

11 October 2022

Dear.

Thank you for your question intended for the September Cabinet meeting regarding Low Traffic Neighbourhoods (LTNs). As you're aware, following the death of Her Majesty Queen Elizabeth II and in line with protocols, the Cabinet meeting went ahead with only urgent items on the agenda, to reflect the fact that we were in a period of national mourning; all questions and non-essential business were removed from the agenda. As a result, I understand you were offered a written response which you agreed to.

I am sorry to hear that you suffer from COPD, Bronchiectasis and Asthma. Your specific question was "why have the council failed to implement the Department of Transport directive on LTN's which state the elderly and blue badge holders should not be affected by the LTN's."

Please be assured that the Council has adhered to all Department of Transport directives with regards to Low Traffic Neighbourhoods. The Council consulted on and implemented a policy for LTNs in 2021, which since has made all Blue badge and Companion e-badge Holders living in the borough eligible for an exemption to a selection of traffic filters located on bus routes.

The 'HAC01' permit allows a single registered vehicle to pass freely through some of the boroughs LTN traffic filters, without receiving a Penalty Charge Notice (PCN). Since 21 March 2022, HAC01 permit holders have been exempt from the following traffic filters (also known as 'Bus Gates'):

- Stoke Newington Church Street - *Stoke Newington LTN*
- Shepherdess Walk - *West Hoxton LTN*
- Downs Road - *Hackney Downs LTN*
- Richmond Road - *London Fields LTN*

Further details on this policy, including on eligibility for an exemption and to apply for a permit, can be found by visiting the following webpage:

<https://hackney.gov.uk/blue-badge#ltn>.

Additionally, the Council will continue to review feedback related to LTN's and their impact on those with disabilities to determine whether further policy development is required.

All addresses and properties within an LTN remain fully accessible by foot, cycle or vehicle. As part of our decision-making process due consideration has been given to the impact on all people within a protected group as defined by the Equality Act. Comprehensive EQIA

(Equalities Impact Assessments) were carried out on all LTNs to assess the impact on various protected groups of making the scheme permanent.

The aims of the LTNs of reducing pollution, reducing traffic, and reducing road danger are of critical importance to disabled people, who are among the worst impacted by increased pollution levels and the effects of climate change. The local bus service routes upon which many disabled people depend have not been diverted as a result of the road closures introduced by the scheme.

Roads within the LTN have seen a reduction in traffic levels, it has likely become easier to (informally) cross the road for people, including people with disabilities or using mobility aids like wheelchairs (noting that this should not be encouraged, but is something that people frequently choose to do).

I hope that this response is helpful, but if you have any further questions please do come back to me.

Yours sincerely

Mete

Cllr Mete Coban MBE  
**Councillor for Stoke Newington**  
**Cabinet Member for Environment and Transport**  
**London Borough of Hackney**