**LTN’s**

The advantages of LTN’s are obvious. Residential areas within an LTN have a better environment (including air quality) and active travel (with its health benefits) is increased. With these undoubted benefits the arguments against LTN’s need to be strong. However, the evidence tends to reinforce the case in favour of LTNs

The objections that are most frequently raised are the following:

1. It is more difficult for emergency services
* Before an LTN is installed there is consultation and agreement with the emergency services
* Evidence from Waltham Forest is that since LTNs were introduced Fire Service first attendance response times have improved:[[1]](#footnote-1)
1. It is inconvenient and longer to drive in and out of my neighbourhood.
* Yes, it can be slightly more inconvenient for residents to drive in and out of their particular LTN, but this is a minor consideration when put in the context of the congestion found in driving outside the LTN in any event and when weighed against the proven benefits of the LTN. Laura Laker’s [article](https://mindthezag.com/places/smashing-the-tyranny-of-the-status-quo-10-of-britains-historic-hidden-gem-ltns/) cites instances where LTNs have been in place for some time and there is no demand from their removal.
* In exchange for any slight inconvenience residence get the environmental benefits outlined above and do not have to compete with rat runners in streets not designed for through traffic.
1. The traffic is displaced onto roads around the LTN
* The international evidence points to the contrary.[[2]](#footnote-2) It takes a little time for traffic patterns to settle when a LTN is first installed. Living Streets [cite](https://www.livingstreets.org.uk/about-us/our-work-in-action/creating-low-traffic-neighbourhoods) counts on main roads in Waltham Forest showing traffic more evenly spread and maximum peak hour flows lower. Specifically around [Walthamstow Village](https://londonlivingstreets.com/2019/07/11/evaporating-traffic-impact-of-low-traffic-neighbourhoods-on-main-roads/)  counts do show an increase in traffic but it is significantly less than the traffic displaced from the LTN. [According to Living Streets and LCC](https://www.livingstreets.org.uk/media/3843/lcc021-low-traffic-neighbourhoods-intro-v8.pdf) motor traffic levels went down by over 5% on the main road nearest the second scheme.[[3]](#footnote-3)
* Better road management with 24 hour bus lanes would allow more people to move more quickly.  Less than 50% of households own a car and that percentage is falling every year.
1. Local retailers suffer
* Most local shops are on the boundary roads of LTNs which are visible to and accessible by motorist.
* The very few shops within the LTNs proposed for Newham are likely to focus on serving local residents who will have a more pleasant experience getting to and from them.
* In Walthamstow Village and Francis Rd in Waltham Forest, both inside LTNs, businesses have thrived. [[4]](#footnote-4)
1. [Fire Facts Incident Response Times 2019](https://data.london.gov.uk/dataset/incident-response-times-fire-facts) p11 [↑](#footnote-ref-1)
2. Living Streets cite a [comprehensive study](https://nacto.org/wp-content/uploads/2015/04/disappearing_traffic_cairns.pdf) of 11 countries shows an 11% reduction across the whole area where there are road traffic restrictions. There is also a [EU Study](https://ec.europa.eu/environment/pubs/pdf/streets_people.pdf) showing how traffic has “evaporated” in areas where motor vehicle restrictions have been introduced. [↑](#footnote-ref-2)
3. For films of cycle rides around the Newham LTN by a local resident showing that it has not created further congestion see <https://www.youtube.com/playlist?list=PL2bww8tjyuHs09WdYNzI2iHAjj4wMCR0-> [↑](#footnote-ref-3)
4. See [Waltham Forest’s mini-Holland schemes, the evidence](https://www.lcc.org.uk/pages/number-wfminiholland-evidence) [↑](#footnote-ref-4)