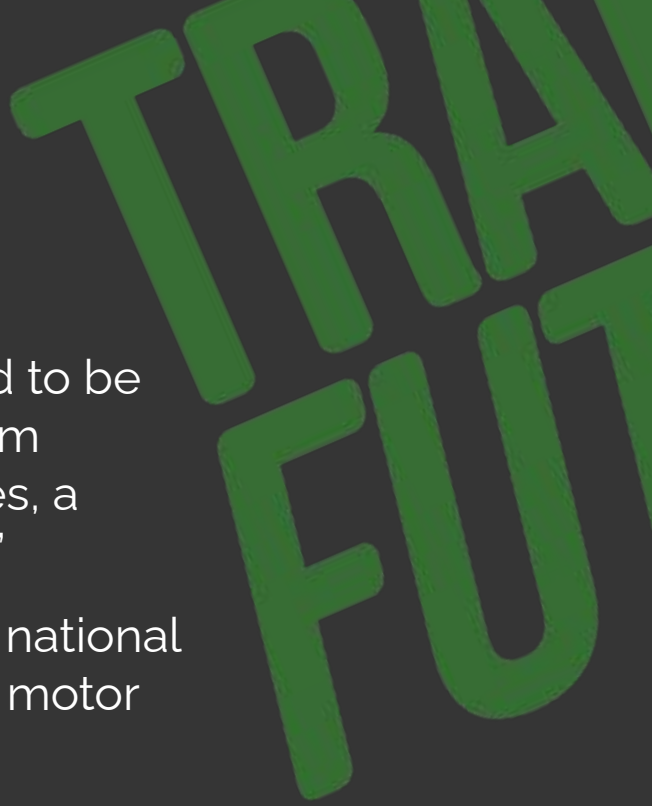

Clean and healthy options
For a Low Traffic Future
LOW TRAFFIC FUTURE
Roger Geffen
Traffic Reduction Campaigner

About Low Traffic Future

- An alliance of groups and individuals
- Shared vision: “a world where fewer journeys need to be made by car, van or lorry, so that we all benefit from cleaner air, safer streets, more vibrant communities, a stable climate and a healthy natural environment.”
- Demonstrating and building support for local and national action to reduce society’s dependence on private motor vehicles
- Includes 30 national environmental, health, road safety and sustainable transport groups





Our Members

ACTION VISION ZERO

ASTHMA + LUNG UK

#BIKEISBEST

The Bikeability Trust

Campaign for Better Transport

Brake the road safety charity

CleanCities

Collaborative Mobility UK

CPRE The countryside charity

cta community transport association

we are cycling UK

Enroute

Friends of the Earth

global action plan

GREENPEACE

HOPE FOR THE FUTURE

IPPR

LIVING STREETS

LONDON CYCLING CAMPAIGN

Possible.

RAMBLERS

ROAD DANGER REDUCTION FORUM

RoadPeace

sustrans JOIN THE MOVEMENT

tcn Transport Action Network

TRANSPORT FOR NEW HOMES

UK Health Alliance on Climate Change

Costs of a 'High Traffic Present'

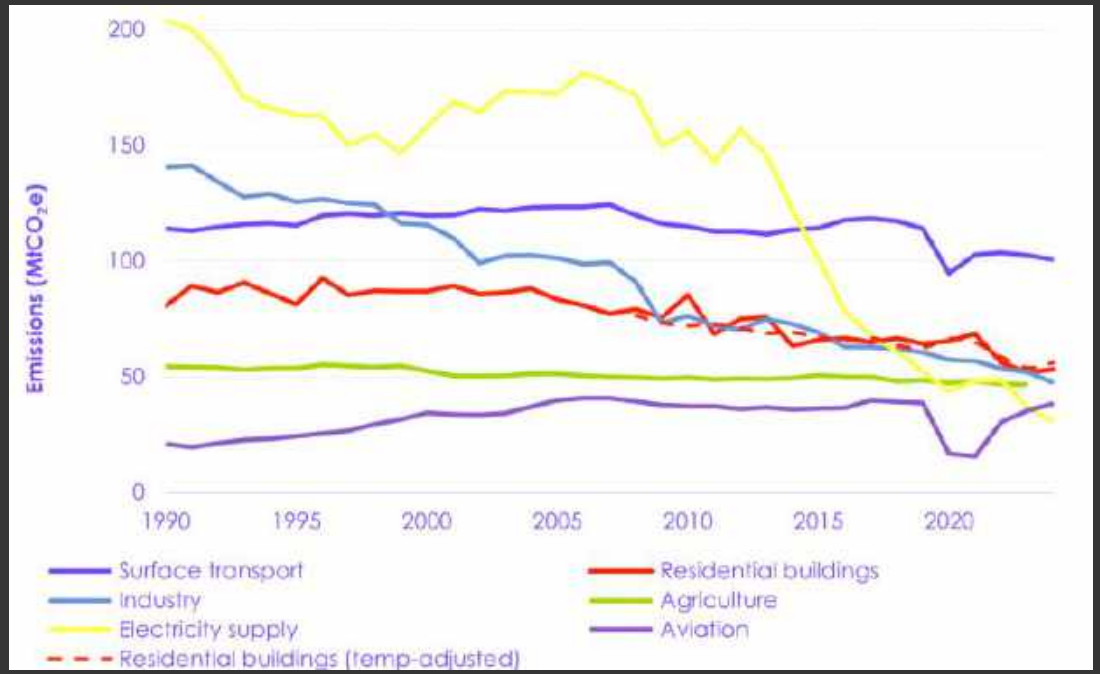
1. **Congestion**: Estimated cost to UK economy **£7.7bn annually**.
2. **Health**:
    - **Air pollution**: linked to **c30,000 deaths** in UK annually, economic cost **at least £27bn** (and **up to £50bn** including wider costs e.g. dementia).
    - **Ill health due to physical inactivity**: UK annual cost **c£7.4bn**.
    - **Noise**: annual cost **£14-20bn** in England.
    - **Road deaths and injuries**: **£42.25bn** in England
3. **Lack of access to opportunities** (education, work, healthcare etc), particularly for non-drivers (including children) in rural areas. In North of England, **3.3m people (21.3% of population)** face 'transport related social exclusion'.
4. **Climate**: Surface transport is now the UK economy's biggest emitting sector, accounting for **29% of domestic greenhouse gas emissions**.







Surface transport: the UK economy's worst performer on climate emissions

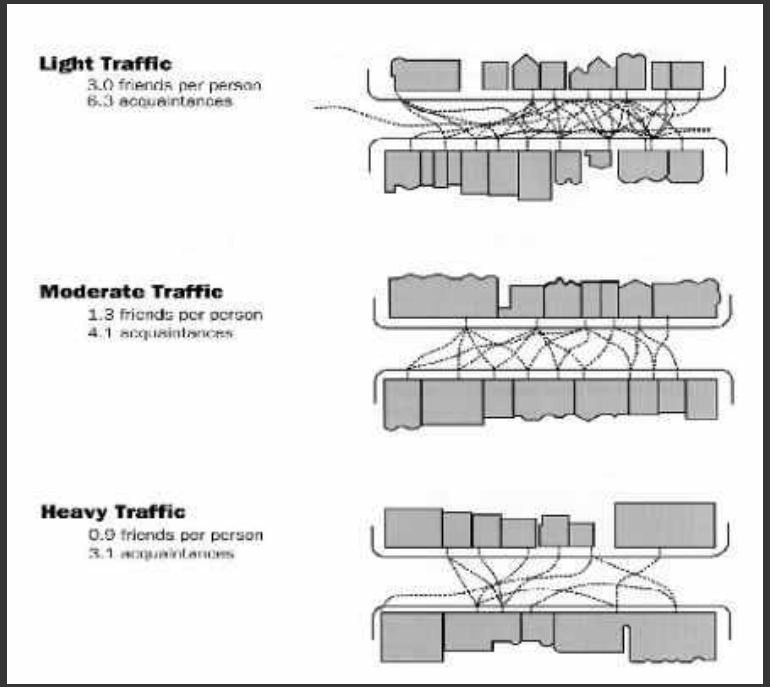


As well as a rapid shift to electric vehicles, we also need a min-20% reduction in car-km by 2030 - fewer cars, not just newer cars!

Benefits of a ‘Low Traffic Future’

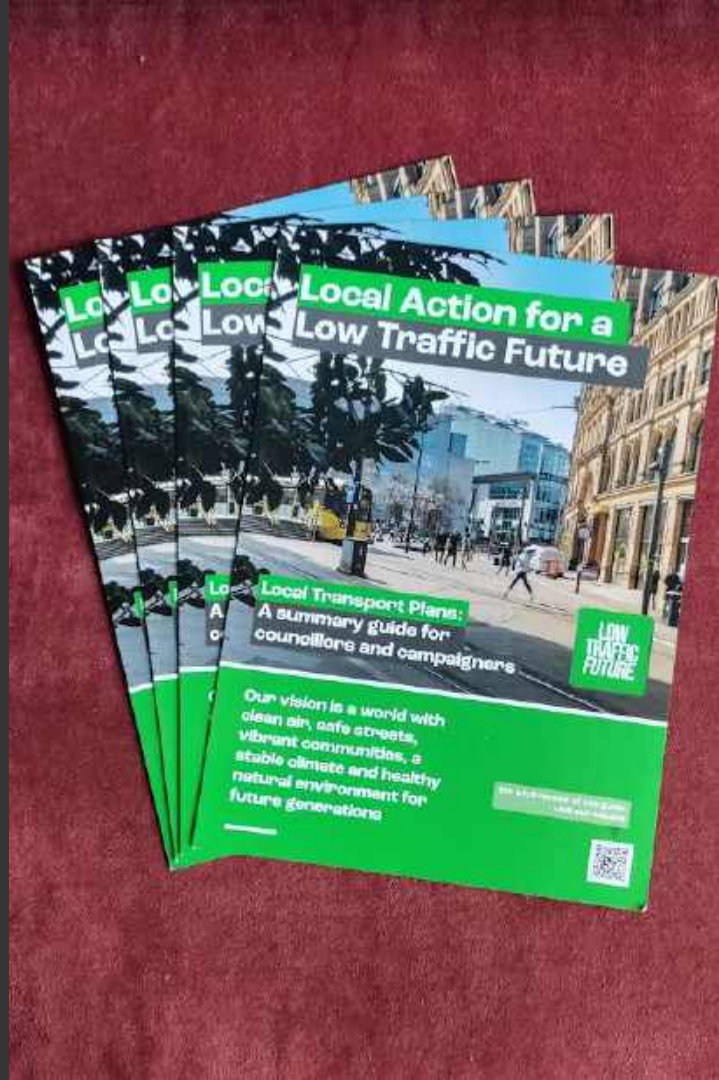
1. Clean air
2. Safer streets
3. Healthier communities
4. Freedom of movement for children and others who cannot drive
5. Friendlier, liveable neighbourhoods





What else needs doing to create a Low Traffic Future?

1. Safe and accessible roads, streets, paths etc for walking, wheeling and cycling
2. Comprehensive, frequent, reliable, affordable and attractive public, shared and community transport
3. Demand reduction, e.g. through good planning
4. Sustainable freight, e.g. rail, cargo-bikes
5. Rural as well as urban



Safe and accessible roads, streets and paths for all











Safe and accessible roads, streets and paths for all













Healthy Streets for all!













Comprehensive, frequent, reliable, affordable, integrated and attractive public, shared and community transport













Reducing the need (and demand) for travel









- Building ‘close-knit communities’ at ‘gentle’ mid-densities could allow 1.5m homes to be built on 60% less land - with public transport supporting the development and vice-versa - reducing the need to travel and to provide ample parking.
- Support for some form of road user charging was c62% in 2020, up from 32% in 2007. Support is higher still if the money is used to provide benefits: better public transport, clean air, tackle the climate crisis. However the way it is done must be fair and seen to be fair.

Freight



In rural areas too!











Headline recommendations

1. **Set a clear vision for integrated transport**, reducing car dependence in line with national targets to reduce carbon and air pollution.
2. **Improve integration of transport and land-use planning**: support 'close-knit communities' with higher densities, built around public transport, with good walking and cycling conditions and with key facilities (schools, key shops, healthcare etc) within easy reach of people's homes, without depending on driving.
3. **Reduce road-building and introduce road user charging, nationally and/or in areas of greatest travel demand**: set up a commission to consider how this can be done equitably and fairly, ensuring the funding is used to provide valued benefits.
4. **Rebalance transport funding** to support public, shared and community transport and active travel (walking, wheeling and cycling), to improve integration of these transport options, and improve maintenance of roads and paths.





Thank you!

Visit lowtrafficfuture.org.uk/ltp
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