.</p>	<p>Table 1, Response 14 and 27</p>