

The council has received 1 objection to the ETO that began on 18 March 2022. The objection period closed on 18 September 2022. The table below shows the topics covered by the objections:

Objection Theme	Officer Response
<p>Blue Badge exemption is insufficient and should cover disabled residents who travel by taxi.</p>	<p>The council is currently developing an ‘individual exemption’ which will go beyond the existing exemption for a limited number of Blue Badge holders.</p> <p>The Blue Badge exemption was introduced in March 2022 after in-depth analysis and discussions about how the council can best balance exemptions with the benefits of reducing local traffic for all residents, including those with protected characteristics who have benefitted from the LTN as they currently exist.</p> <p>The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme.</p> <p>If a technological solution can be found which allows specific and timed exemptions for only those taxi/PHV trips taken by Blue Badge holders who are resident in Islington, compatible with our current use of Automatic Number plate Recognition (ANPR), then the council will consider exemptions for taxis/PHVs for the purpose of carrying a Blue Badge holder.</p> <p>It is important to note that people may have a range of disabilities, some of which affect mobility, some of which are affected by other people’s mobility choices. Not all disabled people experience the same barriers to active travel or the same transport needs. The TfL report ‘Understanding our diverse communities’, from 2019, shows that walking (which includes travelling with a mobility aid and wheelchair), is the mode of transport disabled people use the most (81% walk at least once a week). Transport for All, a disabled-led group who campaign for access to transport and Streetspace across the UK produced a report on LTNs called ‘Pave the Way’. This balanced report shows that LTNs are supported by some disabled people, and that LTNs can bring benefits to disabled people including “easier or more pleasant journeys; an increase in independence; a decrease in traffic danger and benefits to physical and mental health” (p.6 of report).</p>

Table: Themes of the objections received to the Clerkenwell Green LTN in the 6-month objection period, from March to September 2022.