

DRIVERS

Yep -- you read that right.

By discouraging unnecessary journeys, an LTN means less traffic and less congestion for those who genuinely need a car to get around.



It's happened elsewhere in London...so why not here?

"The first low traffic traffic neighbourhood in Waltham Forest saw motor traffic levels fall by over half inside the residential area and by 16% even when including the main roads. Motor traffic levels went down by over 5% on the main road nearest the second scheme."

"Residents walked or cycled for 41 minutes more than where no improvements had been made and air quality improved by 90%."

<https://www.gov.uk/government/case-studies/london-mini-hollands>

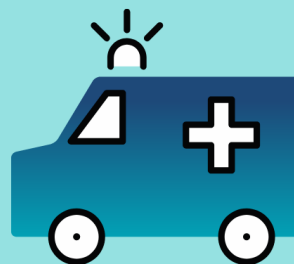


<https://www.walthamforest.gov.uk/content/celebrating-five-years-mini-holland-waltham-forest>



EMERGENCY SERVICES

Data shows response times for emergency services like the fire brigade and ambulances actually decreases when an LTN is introduced. Less traffic means they can get to an emergency faster.



Traffic counts taken last year on Browning Avenue and Ruskin Drive for 3 peak hours in the morning and 3 peak hours in the evening recorded 2000 cars.

That's an average (for 6 hours of the day) of one car every 11 seconds, typical of traffic on **main roads** not **residential streets**!

Browning Avenue will have far less traffic.

These schemes are being termed "Road Closures" but the opposite is true. They are an opportunity to open our streets to more users of the road whether on foot, wheelchair, pram or children being able to play in the street.

Residents can still use their cars and receive deliveries but won't have to share the road with non-residents using it as a rat-run.

A YouGov survey showed that there are 6.5 people in favour of measures to encourage cycling and walking in their area for every 1 against **#BikelsBest** 6/7th May 2020

There are bound to be teething problems. Motorists have had very little warning and sat navs will take time to learn the changes.

This will all improve as the scheme beds in but please expect some confusion and disruption at first.



getsuttoncycling.org.uk/support-suttons-ltns/



THE ENVIRONMENT

Cars and road transportation accounts for 22% of total UK emissions of carbon dioxide. Car pollution impacts the health of everyone, but especially children and the elderly. Every car journey not taken helps the environment.



"A quarter of households do not have access to a car, rising to almost half for the lowest paid, while those aged under 30 are making 17 per cent fewer journeys behind the wheel than they were at the start of the millennium. Building roads for new cars is no longer the solution. Research indicates that people are more than six times more likely to be in favour of cycling and walking schemes than against them. It is time we designed our towns and cities for them and reaped the benefits that come with doing so."

Chris Boardman, policy advisor, British Cycling
Dame Sarah Storey, policy advocate, British Cycling

PARENTS AND CHILDREN

Fear of road traffic injury is the key reason parents give for limiting their children's independence. Safer roads means kids are free to walk or cycle to school -- and breathe clean air while they do!



Many journeys for residents of The Hamptons will benefit by Green Lane and Browning Avenue being much quieter as they will no longer be rat-runs.

CYCLISTS

Fewer cars means safer routes for cyclists. That means everyone from the lycra-wearing expert to the nervous first-timer will have a better time on the roads.



WHO BENEFITS FROM A LOW TRAFFIC NEIGHBOURHOOD?



ROAD
OPEN TO

