

ELECTION SPECIAL



2. Delay buses and harm passengers

because many of the roads which get the extra traffic are key bus routes. Buses can become erratic, causing stress to drivers, lost break time, etc.



Passengers experience buses terminated mid-route, delays, missed appointments, and breathe in higher levels of harmful exhaust fumes. Those most reliant on buses - disabled people, those on low incomes, older people, women with children and members of black and ethnic minority communities - are most negatively impacted.



In advance of the May elections SEJ is reiterating its call for the removal all LTNs installed during and after Covid.

Despite claims to the contrary, Low Traffic Neighbourhoods do not decrease emissions or curb car usage.

Instead LTNs:

1. Relocate traffic onto 'other' roads, where people live, work, shop, attend schools & nurseries. These people (often from less affluent groups) get more dangerous roads with the higher levels of noise, traffic, and harmful pollution.

By moving traffic from wealthier areas of higher car-dependency to 'other people's roads' LTNs are a clear example of environmental injustice.



3. Hurt essential car users by making their trips more difficult and longer. Many disabled people rely on cars – their own or other people’s.

People who rely on their cars for their livelihood – carers, cabbies, trades people, and many small businesses – lose time and money as a result of LTN-manufactured congestion and because of the longer, circuitous routes they are forced to take due to LTN restrictions.

In advance of the May elections SEJ is reiterating its call for the removal all LTNs installed during and after Covid.



4. Do nothing to counter climate change and rather than reducing traffic, vehicles are now forced to take longer routes and in more congested circumstances.

When it became popular for local authorities to declare ‘*climate emergencies*’, some

groups began calling streets closed to through traffic ‘*climate-safe streets*’. This is a nonsense!

Congestion and miles travelled are greater causes of climate-harming emissions. LTNs tackle neither.



5. Cause increased congestion by rerouting the same number of vehicles onto fewer roads that were not built to take such a high volume of traffic.

These are NOT ring roads but, in many cases, historic residential roads. It is now more than 3 years since the implementation of these large scale, ill-thought out LTNs and there has been no significant proven decrease in traffic.



6. Do not cut overall emissions, noise or pollution but instead shift the burden onto those least at fault. They are likely to cause more harm to a greater number of people. By relocating traffic onto popular walking routes, bus routes, roads with higher density housing, and community roads with schools & nurseries more people are exposed to more exhaust fumes for longer.

The worst impact is on poorer people and members of the BAME communities who are more likely to live, work and attend schools on roads now getting higher levels of traffic. This is an example of environmental injustice.



Low Traffic Neighbourhoods

Research report

March 2024



Entering a New Era?

On 17th March central government issued draft guidance which stated that councils must gain the support local residents, businesses, and emergency services when considering implementing new traffic schemes.

Local authorities will be obliged to consider the final guidance when shaping new and existing schemes. If local authorities fail to deliver 'sensible road schemes that work for local people' they could see future funding withdrawn.

In March the Government also released its Review focussing on a few smaller scale schemes. Unsurprisingly, it found that those benefitting from traffic measures supported them but one glaring fault was that the opinions of those now living and breathing displaced traffic was not sought.

Full report:

<https://assets.publishing.service.gov.uk/media/65f400adfa18510011011787/low-traffic-neighbourhoods-research-report.pdf>

To read a comprehensive analysis of this report, please follow these links:

<https://www.socialenvironmentaljustice.co.uk/newpage#AndrewEllsonNotes1>

<https://www.socialenvironmentaljustice.co.uk/notes-on-ltn-research-report-2#dm>

<https://irp.cdn-website.com/630197fe/files/uploaded/SEJ%20response%20to%20LTN%20Review%20April%202024.pdf>