

GREATER LONDON AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2748

Silvertown Tunnel: London Boroughs of Newham and Tower Hamlets, and Royal Borough of Greenwich – GLA Main and Side Roads

Executive summary:

Under the Greater London Authority (GLA) Act 1999, the Mayor has a duty to keep under review the GLA Main and GLA Side Roads, which make up the Transport for London Road Network (TLRN). The authority to make amendments to the TLRN has been delegated to the Assistant Director of Transport, Infrastructure and Connectivity, in accordance with paragraph 6 of the Mayoral Decision-Making document (scheme of delegation).

Transport for London (TfL), in consultation with the London boroughs, will, from time to time, undertake such a review. Following agreement with officers from the relevant London boroughs, TfL will amend the GLA Designation Orders for GLA Roads and GLA Side Roads, and Special Parking Area Orders as required, to alter the TLRN expanse.

The Silvertown Tunnel Order made provision for the construction of the new tunnel, and for specified roads to become GLA Roads. The roads became GLA Roads on 11 September 2024. The Order sets out certain other roads having ‘no stopping’ parking controls as GLA Side Roads, but makes no specific provision for their designation as such.

This decision will record those roads transferred to TfL as GLA Roads; and, with the agreement of the respective boroughs, will make GLA Side Road amendment orders for the London Boroughs of Newham and Tower Hamlets, and the Royal Borough of Greenwich, to designate lengths of road as GLA Side Roads.

Decision:

That the Assistant Director of Transport, Infrastructure and Connectivity approves amendments to the GLA Main and GLA Side Roads by signing:

- the GLA Side Roads (London Borough of Newham) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025
- the GLA Side Roads (London Borough of Tower Hamlets) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025
- the GLA Side Roads (London Borough of Greenwich) Designation Order 2007 (Silvertown Tunnel) Variation Order 2025
- the GLA Roads (No.3) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025.

AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT

I have reviewed the request and am satisfied it is correct and consistent with the Mayor’s plans and priorities. It has my approval.

Name: Elliot Treharne

Position: Assistant Director of Transport, Infrastructure and Connectivity

Signature:



Date:

10/03/2025

PART I – NON-CONFIDENTIAL FACTS AND ADVICE

Decision required – supporting report

1. Introduction and background

- 1.1. Under the GLA Act 1999, the Mayor has a duty to keep under review the GLA Main and GLA Side Roads, which make up the Transport for London Road Network (TLRN). The authority to make amendments to the TLRN has been delegated to the Assistant Director of Transport, Infrastructure and Connectivity, in accordance with paragraph 6 of the Mayoral Decision-Making document (scheme of delegation).
- 1.2. TfL, in consultation with the London boroughs will, from time to time, undertake such a review. Following agreement with officers from the relevant London boroughs, TfL will amend the GLA Designation Orders for GLA Roads and GLA Side Roads, and Special Parking Area Orders, as required, to alter the TLRN expanse.
- 1.3. The Silvertown Tunnel was designated as a Nationally Significant Infrastructure Project in 2012. A Development Consent Order (DCO) provides the necessary consent for projects classified as nationally significant. TfL applied for a DCO for Silvertown Tunnel in 2016. Following an examination in public, and recommendations from the Planning Inspectorate, the Secretary of State for Transport granted development consent in 2018 by the making of the Silvertown Tunnel Order 2018.
- 1.4. All roads under this Assistant Director's Decision were previously reviewed as part of a consolidation exercise of the GLA Roads and GLA Side Roads, under Mayoral Decision 3052 published on 23 April 2007. (See Appendices C(i) to (iv).) A further review took place as part of the DCO, and was agreed by the Department for Transport.
- 1.5. The Head of Network Performance at TfL has confirmed that this request meets all technical, operational and procedural requirements of the highway and/or traffic authority; and that it has been verified for GLA approval.
- 1.6. TfL has provided a draft of the amended Orders (see Appendices A(i) to A(iv)):
 - the GLA Side Roads (London Borough of Newham) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025
 - the GLA Side Roads (London Borough of Tower Hamlets) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025
 - the GLA Side Roads (London Borough of Greenwich) Designation Order 2007 (Silvertown Tunnel) Variation Order 2025
 - the GLA Roads (No.3) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025.

For the listed side roads, traffic authority status will transfer from the boroughs to TfL. This has been agreed with the London Boroughs of Newham and Tower Hamlets, and the Royal Borough of Greenwich as appropriate (see Appendices D(i) to D(iii)).

2. Objectives and expected outcome

- 2.1. TfL is required to effectively operate the roads covered by the Silvertown Tunnel project as the traffic authority. These variations will enable TfL to operate and maintain the Silvertown Tunnel. This will include improvements to the use and management of Silvertown and Blackwall Tunnels, by making TfL the traffic authority for the relevant sections of road.

3. Equality comments

- 3.1. The Mayor and the GLA are required to comply with the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010 (Equality Act) when exercising their functions. Section 149 requires the Mayor and the GLA (and anyone exercising powers on their behalf) to have due regard to the need to:
- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act
 - advance equality of opportunity between people who share a “protected characteristic” and people who do not share it by:
 - removing or minimising disadvantages experienced by people because of their protected characteristics
 - meeting the needs of people with protected characteristics
 - encouraging people with protected characteristics to participate in public life
 - foster good relations between people who share a protected characteristic and people who do not.
- 3.2. This decision is to make GLA Side Road amendment orders for the London Boroughs of Newham and Tower Hamlets, and the Royal Borough of Greenwich, to designate short lengths of road as GLA Side Roads. As the GLA Side Road amendment orders only transfer responsibility, as the traffic authority, from the relevant borough to TfL, it is not considered that there will be any impacts on those people who share protected characteristics.
- 3.3. In exercising the statutory power to amend the GLA Designation Orders for GLA Roads and GLA Side Roads, as set out in this decision, the decision-maker (here the Assistant Director of Transport, Infrastructure and Connectivity) must have regard to the matters set out in section 149 of the Equality Act. This decision is not expected, of itself, to have any impact on the matters within the scope of the Public Sector Equality Duty. The London boroughs here listed are also subject to the Public Sector Equality Duty when exercising functions as highway/traffic authority.

4. Other considerations

Key risks and issues

- 4.1. No key risks or issues have been identified from these amendments.

Links to Mayoral strategies and priorities

- 4.2. The Silvertown Tunnel is directly referenced in the current Mayor’s Transport Strategy. Proposal 93 states:

“The Mayor, through TfL, will continue to support the construction and operation of the Silvertown Tunnel, together with the introduction of user charges on the Blackwall and Silvertown tunnels (once the latter is opened), to address the problems of traffic congestion and associated air pollution, frequent closures and consequential delays, and the lack of network resilience and reliability at the Blackwall Crossing.”

The GLA Side Road amendment orders support the safe and efficient operation of the Silvertown Tunnel.

- 4.3. The order is consistent with the Mayor’s Transport Strategy.

Impact assessment and consultation

- 4.4. The boroughs affected by these amendments have approved (see Appendices D(i) to D(iii)). No further consultation is required.

Conflicts of interest

- 4.5. There are no conflicts of interest to note for those involved in drafting or making this decision.

5. Financial comments

- 5.1. TfL will take responsibility for funding any works and the ongoing maintenance liabilities associated with becoming the traffic authority for the lengths of road subject to the GLA Side Road amendment orders.
- 5.2. There are no costs specifically identified as part of this Assistant Director Decision. All relevant costs are budgeted as part of TfL's agreed budget, including capital and operational costs. This includes any payments due to the Riverlinx Consortium, who have privately financed the design, construction and operation/maintenance of the Silvertown Tunnel.

6. Legal comments

- 6.1. The GLA is empowered, by virtue of section 124B of the Road Traffic Regulation Act 1984, to make the proposed GLA Side Roads Designation Variation Order with the consent of the relevant London borough. Such consent has been given.

7. Planned delivery approach and next steps

- 7.1. The TfL Traffic Orders team will notify the London Boroughs of Newham and Tower Hamlets and the Royal Borough of Greenwich of the outcome once the GLA Roads and Side Roads Orders (appendices A(i) to A(iv)) are signed.

Appendices and supporting papers:

- Appendix A(i) – The GLA Side Roads (London Borough of Newham) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025 for signing
- Appendix A(ii) – The GLA Side Roads (London Borough of Tower Hamlets) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025 for signing
- Appendix A(iii) – The GLA Side Roads (London Borough of Greenwich) Designation Order 2007 (Silvertown Tunnel) Variation Order 2025 for signing
- Appendix A(iv) – The GLA Roads (No.3) Designation Order 2008 (Silvertown Tunnel) Variation Order 2025 for signing
- Appendix B – Plans to illustrate the extent of the changes
- Appendix C(i) – The GLA Side Roads (London Borough of Newham) Designation Order 2008
- Appendix C(ii) – The GLA Side Roads (London Borough of Tower Hamlets) Designation Order 2008

- Appendix C(iii) – The GLA Side Roads (London Borough of Greenwich) Designation Order 2007
- Appendix C(iv) – The GLA Roads (No.3) Designation Order 2008
- Appendix D(i) – London Borough of Newham Signed Declaration
- Appendix D(ii) – London Borough of Tower Hamlets Signed Declaration
- Appendix D(iii) – Royal Borough of Greenwich Signed Declaration

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will be published either within one working day after it has been approved or on the defer date.

Part 1 – Deferral

Is the publication of Part 1 of this approval to be deferred? NO

Part 2 – Sensitive information

Only the facts or advice that would be exempt from disclosure under the FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form? NO

ORIGINATING OFFICER DECLARATION:

Drafting officer to
confirm the
following (✓)

Drafting officer:

Claire Hamilton has drafted this report in accordance with GLA procedures and confirms the following:

✓

Mayoral Delivery Board

This decision was agreed by the Mayoral Delivery Board on 10 March 2025.

✓

ASSISTANT DIRECTOR, FINANCIAL SERVICES:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature:

Ana Lustolt

Date:

10/03/2025