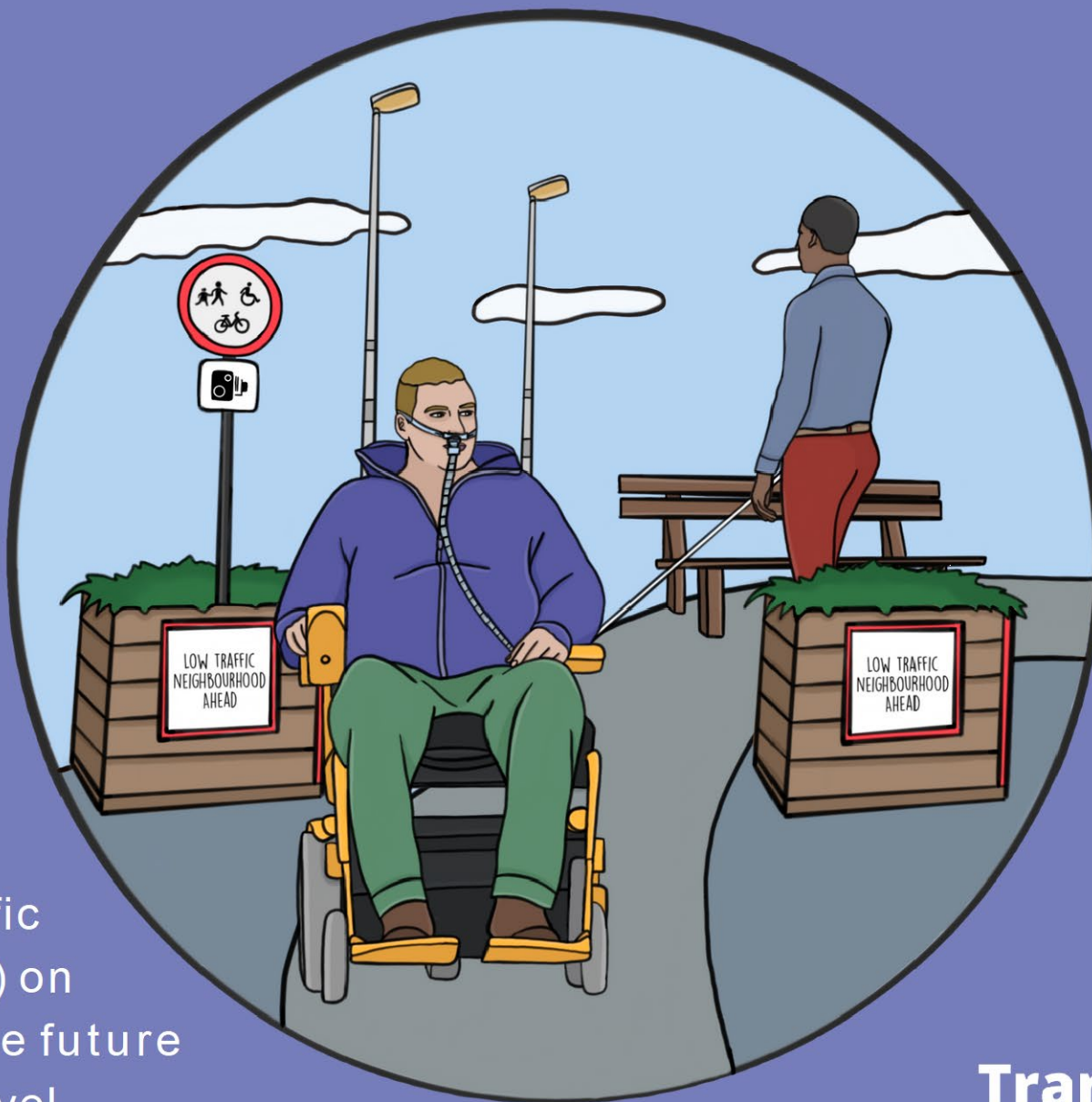


# Pave The Way

The impact of Low Traffic Neighbourhoods (LTNs) on disabled people, and the future of accessible Active Travel.



Report  
January 2021

**Transport for All**





“  
I feel we are being really co-opted in these debates. Whether it's cycle lanes, LTNs, or banning taxis, it's like the idea of us is utilised by either side without actually involving us.  
”  
Participant, Ealing

# Timeline

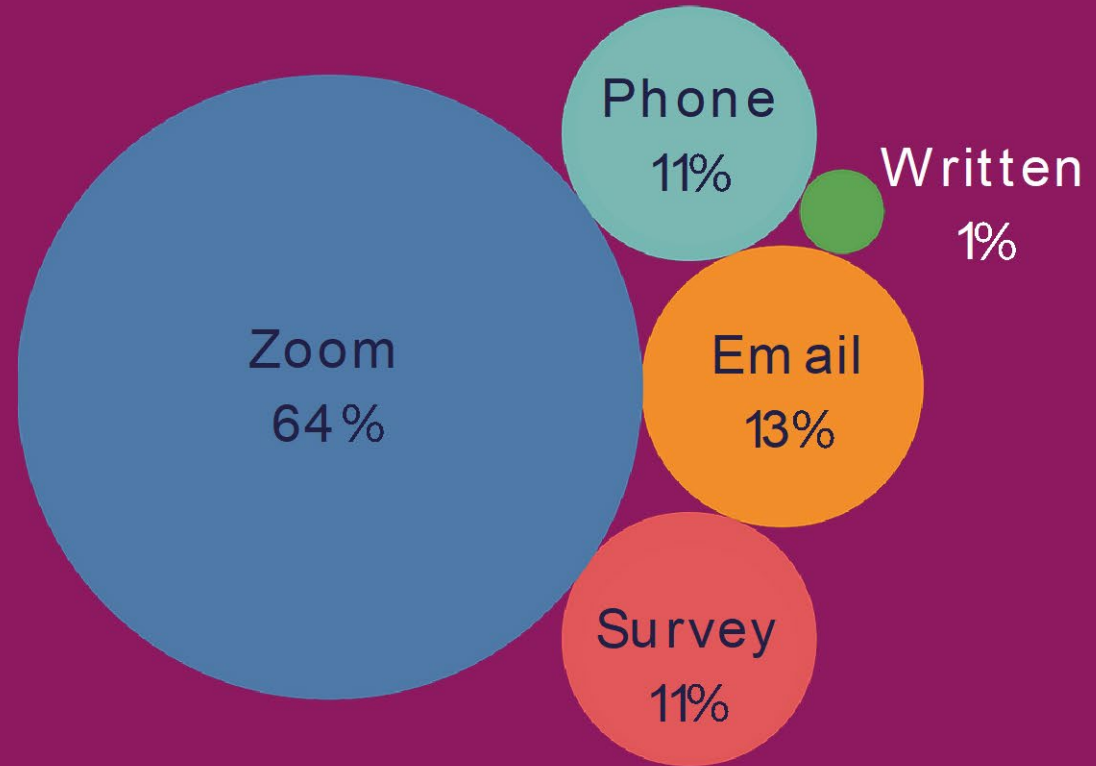
# Method

Transport for All **TfA**

We spoke to

84

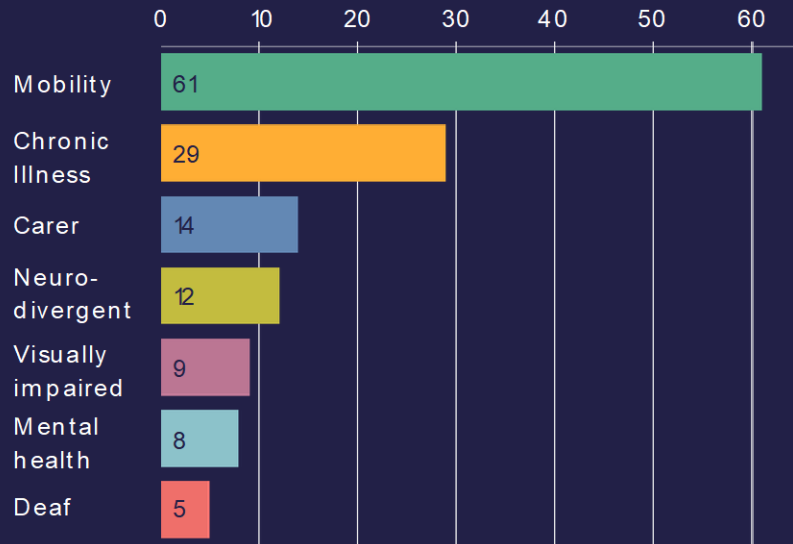
participants



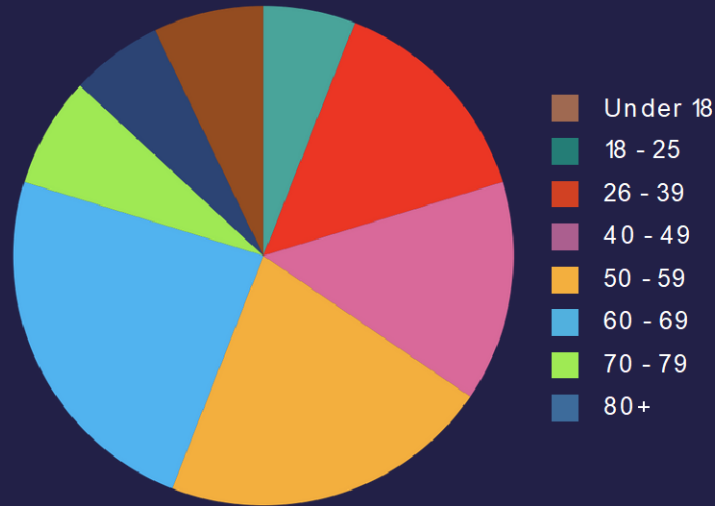
# Demographics

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TfA



across a range of  
impairment groups



aged 8 to 89



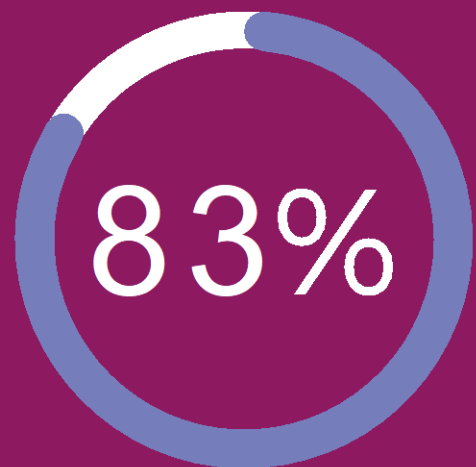
in 19 out of the 21 boroughs  
with new LTNs (plus 5  
locations outside London)

# Findings

## General observations

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TfA



felt strongly impacted by the  
Low Traffic Neighbourhoods



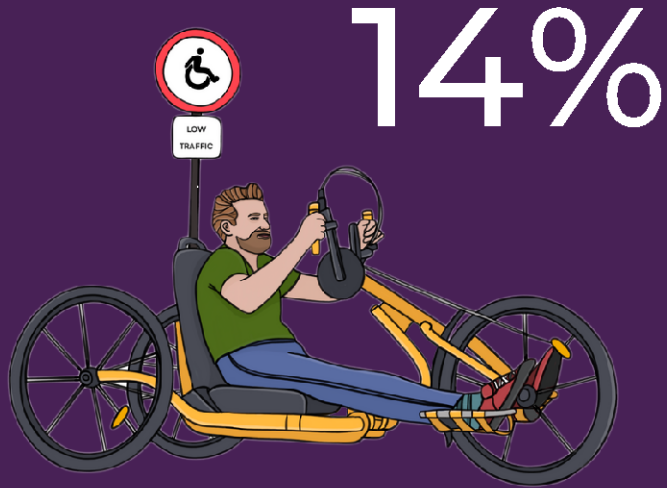
discussed how divisive  
the LTN issue is

“  
It's not like disabled people  
haven't tried to be a part of  
this movement, but if you  
raise concerns, you are seen  
as someone who is against  
bikes and demonised as  
someone who doesn't care  
about the environment.  
”



# Positive

Transport for All **TfA**



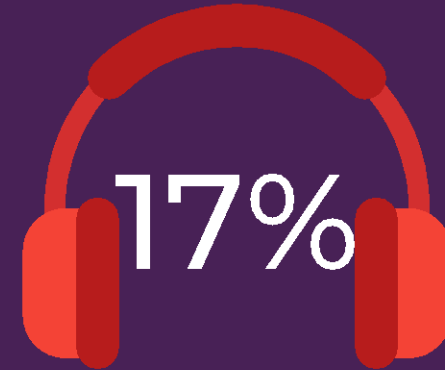
14%

reported easier or more pleasant journeys.



18%

reported a decrease in traffic danger



17%

reported a decrease in noise.

# Positive

**Transport** for **All**

**TfA**

— “ —

Since the LTN I feel much more secure going on the road. I know that that particular road is much quieter, and I feel that I have more of a right to be on the road.

Manual wheelchair user,  
Lambeth

” —

— “ —

There are many things that can be quite overwhelming about being autistic. The LTN means there are less cars, which is less overwhelming, so I'm feeling less stressed, which means I'm burnt out less. It's just one of a combination of things that can help and it's nice to not have.

Autistic participant,  
Lambeth

” —

# Negative

Transport for All

TfA

77%

reported an  
increase in  
journey time



raised concerns over  
an increase in money  
spent on petrol or  
taxis.

1 in 3



reported an increase  
in traffic danger



# Negative

Transport for All

TfA

— “ —

Everything has taken me considerably longer to do, and obviously is leaving me more tired at the end of it. Even my journey to and from work takes longer and leaves me more zonked by the end of the week. It accumulates at the end of the week, and I just sort of collapse on the tenth week.

— ” —

Chronically ill participant,  
Islington

— “ —

It made it really difficult for me to get places, because I was using taxis to get around. And obviously, because it took [the driver] so much longer, sometimes it ended up that [the driver] wouldn't want to wait in traffic to get to me.

— ” —

Visually impaired participant,  
Redbridge

# No other options? **Transport for All**



- 42% of participants raised issues with streetspace. (eg: lack of dropped curbs, uneven pavements, poor cycle lanes, pot holes, street clutter, e-bikes)
- 53% of participants raised issues with public transport (eg: buses, trains, Tube)
- 45% of participants discussed barriers disabled people face to Active Travel/ cycling (for example: high cost of adapted bikes, education, cultural attitudes, impairment-based).

"it's a complicated maze of measures" - Islington resident

# Barriers

Transport for All **TfA**



Medical



Physical (infrastructure)



Financial



Attitudinal



Societal



# Physical (infrastructure)

Transport for All

TfA



“  
If the LTN is meant to be about walking, why are the pavements all broken up?  
”



# Financial

- Non-standard cycles significantly more expensive.
- According to Wheels For Wellbeing, cycles range from £500 for the most basic adult pedal trike, to £3500 for handcycles with e-assist. Cargo bikes can be up to £8000.
- Lack of cycle-hire schemes.
- Cost of maintenance, repair, and insurance.
- Cost of high quality wheelchairs and other mobility aids.
- Disabled people are twice as likely to be unemployed, and face extra costs of £583 a month.
- Financial barrier is therefore not only prohibitive, but discriminatory



# Attitudinal

**Transport**for**All**

**TfA**

— “ —

Handcycling...it's  
not for wobbly  
people like me.

— ” —

- Lack of visibility and representation of disabled cyclists.
- Many disabled people do not know that cycling is an option.





# Societal

Transport for All **TfA**

— “ —

I'm not there yet mentally. It's a type of mourning, losing your health.

— ” —

— “ —

I don't want to use a wheelchair. I can still get about with my car.

— ” —

# EQIAs + engagement

Transport for All

TfA

3 in 4



criticised how changes  
in their local area were  
communicated to them

— “

It was just the shock of suddenly, 'Oh, there's loads of roads closed? Is there work being done or something? I don't know what's going on'. so I think that's the context. That's a really important point for me: is that everybody is complaining that there's not been enough information - but for me, it was like I had none.

” —

Participant, Lewisham

# Solutions

**Transport** for **All**

**TfA**

## To mitigate negative impact

- Meaningful engagement with disabled people in the community
- Accessible communication
- Accessible implementation
- Softer approach
- Dispensation for disabled people

## To remove barriers to Active Travel (and public transport)

### Infrastructure

- Accessibility upgrades to areas where streetspace schemes are implemented
- Wider accessibility upgrades to public realm

### Policy

- Nationwide pavement parking ban
- Accessibility standard for cycle lanes
- A commitment that concessionary travel for disabled people will never be rescinded.

### Investment

- Cycle hire schemes for non-standard cycles
- Subsidised adapted cycles and high quality wheelchairs

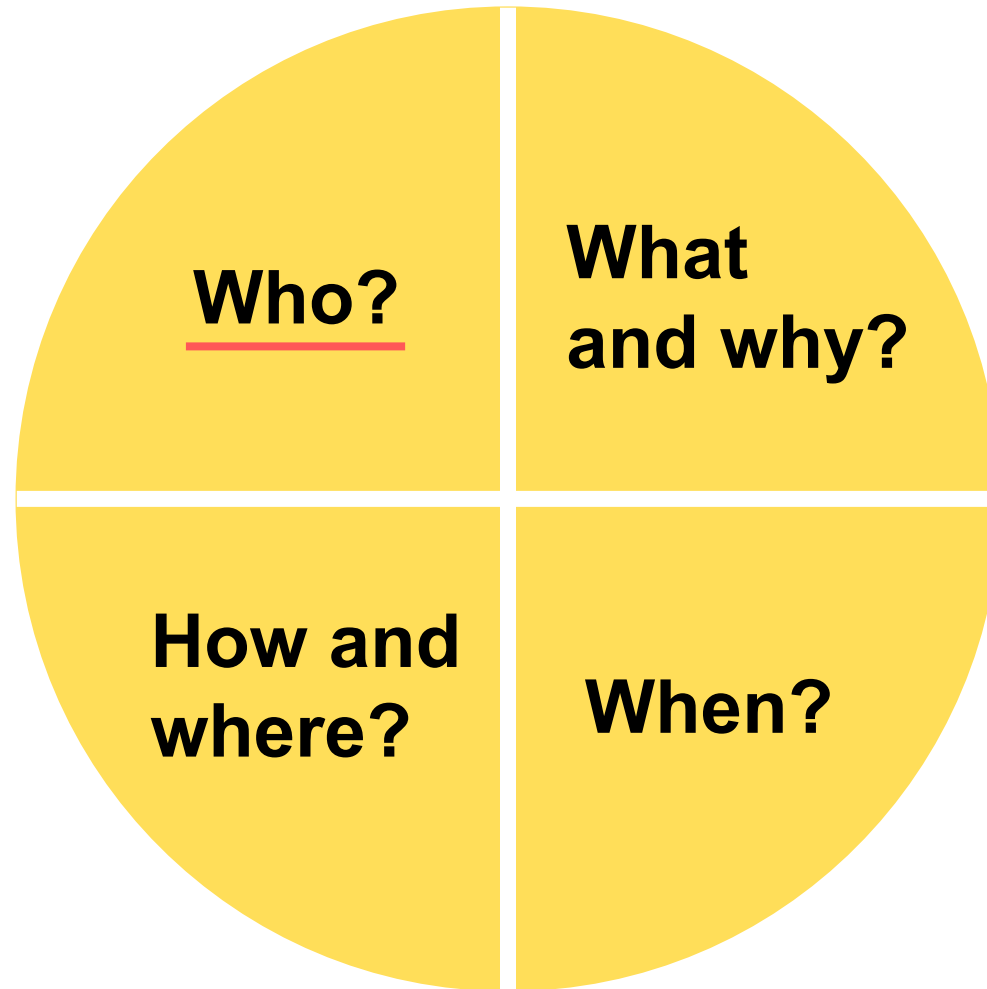
**Caroline Stickland**

Partnerships Lead: Access Partner Consultancy  
Transport for All

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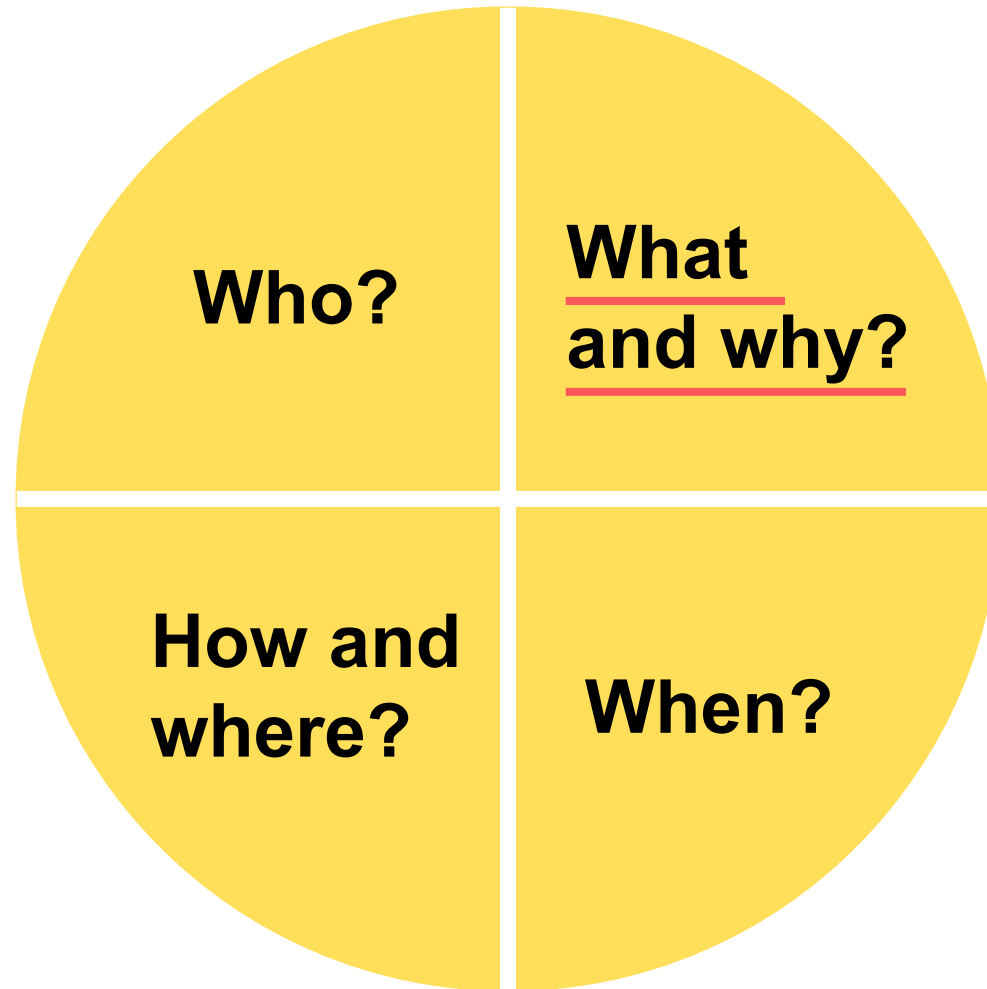
# Preparing to involve disabled people

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# Preparing to involve disabled people

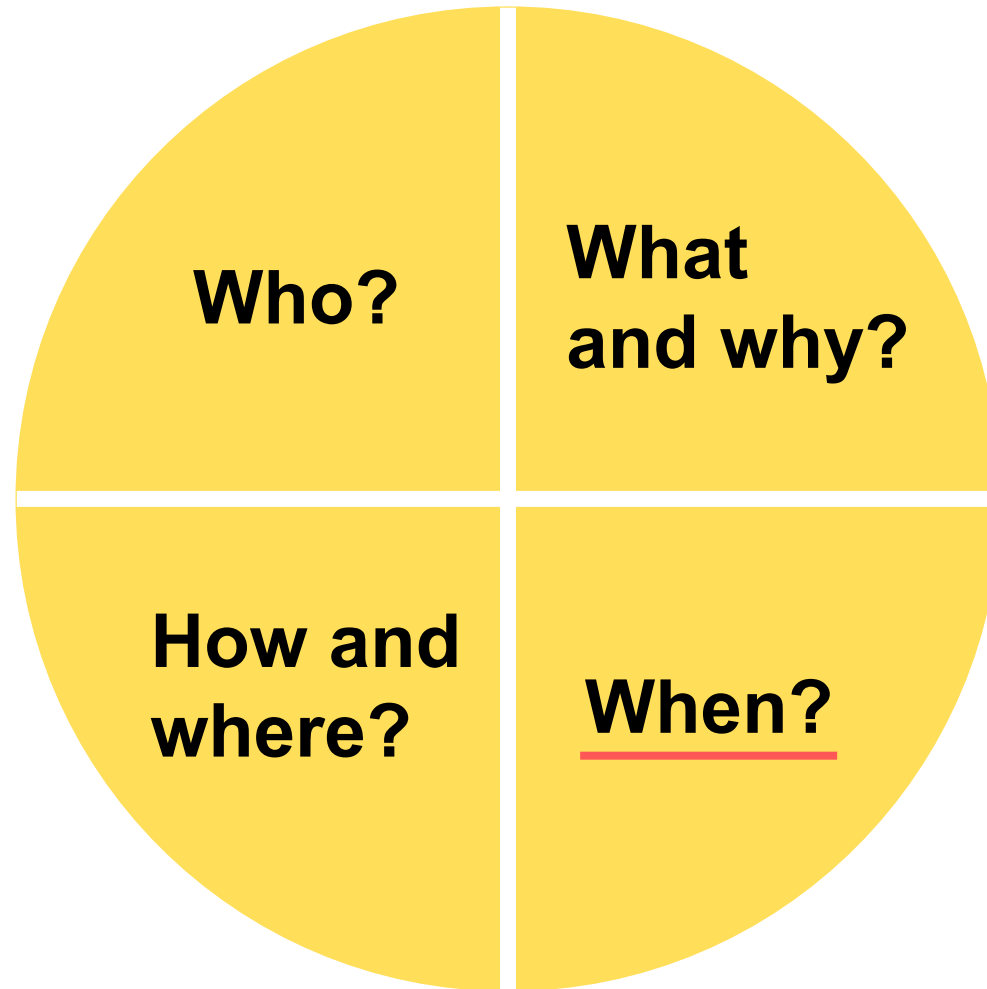
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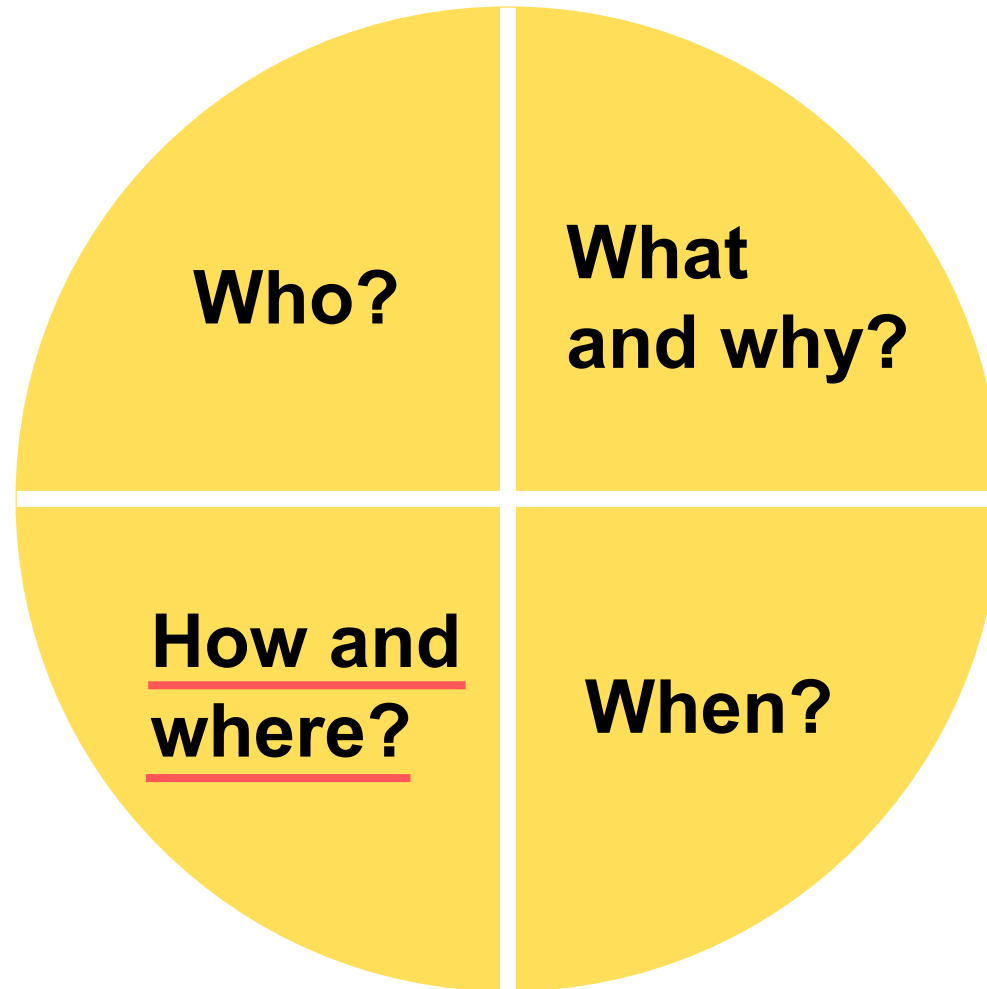
# Preparing to involve disabled people

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# Preparing to involve disabled people

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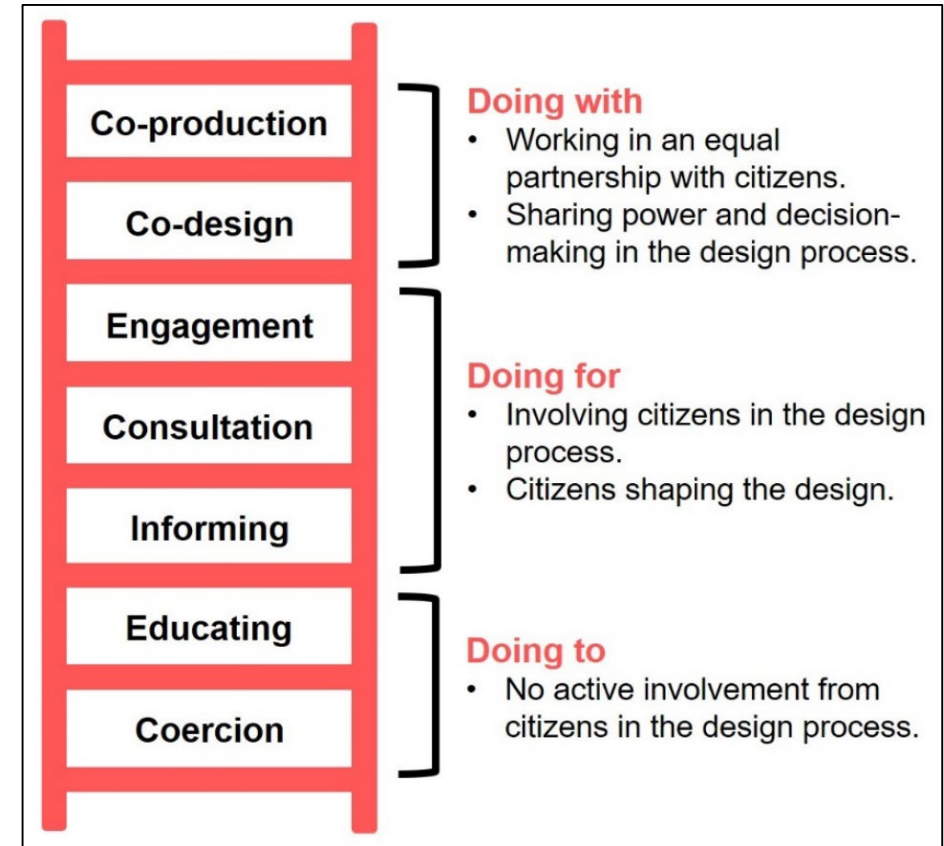


# Ladder of engagement

**Co-production** is a way of working where service providers work in an equal partnership with the citizens they are providing the service for to design and deliver it. It sits at the top of the 'participation ladder', which describes a range of different levels of citizen participation in ascending order.

TfA believes that the co-production is the model form of user participation and should be implemented by service providers when they design new services or redesign existing services.

*(Diagram adapted from the New Economics Foundation's participation ladder)*



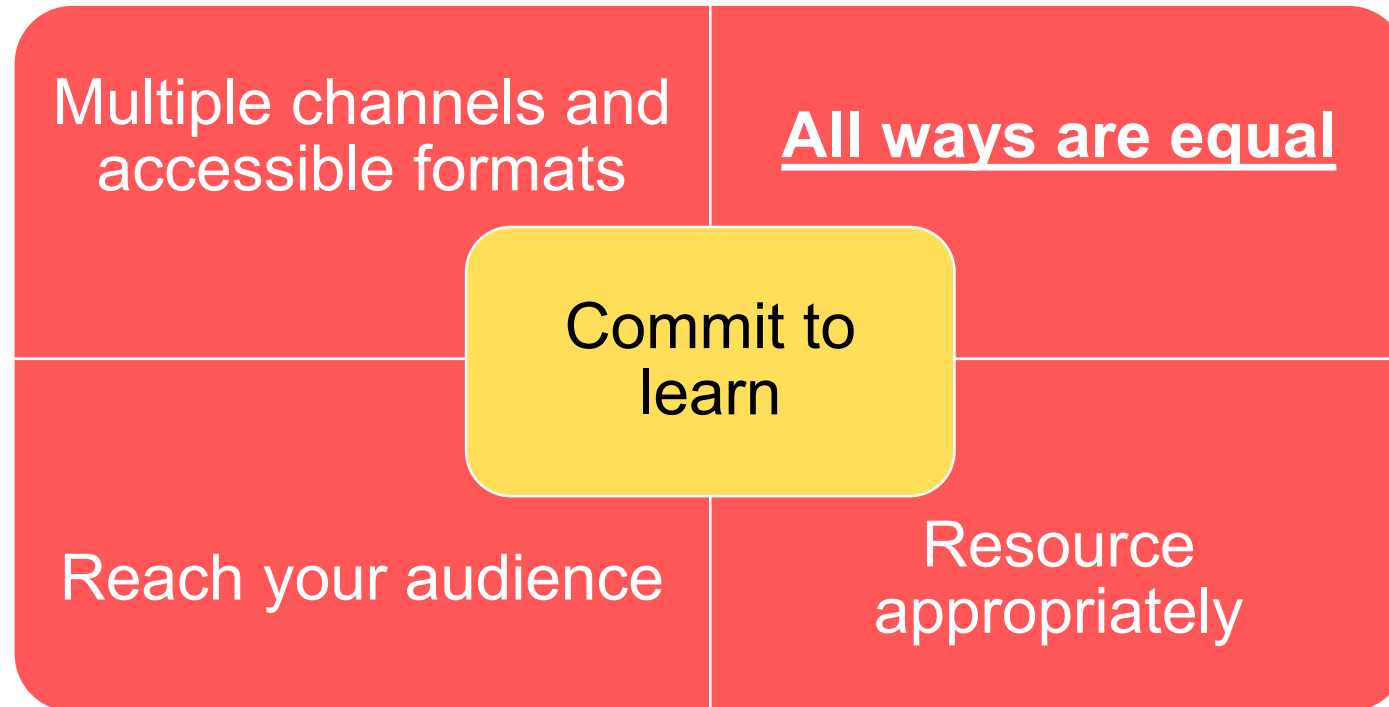
# Public consultations

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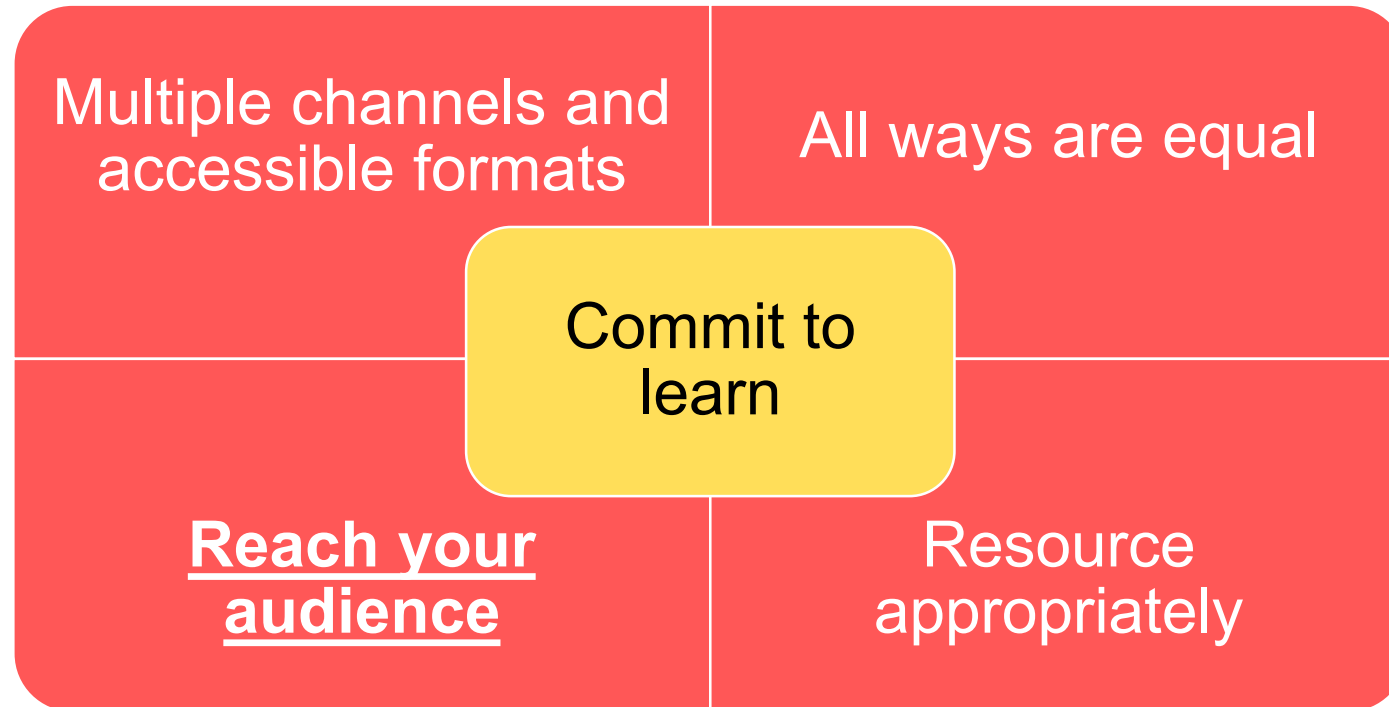
# Public consultations

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# Public consultations

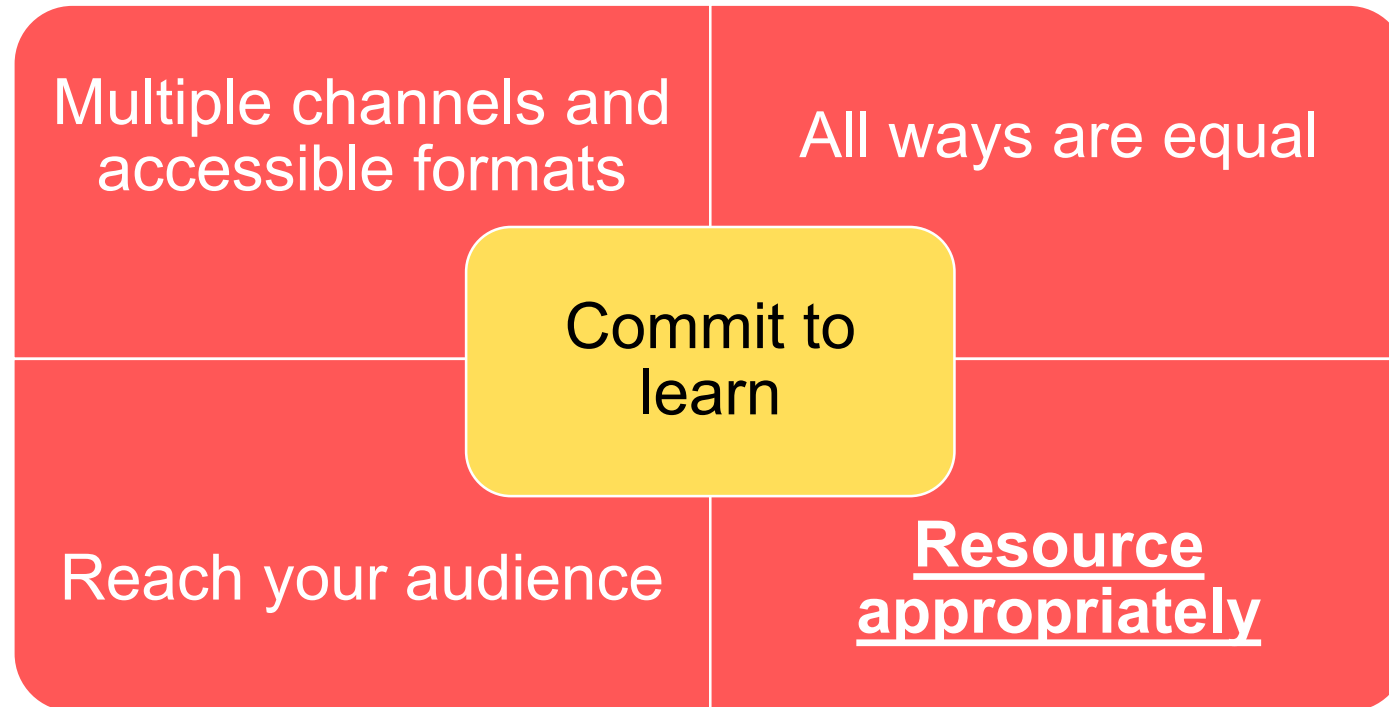
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# Public consultations

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# Thank you!

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**Get in touch: [projects@transportforall.org.uk](mailto:projects@transportforall.org.uk)**