



Tackling Root causes Upstream of
Unhealthy Urban Development

Enhancing Prevention of Non-communicable Diseases through Low Traffic Neighbourhoods (LTNs): Lessons on Community Engagement in the UK

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1. What are Low Traffic Neighbourhoods?
2. What is the 'problem' with Low Traffic Neighbourhoods?
3. Engaging the public: how we are applying our learning

1. What are Low Traffic Neighbourhoods?



2. What is the ‘problem’ with Low Traffic Neighbourhoods? (in the UK)



Oxford, 2022



Bristol, Dec 2024

- ‘Motornormativity’ (Walker et al. 2023)
- Media framing of LTNs



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Sadiq Khan's much-hated Low Traffic Neighbourhoods scheme gets funding to make 30 more, despite the programme being blamed for delaying emergency services and causing MORE traffic

By MAILONLINE
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Sadiq Khan's unpopular **Low Traffic Neighbourhoods** scheme has been given the green light to expand, despite the programme being blamed for delaying emergency services and causing more traffic.

More than 30 more LTNs could be built across the capital after it has emerged the Mayor's transport body, **Transport for London**, has earmarked funding for the scheme.

It comes after the 'traffic-calming measures' were first introduced by Khan in Spring 2020, as part of his vision for 80 per cent of all trips in **London** to be made on foot, by cycle, or using public transport by 2041.



The Telegraph

Cars banned from large parts of Bristol in LTN trial

Road bollards and one-way systems in east of city risk excluding disabled residents, say campaigners

Bristol News • Bristol News • Bristol City Council

Latest on controversial liveable neighbourhood scheme in east Bristol

Some residential streets in the area are plagued by commuters trying to avoid congestion on nearby main routes



- Discourse around LTNs
 - threat to individual drivers' rights
 - ill-conceived interventions
- “War on motorists”
- “Hare-brained schemes”





GREEN WIN!

34 SEATS

BRISTOL

FOR A FAIRER, GREENER COUNTRY



[The Green Party, 2024](#)

Health evidence-free space

Engaging the public – scope for improvement and innovation

Addressing expressed concerns

Countering divisive narrative with evidence and improved engagement

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Giving the people of Bristol a voice about the driving restrictions of Liveable Neighbourhoods

Keep Bristol Moving is a campaign group providing a platform for voicing the concerns of those negatively affected by the “Liveable Neighbourhood” schemes being planned and implemented in the city.

In the name of making streets safer for those using ‘active travel’, these schemes fail to take into account many day-to-day needs of local residents, in particular of those already struggling, accentuating inequalities.

For more information about our group, click [here](#)



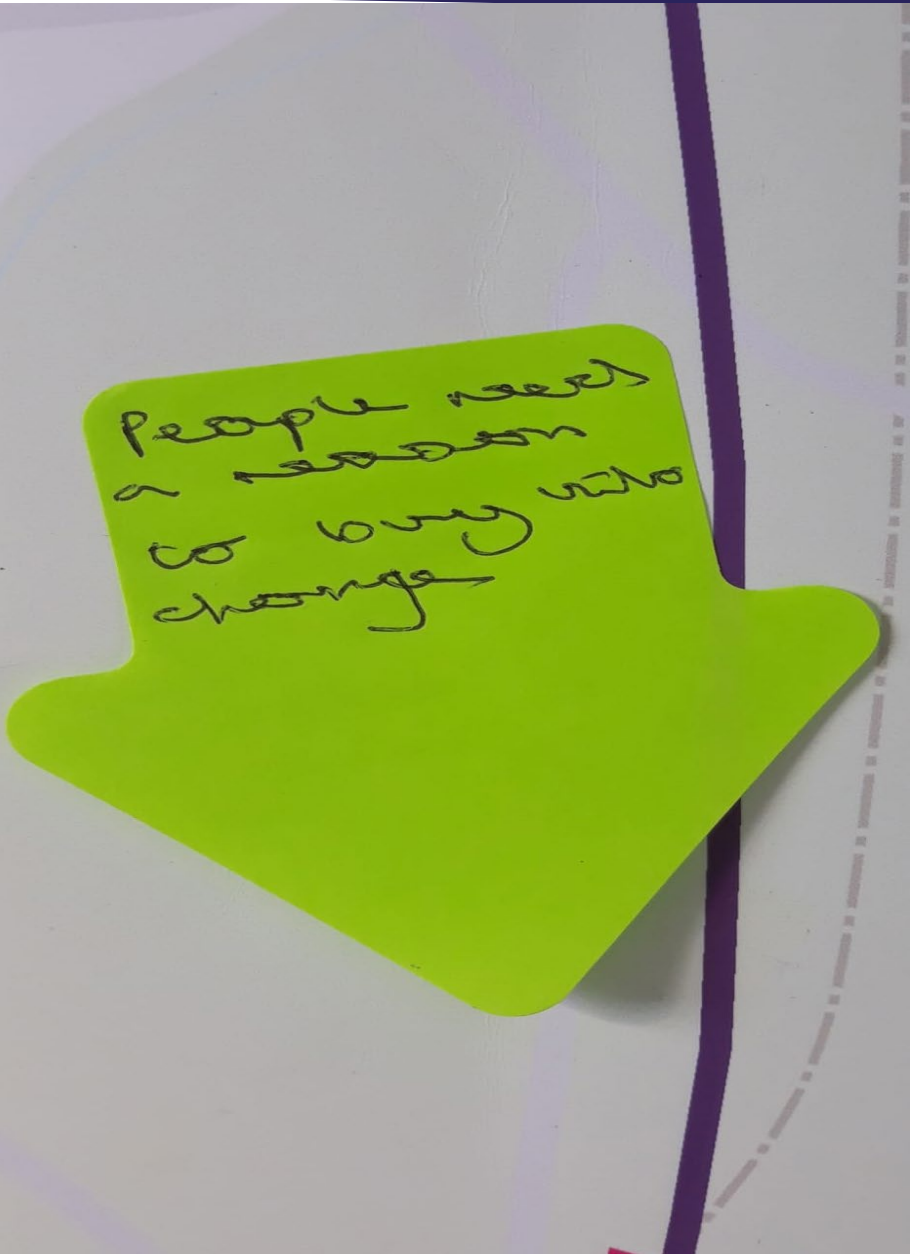
New ‘Keep Bristol Moving’ initiative

3. Strategies for engaging the public

Testing materials and methods for early, health evidence-informed,
deliberative public engagement for Low Traffic Neighbourhoods (LTNs)

www.truud.ac.uk



A photograph of a bright yellow sticky note with handwritten text in black ink. The note is placed on a white surface with faint purple and grey lines. The text on the note reads: "People need a reason to buy into change".

People need
a reason
to buy into
change

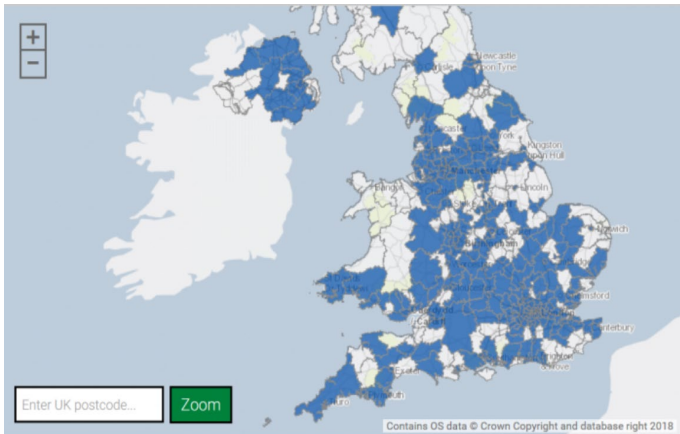
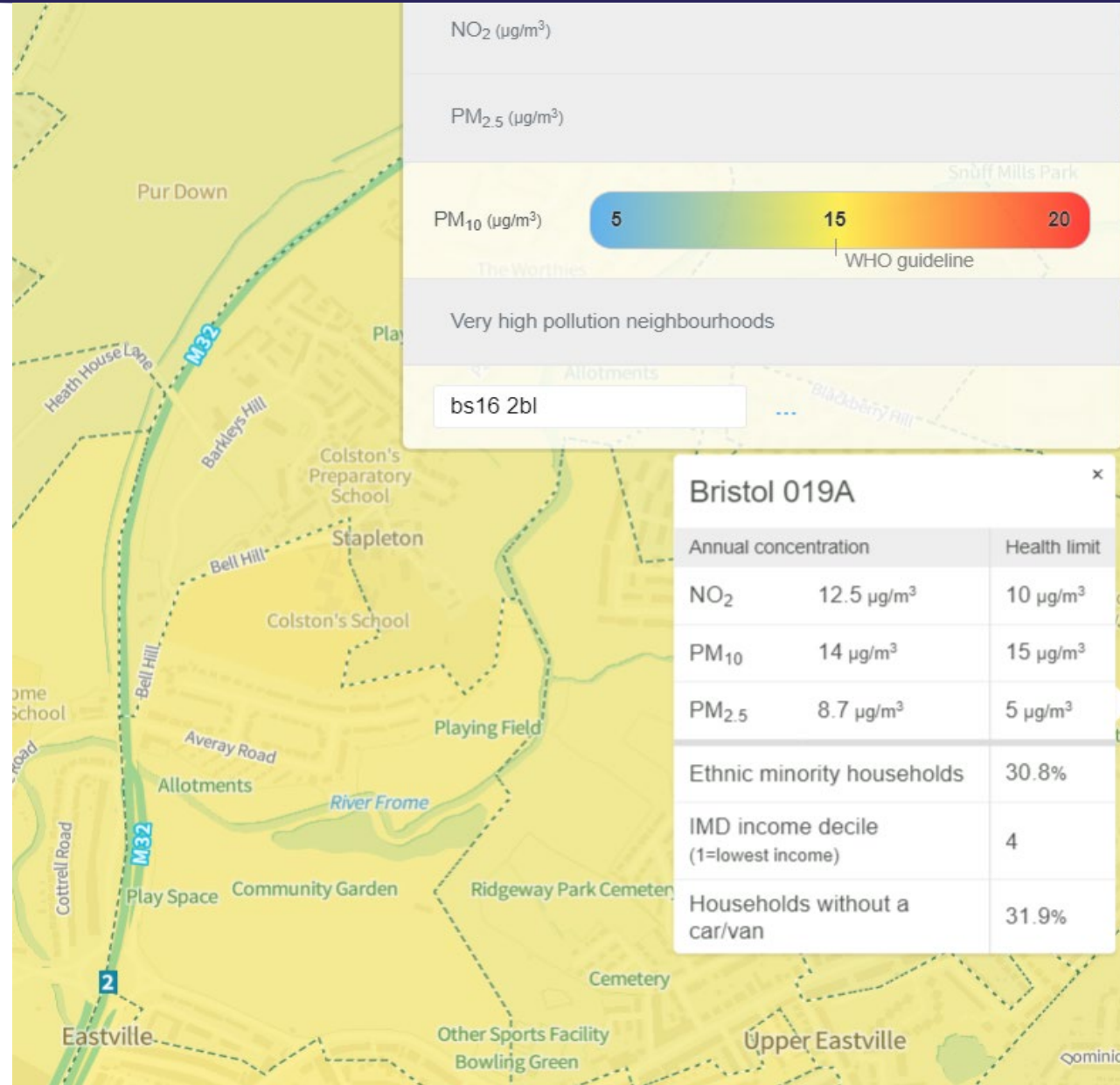
“People need a reason to buy into change”

3. Engaging the public: applying our learning

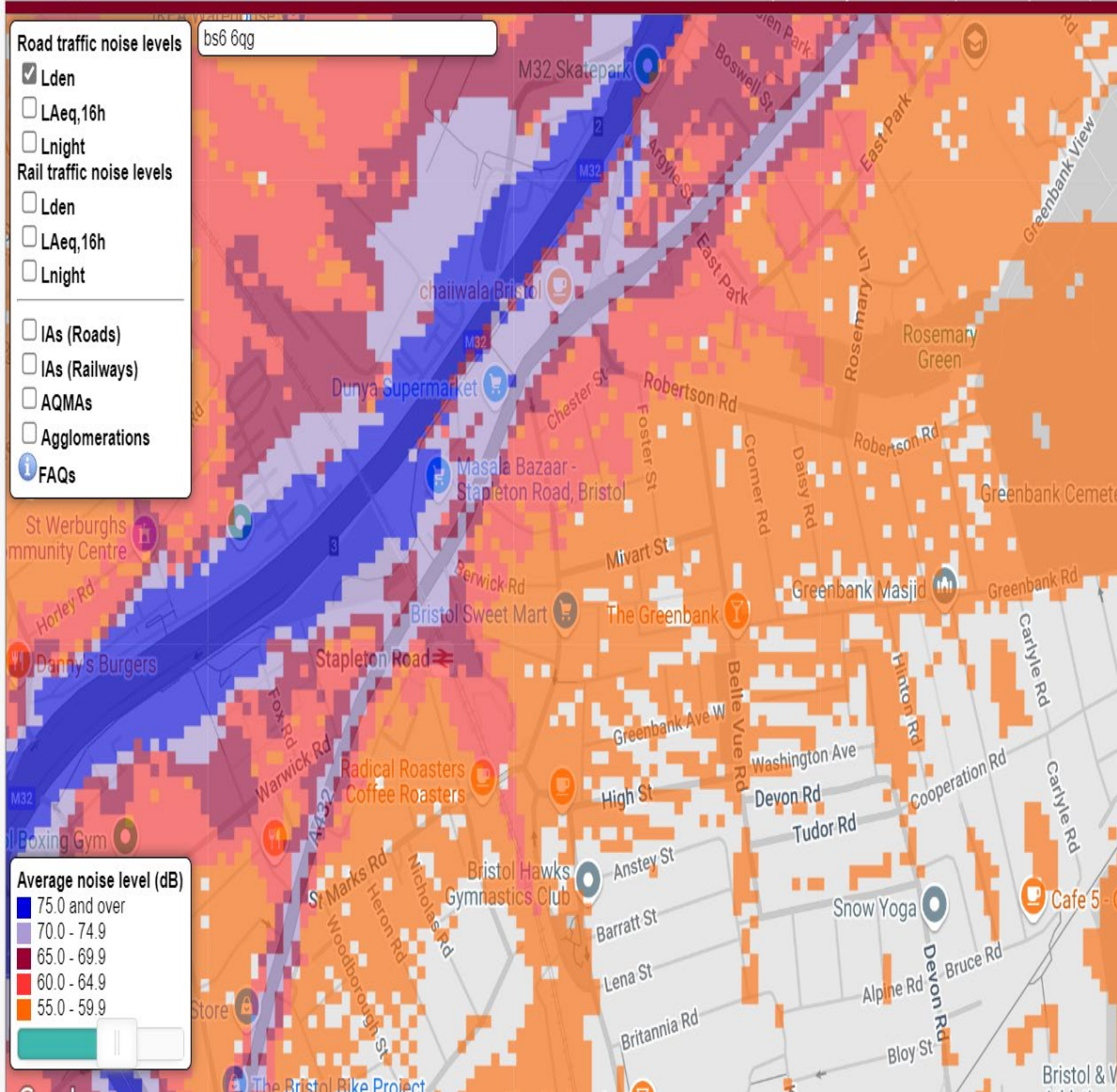
- (i) framing health evidence to emphasise current risk and potential for positive change
- (ii) introducing more reciprocal, deliberative engagement
- (iii) testing lived experience evidence - short films

(i) Framing health evidence to emphasise current risk and potential for positive change

Local maps with explainers



England Noise and Air Quality Viewer



Extrium: England Noise and Air Quality Viewer

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

(iii) introducing more reciprocal, deliberative methods

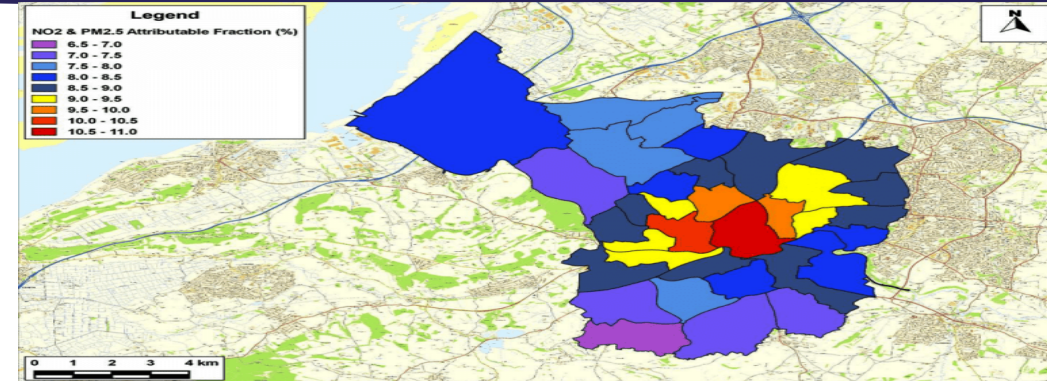
It was like a very loose
'wish list'
type of thing ... nothing
constructive
was discussed as such

I think you need to set the
goalposts of a conversation –
of saying, 'This is what we've
got – this is the control that
we have, and what we can do

- **Avoid blanket 'wish lists'**
 - what is the starting point of conversations?
 - what understanding and expectations are being created?
 - what is being exchanged?
 - how is information collected used and fed back?
- **What forms of reciprocity are at play?**

Exploring forms of deliberative engagement

- Health evidence as central element
- Problem-focussed
- Discursive



How can health evidence best be used in the introduction of LTNs?

What does good deliberative engagement look like?

What kinds of channels should be used?

What difference does the co-design of materials and methods make?

(iii) sharing lived experience as evidence - short films

Illuminates social determinants of health and hence the wider circumstances and systems that shape the conditions of daily life, with particular health outcomes



Using lay knowledge to transform understanding of links between the built environment and health. TRUUD Briefing, Jan 2024

<https://truud.ac.uk/wp-content/uploads/2024/01/Using-lay-knowledge-1.pdf>





Traffic noise

- The World Health Organisation has found that noise could be the **second largest environmental risk to health after air pollution**.
- Long term traffic noise disrupts sleep for adults and children and causes stress to our bodies, **leading to long term chronic illnesses, poor mental health and earlier death**.
- Around **40% of adults in England are exposed to traffic noise levels over 50dB** (beyond which causes stress).
- Sleep disorders cost each sufferer on average £1,163 per year just in lost wages.
- By reducing noise for one small neighbourhood of 1000 people the savings to society of all related health problems could be £9 million over 25 years.



Air quality

- Air pollution affects people of every age, increasing risk of respiratory disease, cancers, diabetes, heart disease, stroke and Parkinson's Disease.
- Air pollution in the UK causes between **28,000 and 36,000 deaths every year**.
- The value to society of preventing all early deaths related to air pollution in the UK could be £70-90 billion per year.

“When he moves back home, the cough develops again and it’s grown and grown”

Shakar and his family living with noise and air pollution



Lived experience in the context of South Bristol Liveable Neighbourhood

- New lived experience film on travelling to school with children in Bristol:
 - challenges facing those living in South Bristol Liveable Neighbourhood area
 - positive impacts of changes
- Exploring other short film options
- Films to be used within discursive engagement and wider promotion of the scheme

Relevance to Wales and 30 mph zone initiative?:

[Wales's 20mph speed limit saves lives and money. So why has it become a culture-war battlefield? | Will Hayward | The Guardian](#)

“Evidence-based policy does work, but you have to own it, explain it and stay the course”

Acknowledgements

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Weblink: <https://mrc.ukri.org/research/initiatives/prevention-research/ukprp/>

