

## The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London: Supplemental Information

### COMPARISON OF DEMOGRAPHIC AND SOCIO-ECONOMIC CHARACTERISTICS OF LTN AND ADJACENT AREAS

As shown in Table 1, in the 2011 Census the demographic and social economic characteristics of areas that went on to get an LTN were very similar to those that were ever adjacent to an LTN.

Detailed small-area data on these demographic and socio-economic characteristics is not available more recently than the 2011 Census. However ONS mid-year population estimates indicate that there was similar population growth in these two areas across the study period. For example, population increased by 4.6% from 2012 to 2019 in areas that ever became LTNs versus increasing by 4.2% in areas that were ever adjacent to LTNs.

*Table 1: Demographic and socio-economic characteristics of people living in that ever became LTNs (2015-2019) versus adjacent areas, using data from the 2011 Census*

		Ever in an LTN	Ever adjacent to an LTN
All		100%	100%
Age	0 to 4	9%	9%
	5 to 17	14%	15%
	18 to 64	69%	68%
	65+	8%	8%
Ethnicity	White	45%	43%
	Black	18%	20%
	Asian	27%	27%
	Mixed or other	10%	11%
Disability	Not disabled	87%	86%
	Limited a little	7%	7%
	Limited a lot	6%	7%
Household car ownership	None	51%	49%
	1 or more cars	49%	51%
Household employment	Any employed adult	75%	73%
	No employed adult	25%	27%

LTN = low traffic neighbourhood. Proportions are calculated as a proportion of residents, except for car ownership and employment, which are calculated as a proportion of households. People of Gypsy or Traveller origin are included in the 'other' group in analyses of ethnicity.

## DETAILS OF SURVEY ANALYSIS PRESENTED IN TEXT

In text we state “A longitudinal study found a significant increase between 2016 and 2019 in the amount of walking done by residents of Waltham Forest LTNs, with a point estimate of a 21% increase relative to the rest of Outer London...[and] a significant increase between 2016 and 2019 in the proportion of LTN residents reporting past-week cycling, with a point estimate of a 59% increase relative to the rest of Outer London.”

The study in question is the longitudinal People and Places study, which we have previously used in Aldred & Goodman (2020)<sup>1</sup> to demonstrate an increase in active travel in the LTN areas of Waltham Forest relative to other parts of Outer London. The analyses presented in Aldred & Goodman (2020) were not perfectly suitable for the present paper, however, as they were presented in terms of absolute rather than relative changes in duration.

For the present study, we therefore reanalysed the People and Places dataset to compare Waltham Forest residents who received an LTN in or after June 2016 with a control group of residents elsewhere in Outer London living in areas not receiving significant mini-Holland interventions. We compared the weekly duration of walking reported by these residents in May 2016 (pre) versus May 2019 (post). We also compared the proportion of residents who did any cycling in the past week.

We calculated all averages using survey weights calculated to allow for differences in sample composition between the survey sources.<sup>2</sup> The results were as follows:

	LTN area	Outer London control group	Point estimate for relative increase in LTN area relative to control group [(b)/(a)]/[(d)/(c)]
Mean minutes walking per week, May 2016	268.5 (a)	206.8 (c)	21%
Mean minutes walking per week, May 2019	358.6 (b)	228.0 (d)	
Any past-week cycling, May 2016	20.9% (a)	17.0% (c)	59%
Any past-week cycling, May 2019	26.6% (b)	13.6% (d)	

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<sup>1</sup> Aldred, Rachel, and Anna Goodman. 2020. “Low Traffic Neighbourhoods, Car Use, and Active Travel: Evidence from the People and Places Survey of Outer London Active Travel Interventions.” *Findings*. <https://doi.org/10.32866/001c.17128>.

<sup>2</sup> For more on sampling see Aldred, Rachel, Joseph Croft, and Anna Goodman. 2019. “Impacts of an Active Travel Intervention with a Cycling Focus in a Suburban Context: One-Year Findings from an Evaluation of London’s in-Progress Mini-Hollands Programme.” *Transportation Research Part A: Policy and Practice* 123 (June): 147–69. <https://doi.org/10.1016/j.tra.2018.05.018>.