

MINUTES OF CABINET MEMBER SIGNING MEETING HELD ON MONDAY, 25 JULY, 2022, 10:00 AM - 10.40AM.

PRESENT: Councillor Mike Hakata, Cabinet Member for Climate Action, Environment and Transport and Deputy Leader of the Council

In attendance: Rob Krzyszowski, Assistant Director Planning, Building Standards and Sustainability, Bryce Tudball, Head of Policy Transport and Infrastructure, Simi Shah, Group Engineer, Traffic and Parking and Nazyer Choudhury, Principal Committee Co-Ordinator.

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. LOW TRAFFIC NEIGHBOURHOODS EXEMPTIONS

On 7 December 2021, as part of the Council's ambitious Streets for People initiative, Cabinet approved three Low Traffic Neighbourhoods (LTNs) to be implemented on a trial basis under experimental traffic orders (ETOs): 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 including for Blue Badge holders and special education needs and disabilities (SEND) transport. It was stated within the Cabinet reports that exemptions would be subject to an application process and exact criteria would follow in due course. It was also stated that there would be a separate route to obtain an exemption through an exceptional circumstance dispensation. In advance of the three LTNs being implemented in Summer 2022, this report seeks approval of the specific criteria and applications process that will apply in relation to the already agreed exemptions.

The Council's adopted Walking and Cycling Action Plan (WCAP) sets out a policy to deliver a network of LTNs across the borough as part of Haringey's Streets for People programme. The exemption criteria and application process set out in this report is proposed to apply to all Streets for People schemes going forward in which filtering of road is a key component including all LTNs.

Bounds Green LTN, Bruce Grove West Green LTN and St Ann's LTN are the first 3 LTNs to be implemented by the Council and are being installed on a trial basis. All properties within the LTNs will remain accessible by motor vehicle but the way certain properties are accessed will 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 the schemes bed in, may see an increase in traffic volumes, especially at peak hours. The LTN exemptions have been developed primarily to provide mitigation for people with disabilities who are more reliant on car travel and could be adversely affected by longer or re-routed journeys as a result of the LTN, especially in the initial weeks after implementation. As part of the trials, the Council will keep the exemption

approach in this report under review and, when it takes a decision as to whether or not to make the trial LTNs permanent, it will consider the need to amend the exemptions approach.

The proposals would be part of the monitoring process itself and several months of work had gone into the proposals. There was a large amount of detailed engagement with stakeholders and experts regarding the issue. It was important to note that the underlying point of the LTNs is to reduce motor traffic in the area as it is necessary to tackle climate change, with motor traffic being one of the biggest contributors to emissions. Motor traffic affects health, wellbeing, safety and social cohesion. It will also help improve active travel options for people. However, it is also important to ensure mitigation from any negative impacts where such occurrences appear.

The Cabinet Member RESOLVED

1. To agree the Low Traffic Neighbourhoods Exemption Criteria and Applications Process as set out at Appendix A for the three Low Traffic Neighbourhoods authorised by Cabinet on 7 December 2021 and all future Low Traffic Neighbourhoods.
2. To agree to delegate to the Director of Environment and Neighbourhoods the approval of an application form in relation to the agreed Exemption Criteria and Applications Process.
3. To agree to delegate to the Director of Environment and Neighbourhoods authority to approve changes to Appendix A as part of the ongoing monitoring of the Exemption Criteria during the experimental period of the Traffic Management Orders for Bounds Green, Bruce Grove West Green and St Ann's Traffic Management Orders and for all future Low Traffic Neighbourhoods.

Reasons for decision

The LTN Exemption Criteria and Applications Process discharges the commitment in the December 2021 Cabinet Reports for Bounds Green LTN, Bruce Grove West Green LTN and St Ann's LTN respectively to provide further detail on the exemptions which will be available in relation to the LTNs. The approach makes reasonable adjustments to Blue Badge holders and others with access and disability needs and supports the Council's objective to advance equalities as far as possible.

The LTN Exemptions Criteria and Applications Process will apply to all LTNs delivered in the borough going forward and provides a borough-wide framework in respect of LTN exemptions.

The decision will enable an application form to be developed and made available online in relation to the agreed exemptions criteria and applications process.

Alternative options considered

The alternative options available to the Council are:

Option 1: Not to approve the LTN Exemptions Criteria and Applications Process. This option is rejected because: it would not discharge the commitment in the December 2021 Cabinet reports for Bounds Green LTN, Bruce Grove West Green LTN and St Ann's LTN to provide further detail on the exemptions which will be available in relation to the respective LTNs; and it would mean that the borough's first tranche of LTNs is implemented without appropriate clarification for the Council and residents and communities about exemptions that are available for the LTNs and the process to apply for them.

Option 2: Approve an alternative LTN Exemptions Criteria and Applications Process. The December 2021 Cabinet Reports for the Bounds Green LTN, Bruce Grove West Green LTN and St Ann's LTN set out a framework for the exemptions which would be applied to the respective LTNs. The LTN Exemptions Criteria and Applications Process set out in this report has been prepared consistent with the agreed framework. The option to offer exemptions based solely on protected characteristics is not recommended as it has numerous disadvantages. As most protected groups are broadly defined, they fail to recognise the nuanced mobility needs and capabilities of different subgroups (e.g., elderly people with different levels of mobility and fitness, disabled people that would benefit from active travel etc). Additionally, some people that would not necessarily fall within these categories would still benefit from an exemption, such as people suffering from short-term serious health conditions or receiving specialist care that require travel by car for a limited period. Exemptions based solely upon protected characteristic would not reflect the fact that many people in these groups do not rely on or, in fact, are not capable of driving, and would risk undermining the LTN objectives from which these people will benefit. In addition, a different Blue Badge holder exemption within the LTN Exemptions Criteria and Applications Process is not being recommended (i.e., more than one vehicle per Blue Badge holder) because the complementary individual circumstance exemption will ensure that, where additional vehicle exemptions are required, these can be obtained (subject to appropriate evidence and justification).

CABINET MEMBER: Cllr Mike Hakata

Signed by Cabinet Member

Date ...25 July 2022.....

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