

The Chartered Institution for Highways and Transport (CIHT) welcomes the draft statutory guidance on [implementing low traffic neighbourhoods](#) (LTNs). In its [response](#) to ‘[The Plan for Drivers](#)’ CIHT called for evidence-based policymaking and we note that this guidance has been informed by the results of research carried out on behalf of the Department for Transport (DfT).

CIHT supports the introduction of this guidance detailing good practice in LTN implementation. One of the strategic objectives recommended by CIHT’s manifesto [A transport network fit for all our futures](#) is that “everyone has the opportunity to travel sustainably”.¹ This means developing sensible, place-based transport solutions that improve social inclusion by putting equity at the centre of policy development. Where LTNs provide an appropriate solution to local needs, we believe they offer important benefits such as improved air quality, traffic reduction and public accessibility as well as supporting wider national objectives of decarbonisation and modal shift targets. We appreciate that this guidance emphasises the importance of local engagement in implementing LTNs and highlights the importance of inclusive thinking in this process. However, we believe that these points could be more strongly emphasised.

More detail on scheme rationale and objectives would provide support to local authorities in communicating with residents. CIHT appreciates that a clear definition of LTNs has been provided in the guidance. However, greater context could be given as to how LTNs fit into wider traffic management strategies. The addition of details on why an LTN may be introduced, what the objectives of an LTN should be and possible alternatives where an LTN scheme is inappropriate would also support local authorities in developing and communicating scheme rationales and objectives during the engagement process. For example, an LTN may be introduced to improve local air quality by reducing emissions from traffic. Paragraph 3.5.4-3.5.9 of [Local Transport Note 1/20](#) provides detail on area-based approaches to traffic management, which may be a useful resource to link to. Emphasising the need for clear rationales and objectives would help ensure LTNs are driven by the specific needs of the local area and improve public understanding.

Clearer articulation of the benefits and disbenefits of LTNs would underline the need for an inclusive approach. CIHT supports the guidance on ‘Getting community support,’ particularly the principle of ensuring engagement is representative and inclusive of all the community. We welcome that this guidance encourages consulting local disability groups at an early stage of scheme development. More detail could be provided on why this is important. For example, alternatives to cars are not always accessible to disabled people so LTNs may need to have adequate provisions for drop off/pick up for disabled people. Details on the possible positive and negative impacts on LTNs emphasise the need for thorough consultation and engagement. More clarity on techniques for assessing the positive and negative impact of LTNs once implemented could be useful in supporting local authority appraisal of schemes. Encouraging best practice sharing from where LTNs

¹ CIHT, *A transport network fit for all futures*, CIHT (May 2024), 7.

have been successfully or unsuccessfully implemented would be a useful way of ensuring lessons are learned from other schemes.

More emphasis should be placed on accessibility in scheme design. CIHT welcomes that the guidance notes that schemes should be designed to be accessible to all. However, we would encourage placing greater emphasis on accessibility at the design stage. CIHT's upcoming [Creating a Public Realm for All](#) report identifies some of the challenges that people, e.g. disabled people (with physical, sensory, cognitive or intellectual impairments), people with temporary disabilities, older people, people with buggies and luggage etc. can face when accessing public spaces. Links to supplementary resources, such as those produced by [Sustrans](#) and [Living Streets](#), as well as specific examples of well implemented LTNs, would make this a more comprehensive tool in guiding effective and accessible LTN design. Emergency services may require access to LTNs and the guidance could provide more clarity on ways of ensuring response times are not impacted. Strong engagement with key stakeholders would lead to more meaningful engagement. The [Active Travel: Local authority toolkit](#), which uses supplementary resources to provide more detail, is a good example of a comprehensive hub of information available to both local authorities and the public.

CIHT emphasises the need for greater accessibility to technical knowledge and expertise around traffic management strategies. The LTN guidance highlights the need for longer term evidence on LTNs and CIHT offers its support and assistance to DfT in developing a technical knowledge base around LTNs.

CIHT has a course on '[Stakeholder and public engagement](#)' through its CIHT Learn programme, this is available for members but would welcome discussions with DfT about enabling local authorities to have access to this.

CIHT encourages the government to support data collection on LTN implementation by local authorities for schemes of all sizes to help improve insight into traffic management methods like LTNs. We extend our continued support to DfT on the policy development process moving forward.