

The impacts of Low Traffic Neighbourhoods in London

A summary of evidence

MAYOR OF LONDON

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. 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



3. 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

4. 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

5. They have no adverse impact on fire service response times



No change

to response times inside LTNs implemented since 2020

6. 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

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, above comparable locations



6. They have no adverse impact on fire service response times



No change

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

See page 4 for statistical references



LTNs enable more cycling and walking

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.

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.

References

London-wide studies

1. Their roads are safer

- 50% reduction in road casualties within LTNs, with no increase on boundary roads

[Impacts of 2020 Low Traffic Neighbourhoods in London on Road Traffic Injuries – Abstract](#) Findings Press, 2021

2. 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

[Changes in motor traffic inside London's LTNs and on boundary roads – Abstract, pp. 5-6](#) Possible, 2023

3. 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

[Short-term association between the introduction of 2020 Low Traffic Neighbourhoods and street crime, in London, UK – Abstract](#) Findings Press, 2021

4. 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

[Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods – Highlights](#) Journal of Transport Geography, 2021

5. They have no adverse impact on fire service response times

- No change to response times inside LTNs implemented since 2020

[The impact of 2020 Low Traffic Neighbourhoods on fire service emergency response times in London, UK – Abstract](#) Findings Press, 2021

6. They are supported by the public

- 58% of respondents in a representative poll of Londoners supported LTNs

[Plurality of Londoners Support Expanding London's Ultra Low Emissions Zone \(ULEZ\)](#) Redfield & Wilton, 2023

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

[The impact of introducing Low Traffic Neighbourhoods on road traffic injuries – Abstract](#) Findings Press, 2021

2. They enable more active travel

After five years, outer London LTNs have seen:

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

[People and Places: final quantitative report – Table 7, p.36](#) TfL, 2021

3. They lead to reduced car use

- 6% reduction in car or van ownership from 2015 to 2019 among residents of Waltham Forest LTNs

[The impact of Low Traffic Neighbourhoods and other active travel interventions on vehicle ownership: Findings from the Outer London Mini-Holland Programme – Abstract](#) Findings Press, 2020

- 6% reduction in miles driven by residents of Lambeth LTNs

[The impact of 2020 Low Traffic Neighbourhoods on levels of car/van driving among residents: findings from Lambeth, London, UK – Abstract](#) Findings Press, 2023

4. They have lower crime levels

- 10% reduction in street crime in Waltham Forest LTNs from 2012 to 2019

[The impact of introducing a Low Traffic Neighbourhood on street crime in Waltham Forest, London – Abstract](#) Findings Press, 2021

5. They enable young people to be active

- 20% of people cycling at peak times in parts of the Dulwich Village LTN are children, above comparable locations

[The value of measuring cycling diversity as well as cycling volume: a case study from South London – Table 2, p.9](#) Transport for quality of life, 2021

6. They have no adverse impact on fire service response times

- No change to response times inside Waltham Forest LTNs, and some evidence that they improved slightly on boundary roads

[The impact of introducing a Low Traffic Neighbourhood on fire service emergency response times, in Waltham Forest London – Abstract](#) Findings Press, 2021

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