# TfL suppresses report exposing failures of Low Traffic Neighbourhoods amidst chaos and discontent



Sir Sadiq Khan’s Transport for London (TfL) has reportedly buried a damning University of Westminster report exposing the true impact of Low Traffic Neighbourhoods (LTNs), contradicting the Mayor’s repeated claims that these schemes would cut congestion and deliver environmental benefits. Despite commissioning the research, TfL deliberately suppressed the findings, which revealed that while LTNs may have increased cycling, they had virtually no effect on reducing car journeys or promoting walking. Internal communication shows TfL officials discussing how to reframe the results in a more palatable way, clearly more concerned with damage control than transparency. The funding was subsequently withdrawn, and the full report was kept under wraps—its jargon-laden language and lack of "new insights" cited as reasons for its suppression. Yet, the truth persists: these schemes fail to deliver the promised congestion reduction, instead burdening hardworking commuters with longer delays and increased frustration.

This clandestine move raises serious questions about accountability and whether Khan’s green agenda is genuinely about benefiting Londoners or about pushing a flawed narrative. The research involved canvassing over 4,500 residents, revealing that although LTNs did boost cycling, car use remained stubbornly persistent—undermining the Mayor’s claim that these initiatives foster less car-dependent communities. Campaigners, including John Stewart of Social and Environmental Justice, have lambasted TfL for concealing the data, warning that the failure to publish the report sustains a misleading narrative that could influence policy decisions with little regard for the actual impact on the public.

Meanwhile, the chaos caused by LTNs continues to divide opinion and frustrate residents. The recent case of Streatham Wells, introduced in October 2023, exemplifies the chaos—buses sluggishly crawling through gridlocked streets, with delays stretching up to two hours on less than three miles. Khan’s admission that the scheme is “not working” underscores what many Londoners already know: these schemes are causing unnecessary disruption and chaos. TfL data confirms extreme congestion on roads bordering the LTN, with peak-hour diversions turning into nightmares for commuters trying to get to work.

Despite mounting evidence—evidence Khan and TfL would prefer not to acknowledge—the Mayor persists with plans to fund dozens more LTNs, cloaking them as environmentally necessary. It’s a reckless move that ignores the real-world consequences faced by ordinary Londoners, especially when previous rushed implementations and insufficient public consultation have led to widespread discontent. Legal battles are now raging, with courts allowing boroughs to unilaterally remove LTNs without Mayor approval, exposing the depths of division and controversy swirling around these high-profile schemes.

This ongoing saga highlights a broader failure of urban planning—one where genuine community needs are sacrificed on the altar of dubious environmental promises. Conservative critics have long argued that Khan’s policies are driven more by political ideology than practical solutions, with figures like Shaun Bailey vowing to dismantle these schemes altogether. For a Mayor touting supposed commitments to cleaner air and sustainable transport, Khan’s handling of LTNs reveals little more than bureaucratic hubris and an unwillingness to listen to the very communities these policies are meant to serve. As Londoners continue to suffer the fallout from these failed schemes, the scandal of TfL’s suppressed report just adds to the sense that Khan’s green ambitions are more about political posturing than delivering tangible benefits for everyday commuters.

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.dailymail.co.uk/news/article-15109357/Sadiq-Khans-Low-Traffic-areas-FAIL-car-secret.html?ns_mchannel=rss&ns_campaign=1490&ito=1490> - Please view link - unable to able to access data
2. <https://www.standard.co.uk/news/london/tfl-suppressed-report-ltns-car-use-b1248287.html> - Transport for London (TfL) reportedly suppressed a taxpayer-funded study by the University of Westminster, which found that Low Traffic Neighbourhoods (LTNs) do not reduce car usage. The research indicated that while LTNs increased cycling, they failed to encourage people to drive less or walk more. TfL stated that the study did not offer sufficient new insights to justify further investment. This decision has sparked criticism, with campaigners arguing that the findings could have informed decision-makers about the effectiveness of LTNs.
3. <https://www.telegraph.co.uk/news/2023/05/28/blame-boris-low-traffic-neighbourhoods-says-sadiq-khan/> - Mayor of London Sadiq Khan attributed the implementation of Low Traffic Neighbourhoods (LTNs) to former Prime Minister Boris Johnson, claiming that the government provided financial incentives to councils, leading to rushed and sometimes poorly executed schemes. Khan acknowledged that some LTNs have caused unintended negative consequences, such as increased traffic on boundary roads, and urged councils to consult with residents before making LTNs permanent.
4. <https://www.gbnews.com/news/sadiq-khan-low-traffic-neighbourhood-not-working> - Sadiq Khan admitted that the Streatham Wells Low Traffic Neighbourhood (LTN) in Lambeth was 'not working' and causing gridlock problems. He stated that his team was looking into the area urgently, acknowledging unintended consequences such as people avoiding public transport. The LTN, introduced in October 2023, had led to buses travelling as slowly as 1.5 mph, prompting concerns from residents and commuters.
5. <https://www.telegraph.co.uk/news/2024/07/30/sadiq-khan-gives-funding-for-30-more-ltns/> - Mayor Sadiq Khan announced funding for up to 30 additional Low Traffic Neighbourhoods (LTNs) across London, despite previous criticisms and legal challenges to existing schemes. The new LTNs aim to transform public spaces and deliver environmental improvements in various boroughs. The decision has sparked debate, with some questioning the effectiveness and impact of LTNs on local communities and traffic patterns.
6. <https://www.telegraph.co.uk/politics/2021/03/27/low-traffic-neighbourhoods-ripped-tories-win-london-mayoral/> - Conservative candidate Shaun Bailey pledged to dismantle all Low Traffic Neighbourhoods (LTNs) in London within the first 100 days if he won the mayoral election. He criticized the schemes for being implemented without adequate public consultation and causing disruptions for residents. Bailey's commitment highlighted the ongoing political debate over the effectiveness and public acceptance of LTNs in the capital.
7. <https://www.gbnews.com/news/sadiq-khan-ltn-london-mayor-tower-hamlets> - A High Court judge ruled that councils can legally remove controversial Low Traffic Neighbourhoods (LTNs) without the approval of Mayor Sadiq Khan. The decision, which allowed Tower Hamlets Council to remove three LTNs in Bethnal Green, has significant implications for the future of LTNs in London. The ruling confirmed that councils have the authority to reverse LTN implementations without seeking the mayor's consent.