

# The impacts of Low Traffic Neighbourhoods in London

A summary of evidence

There is a range of evidence on the impacts of Low Traffic Neighbourhoods (LTNs) in London. This evidence can be divided into studies that focus on the majority of new LTNs installed in London since 2020, and those that take an in-depth look at the impacts of LTNs in a single borough, often over a longer period of time. The main findings of these studies are summarised below.

### London-wide studies

#### 1. Their roads are safer

**50%**

reduction in road casualties within LTNs, with no increase on boundary roads



#### 2. They enable more active travel

**34 minutes**  
more cycling per week by people living in or near an LTN than areas with no LTN

#### 3. Their streets are less dominated by traffic

Compared to before implementation:

**74%**

of streets within London LTNs have reduced traffic



**650**

median motor vehicles per day in LTNs, down from 1,200 per day

**No change**

in median motor vehicles on LTN boundary roads



#### 4. They have lower crime levels



Reduction in street crime in outer London LTNs introduced in 2020 compared to control areas, with crime in inner London areas remaining the same or reducing slightly

#### 5. They benefit deprived areas and under-represented groups

**2.5x**



more likely for people in deprived areas to live in an LTN implemented during March to September 2020 than people in less deprived areas

#### 6. They have no adverse impact on emergency service response times



**No change**

to response times inside LTNs implemented since 2020

#### 7. They are supported by the public

**58%**

of respondents in a representative poll of Londoners supported LTNs



### In-depth London borough studies

#### 1. Their roads are safer

**3-4x**

safer to walk or cycle in Waltham Forest LTNs, without negative impacts on safety at their boundaries



#### 2. They enable more active travel

After five years, outer London LTNs have seen:

**62**



minutes more walking and 43 minutes more cycling per week by people living within LTNs

#### 3. They lead to reduced car use

**6%**

reduction in car or van ownership from 2015 to 2019 among residents of Waltham Forest LTNs



**6%**

reduction in miles driven by residents of Lambeth LTNs

#### 4. They have lower crime levels

**10%**

reduction in street crime in Waltham Forest LTNs from 2012 to 2019



#### 5. They enable young people to be active

**20%**

of people cycling at peak times in parts of the Dulwich Village LTN are children, significantly above the London average



#### 6. They have no adverse impact on emergency service response times



**No change**

to response times inside Waltham Forest LTNs, and some evidence that they improved slightly on boundary roads



## Available evidence

There is an increasingly large body of evidence and research relating to LTNs which has been conducted by independent academics, as well as data collected by TfL and London boroughs.

This research uses data collected over an extended period of up to five years from LTNs in place in Waltham Forest prior to the coronavirus pandemic, or from most or all of the around 100 LTNs installed since 2020.



LTNs enable more cycling and walking

## Further research

No study can capture all the possible impacts of LTNs, and impacts will not be uniform across the capital. The long-term studies of LTNs in Waltham Forest show that the impacts of LTNs take time to develop, so we will continue to see changes around LTNs installed since 2020. We know that more research is needed. We will continue to monitor the impacts of LTNs and support further data collection and analysis of their impacts.

## Positive outcomes

Evidence to date consistently shows that LTNs are having a positive impact on the lives of people living and working in London, and supporting the aims of the Mayor's Transport Strategy. Road casualties are reduced by half in LTNs, showing that they are making streets safer by lowering traffic levels. They also enable people to walk and cycle more, while reducing street crime in their areas at the same time.

## Maximising the benefits

Backed by the evidence base for the benefits of LTNs, we will continue to support London boroughs with their implementation, with the expectation that they involve TfL in their planning, and that this will include consideration of the impacts of proposals on bus passengers. To maximise the benefits, boroughs should engage and consult on their delivery with both the local community and TfL, and ensure they assess how different groups within their boroughs are impacted.

Impacts of LTNs should be monitored and schemes adjusted if necessary. Successful implementation will minimise disruption and provide the greatest opportunity to deliver their safety, environmental, community and health benefits.

## Sources of evidence

### 1. Safer roads

[The impact of introducing LTNs on road traffic injuries](#)

[Impacts of 2020 Low Traffic Neighbourhoods in London on Road Traffic Injuries](#)

### 2. Enabling active travel

[People and Places: final quantitative report](#)

### 3. Traffic reduction

[Changes in motor traffic inside London's LTNs and on their boundaries](#)

[The impact of 2020 Low Traffic Neighbourhoods on levels of car and van driving among residents in Lambeth](#)

### 4. Reduced crime

[The impact of introducing an LTN on street crime in Waltham Forest](#)

[Short-term association between the introduction of 2020 LTNs and street crime, in London](#)

### 5. Benefitting deprived areas and young people

[Equity in new active travel infrastructure: a spatial analysis of London's new LTNs](#)

[The value of measuring cycling diversity as well as cycling volume – Transport for Quality of Life](#)

### 6. Emergency Services

[The impact of introducing an LTN on fire service emergency response times in Waltham Forest](#)

[The impact of 2020 LTNs on fire service emergency response times in London](#)

### 7. Public Support

[Plurality of Londoners Support Expanding London's Ultra Low Emissions Zone \(ULEZ\)](#)

