



# Low Traffic Neighbourhoods Exemptions: Criteria and Applications Process

July 2022

## **Introduction**

As part of the Council's ambitious Streets for People initiative, Haringey Council is embarking on a programme of implementing Low Traffic Neighbourhoods (LTNs) to deliver the objectives set out in the adopted 2018 Transport Strategy and the Haringey Walking and Cycling Action Plan (2022).

The benefits of progressing LTNs are many in that they can:

- 1) reduce pollution, especially NO<sub>2</sub> and particulate matter, which can affect lung function and breathing, worsening respiratory diseases including asthma in children and chronic obstructive pulmonary disease (COPD) in adults;
- 2) improve health outcomes related to inactivity;
- 3) reduce motor traffic collisions;
- 4) reduce carbon emissions in our attempt to avoid catastrophic climate change and finally 5) reclaim neighbourhood streets for pedestrians and communities, making safe welcoming, inclusive spaces for all residents.

On 7 December 2021, Cabinet approved an initial three LTNs to be implemented on a trial basis under experimental traffic orders: Bounds Green; Bruce Grove West Green; and St Ann's. As part of these decisions, Cabinet approved a series of exemptions to the non-hard closure filters in the LTN experimental schemes. This document sets out the criteria and applications process which will apply to the agreed exemptions.

The exemptions approach outlined in this document will apply to all Streets for People schemes going forward in which filtering of road is a key component including all LTNs (whether trial or permanent).

A separate exemptions approach applies to designated School Streets, including Schools Streets outside LTNs and those within.

## **Case for exemptions**

All properties within LTNs remain accessible by motor vehicle but the way certain properties are accessed may need to change. Experience of other LTNs in London has shown overall reductions in vehicular traffic volumes over time but with variance on certain roads and at certain times. By reducing the number of motor vehicles in and around the LTNs, it is hoped that journey times will improve or stay the same - benefitting those who need to make essential journeys by car. However, some roads, especially as schemes bed in, may see an increase in traffic volumes, especially at peak hours. The LTN exemptions have been developed to mitigate against this eventuality.

Equality Impact Assessments (EqIAs) of the Bounds Green, Bruce Grove West Green, and St Ann's LTNs assessed the likely impacts of the LTNs and complementary measures on groups with protected characteristics, as defined by the Equality Act 2010. The assessments

found that the LTNs and complementary measures promoted equality of opportunity among many protected groups, but a disadvantage was noted for those solely reliant on motor vehicles for transport. This potential disadvantage was noted for some individuals in the following groups: young people with special educational needs and disabilities (SEND); older people; disabled people; carers, and pregnant people.

To ensure the three LTNs advance equality as far as possible, the Council approved numerous exemptions to non-hard closure filters in the LTNs, including an exceptional circumstance dispensation (renamed as ‘individual circumstance exemption’ in this document, following stakeholder feedback). In the latter connection, there is a need to balance the equalities benefits of providing particular exemptions versus the benefits of minimising exemptions. The aspiration is that an LTN provides the safest possible environment for people to walk, wheel and cycle in (by significantly reducing motorised traffic), and reduces, as far as possible, congestion and air pollution, and has corresponding positive impacts for certain groups with protected characteristics

## **Exemptions**

The Council will provide the following LTN exemptions:

1. Emergency service vehicles
2. Council refuse and cleansing vehicles
3. Blue Badge holders living within or on the immediate boundary of an LTN
4. Special Educational Needs and Disabilities (SEND) transport
5. Haringey Council services and commissioned services transporting people with a disability and Transport for London’s Dial-a-Ride service
6. Any other vehicles required for urgent safety matters with the permission of the Council
7. Individual circumstance exemptions

The sections below set out the scope of these exemptions, the specific criteria which will apply to them and the related applications process.

Please note details of non-exempt forms of transport are not exhaustive.

### *Emergency service vehicles*

<b>Exempt</b>	Police, fire, ambulance vehicles including the Hatzolah North West Ambulance Service
<b>Extent of exemption(s)</b>	All camera filters in all LTNs (i.e. borough wide).
<b>Application process</b>	None. Exemptions administered via visual vehicle identification
<b>Evidence requirement for exemption</b>	N/A
<b>Not exempt</b>	

### *Council refuse and cleansing vehicles*

<b>Exempt</b>	Vehicles used for Council refuse and cleansing purposes
<b>Extent of exemption(s)</b>	All camera filters in all LTNs (i.e., borough wide).
<b>Application process</b>	None. Exemptions administered via visual vehicle identification or via prior vehicle registration notification to Council.
<b>Evidence requirement for exemption</b>	N/A
<b>Not exempt</b>	Private commercial refuse vehicles

*Blue Badge holders living within or on the immediate boundary of an LTN*

<b>Exempt</b>	<p>Blue Badge holders living within or on the immediate boundary of an LTN will be permitted to register a single motor vehicle for exemption for that LTN or, where the LTN constitutes discrete areas (e.g., Area A, B and C), the exemption will be for the area of the LTN in which they live/live on the immediate boundary of.</p> <p>The immediate boundary of an LTN is defined as the roads or parts thereof which face directly onto the LTN. For the purposes of the exemption, addresses on both sides that face the boundary road are included as part of the immediate boundary.</p> <p>The vehicle does not need to be registered to the Blue Badge holder's own address or owned or driven by them.</p>
<b>Extent of exemption(s)</b>	<p>The exemption is limited to the home LTN of the Blue Badge holder or part of their home LTN where the LTN constitutes discrete areas.</p> <p>The exemption only includes filters which have an exemption permit plate. It may therefore exclude some LTN filters e.g., diagonal filters where vehicular access would not be safe</p> <p>For the boundary roads, the exemption will apply to LTNs or part thereof immediately on either side of the boundary road.</p>
<b>Application process</b>	<p>The granting of the exemption will be automatic, provided that the necessary evidence is supplied to the Council</p> <p>The exemption will be linked to the expiry of the Blue Badge (at which point revised Blue Badge details would need to be provided) for the exemption to continue</p>

<b>Evidence requirement for exemption</b>	Proof of address Proof of Blue Badge status
<b>Not exempt</b>	<p>The exemption is limited to the home LTN of the Blue Badge holder or part of their home LTN where the LTN constitutes discrete areas. Exemptions for other LTNs or other area of the home LTN would need to be sought via the individual circumstance exemption.</p> <p>The exemption is limited to a single vehicle per Blue Badge holder. Exemptions for additional vehicles would need to be sought via the individual circumstance exemption.</p>

*Special Educational Needs and Disabilities (SEND) transport*

<b>Exempt</b>	<p>SEND transport organised by the Council (wherever practicable)</p> <p>Exemptions will be provided for vehicles which are part of the regular SEND vehicle fleet. Exemptions will also be available for home to school transport organised and paid for by the Council where this is part of a regular arrangement involving the same vehicle or vehicles.</p> <p>This exemption will not automatically be available for SEND transport organised and paid for by the Council via black cabs/private hire or for ad hoc services organised by the Council but officers from Highways Services and Children Services will work in partnership to explore solutions to the challenge of exempting these vehicles.</p>
<b>Extent of exemption(s)</b>	The exemption applies to all LTNs but only includes filters which have an exemption permit plate. It may therefore exclude some LTN filters e.g., diagonal filters where general vehicular access may not be safe
<b>Application process</b>	None. Exemptions administered via prior vehicle registration notification.
<b>Evidence requirement for exemption</b>	N/A

<b>Not exempt</b>	<p>Exemption under this exemption category is not available for privately organised transport for SEND children (including where they get travel funding and where they do not). However, exemptions in this regard can be applied for via the individual circumstance exemption (provided that such transport is via the same vehicle on a regular basis).</p> <p>Exemption under this exemption category is not available for parents/carers who live outside Haringey and transport children to SEND schools in Haringey. However, exemptions in this regard can be applied for via the individual circumstance exemption (provided that such transport is via the same vehicle on a regular basis).</p>
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*Haringey Council services and commissioned services transporting people with a disability and Transport for London's Dial-a-Ride service*

<b>Exempt</b>	<p>Haringey Council organised or commissioned services for the transporting of people with a disability (wherever practicable)</p> <p>Exemptions will be provided for vehicles which are part of the regular fleet transporting adults with profound and multiple learning disabilities (PMLD) and learning disabilities.</p> <p>Exemptions will be available for vehicles of external organisations where these have been organised or commissioned by the Council to transport people with a disability and where this is part of a regular arrangement involving the same vehicle or vehicles.</p> <p>Transport for London's Dial-a-Ride service</p>
<b>Extent of exemption(s)</b>	The exemption applies to all LTNs but only includes filters which have an exemption permit plate. It may therefore exclude some LTN filters e.g., diagonal filters where general vehicular access may not be safe
<b>Application process</b>	None. Exemptions administered via prior vehicle registration notification with the exception of Transport for London's Dial-a-Ride service which will be done via visual vehicle identification
<b>Evidence requirement for exemption</b>	N/A

<b>Not exempt</b>	<p>The exemption does not include services to transport people with a disability where these are not organised or commissioned by Haringey Council.</p> <p>There is an opportunity for organisations that solely transport people with access or disability needs to apply for an individual circumstance exemption.</p>
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*Any other vehicles required for urgent safety matters with the permission of the Council*

<b>Exempt</b>	Any other vehicles required for urgent safety matters with the permission of the Council
<b>Extent of exemption(s)</b>	Dependent on nature of request. May be single LTN filter, whole LTN or all LTNs in the borough.
<b>Application process</b>	Wherever possible, the Council should be notified in writing in advance of the need for an exemption in this category and have the opportunity to consider and respond to the request. However, it is recognised there may be emergency situations which do not allow for this and, in such cases, requests for an exemption will be dealt with via the PCN enforcement and appeals process.
<b>Evidence requirement for exemption</b>	Dependent on nature of request
<b>Not exempt</b>	N/A

### *Individual circumstance exemptions*

The following are eligible for individual circumstance exemptions, subject to submission of appropriate evidence and justification:

1. Person, or person with a child, with a condition that means sitting in a car or a re-routed journey causes overwhelming psychological distress;
2. Person, or person with a child, with a chronic health condition that makes sitting in a car very difficult;
3. A professional carer whose ability to transport a care recipient in a car or directly assist them with their care needs is significantly impaired by an LTN;
4. An organisation that solely transports people with access or disability needs.

The above approach is considering to be the most appropriate one, balancing all relevant considerations and allows for key circumstances such as:

- enabling a Blue Badge holder who does not live within an LTN or on the immediate boundary of that LTN but who needs to travel through it to register a vehicle for exemption

to designated filters within that LTN (including Blue Badge Holders who live within an adjacent borough);

- enabling parents or carers travelling with children with a disability to register motor vehicles required for transport of those children to or through the LTN for exemption to designated filters within that LTN;
- enabling professional carers visiting an address in an LTN to administer care to a care recipient to register a motor vehicle for exemption to designated filters within that LTN.

While taxis and other private hire vehicles are important means of transport for some disabled people and other people with access needs, it is not currently feasible or practical for the Council to administer, manage and enforce exemptions where the transport is arranged on an ad hoc basis and the vehicles are subject to regular change and advance notice cannot be provided of the registration details. As such, they are not subject to an exemption as these vehicles would potentially also be making transport journeys at other times with other occupants in the car that do not require an exemption and there is no way to distinguish between journeys. As such, taxis and other private hire vehicles are not included as part of the LTN Haringey Exemptions Criteria and Applications Process. As the roll out of LTNs across the borough progresses, consideration will be given to how such an exemption could be managed in the future

Individual circumstance exemptions are subject to an application process. As part of the application process the applicant must:

- provide the registration numbers of the vehicle or vehicles they are applying for;
- set out the category of exemption being sought (from the list of 1 to 4 above);
- identify the extent of the exemption being sought;
- explain why the applicant believes they are eligible for an exemption;
- provide necessary evidence to support the application such as proof of address and proof of circumstance in the case of an applicant with a circumstance that they believe necessitates an exemption;
- information of the nature and frequency of journeys impacted by the LTN or LTNs;

The Council's application for an individual circumstance exemption is web-based and is available online at [Haringey Streets for People | Haringey Council](#). If assistance is required, applications can be completed over the telephone with officers available to provide assistance.

To help ensure the application process is as user-friendly as possible, the application form includes a tick box enabling the applicant to grant the Council permission to cross-check its internal records for evidence purposes (e.g., proof of address). This will limit the need for applicants to supply information where the Council already holds it.

The application form sets out the evidence types which may be required in support of the application.



The application forms focuses on key details of the journeys impacted by the LTN or LTNs, such as the journey origin, the destination, the essentialness of the journeys, the journey duration, the time of day in which the journey must be made and the frequency of the journey.

Where an application is successful, the Council will confirm this in writing to the applicant, including providing details of the scope and extent of the given exemption that has been granted. This will either be linked to the expiry of the Blue Badge (at which point revised Blue Badge details would need to be provided) or time-limited to one year for non-Blue Badge owners.

Where an application is unsuccessful, the Council will confirm this in writing to the applicant, including providing details of why it has been refused.

The applicant has a right of appeal which it may exercise for up to 28 days from the day the applicant received the LTN exemption decision. The appeal must come in the form of a written request and should include an explanation of why the applicant believes the Council should review its decision and any other information they would like considered as part of the review.

Within 56 days of receiving the written appeal, a senior officer will offer a decision with a written explanation of whether they have upheld the Council's original exemption decision, how the review was conducted, how the decision was reached and the factors they considered in reaching that decision.

### **Monitoring and Review**

The Council will carry out comprehensive monitoring of all LTNs implemented in the borough and the exemptions criteria and the application process set out in this document will be reviewed as necessary.