

# GREATER LONDON AUTHORITY

## REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2757

### Gracefield Gardens, London Borough of Lambeth – GLA Side Road

#### 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 6.2 of the Mayoral Decision Making document (scheme of delegation).

Transport for London (TfL), in consultation with the London boroughs, will undertake such a review from time to time. Following agreement with the relevant London borough officers, 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.

This Decision is to approve the removal of Gracefield Gardens from the TLRN. This will be done by removing this item from the GLA Side Roads (London Borough of Lambeth) Designation Order 2007.

#### Decision:

That the Assistant Director of Transport, Infrastructure and Connectivity approves the removal of Gracefield Gardens from the GLA Side Roads (London Borough of Lambeth) Designation Order 2007, by signing the GLA Side Roads (London Borough of Lambeth) Designation Order 2007 Variation Order 2025 (Appendix A).

#### 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:**

28/04/2025

## **PART I – NON-CONFIDENTIAL FACTS AND ADVICE**

### **Decision required – supporting report**

#### **1. Introduction and background**

- 1.1. 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 6.2 of the Mayoral Decision Making document (scheme of delegation).
- 1.2. Transport for London (TfL), in consultation with the London boroughs, will undertake such a review from time to time. Following agreement with the relevant London borough officers, 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 A23 through Streatham is currently dominated by motor traffic, and can be intimidating and unpleasant for people who visit, study, live and work in the area. The planned works at the A23 Streatham High Road junction with Gracefield Gardens make up a further phase of improvements to the corridor. These will improve road safety, encourage walking and cycling, and protect bus services.
- 1.4. To address a road safety risk for pedestrians wishing to cross the A23 to access high street shops and bus stops, a new pedestrian crossing will be installed near to the junction of A23 Streatham High Road and Gracefield Gardens. Due to the lack of kerb-side space to provide the signalised crossing, it is necessary to close Gracefield Gardens to all vehicles except cycles. These measures are required to address potential safety concerns of other design options that would allow car access.
- 1.5. As a result of the scheme implementation and agreement with the London Borough of Lambeth (Appendix D), it is proposed that Gracefield Gardens transfers from TfL, as Traffic Authority, to the London Borough of Lambeth, by signing Appendix A.
- 1.6. 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 has been verified for GLA approval.
- 1.7. TfL has provided a draft of the amended the GLA Side Roads (London Borough of Lambeth) Designation Order 2007 Variation Order 2025 (see Appendix A), which proposes that Gracefield Gardens will no longer be a GLA Side Road.

#### **2. Objectives and expected outcome**

- 2.1. As part of TfL's scheme at A23 Streatham High Road junction with Gracefield Gardens, car access from the A23 into/out of the side road, Gracefield Gardens, will be removed. With this, a pedestrian crossing can be introduced to improve road safety for pedestrians wishing to cross the busy A23 here.
- 2.2. As a result of these changes, there will no longer be direct car access between the TLRN and the side road, and therefore transport authority can be transferred to the London Borough of Lambeth.

#### **3. Equality comments**

- 3.1. The Mayor and the Greater London Authority (GLA) are required to comply with the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010 (the 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. Protected characteristics under the Equality Act include age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage or civil partnership status.
- 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 due 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 duty under the Equality Act is an ongoing duty; and any equalities impacts will continue to be considered if there are any changes in its use, or if access would require subsequent consultation. The London Borough of Lambeth is also subject to the Public Sector Equality duty when exercising its functions as Highway Authority or Traffic Authority.

#### **4. Other considerations**

##### Key risks and issues

- 4.1. No key risks or issues have been identified from this amendment.

##### Links to Mayoral strategies and priorities

- 4.2. The original order is consistent with the Mayor’s Transport Strategy. This clarification has no material link to Mayoral strategies or priorities.
- 4.3. The proposed scheme is guided by TfL’s Healthy Streets Approach<sup>1</sup> which aims to encourage people to walk, cycle and use public transport; and make London greener, healthier and more pleasant.

##### Impact assessments and consultations

- 4.4. The Borough has confirmed it supports this clarification being made. No further consultation is required.
- 4.5. The outcome of the stakeholder engagement and consultation for the proposed scheme is available online.<sup>2</sup>

##### Conflicts of interest

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

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<sup>1</sup> TfL, [Healthy Streets](#)

<sup>2</sup> TfL, [A23 Streatham High Road junction with Gracefield Gardens – proposed pedestrian safety improvements, consultation report](#), October 2022

## **5. Financial comments**

- 5.1. The making of this change to the Designation Order has no additional financial implications for TfL or the GLA.

## **6. Legal comments**

- 6.1. The GLA is empowered, by virtue of section 14B of the Highways Act 1980 (as amended by section 261 of the GLA Act (1990)), to make the proposed GLA Roads Designation Variation Order with the consent of the relevant London borough. Such consent has been given.
- 6.2. The GLA is empowered by virtue of section 124A 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.
- 6.3. This ADD seeks, by virtue of our powers under section 3(1) of Schedule 8 Part 1 of the Traffic Management Act 2004, to make amendment to Special Parking Area Orders which have been re-designated as Civil Enforcement Areas.

## **7. Planned delivery approach and next steps**

- 7.1. The TfL Traffic Orders team will notify the London Borough of Lambeth of the outcome once the GLA Side Roads Order at Appendix A is signed.

## **Appendices and supporting papers:**

- Appendix A – The GLA Side Roads (London Borough of Lambeth) Designation Order 2007 Variation Order 2025 [for signing]
- Appendix B – Plan to illustrate the extent of the change
- Appendix C – The GLA Side Roads (London Borough of Lambeth) Designation Order 2007
- Appendix D – London Borough of Lambeth 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 either be published 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

A summary of this decision was reviewed by the Mayoral Delivery Board on 28 April 2025.

✓

### ASSISTANT DIRECTOR, FINANCIAL SERVICES:

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

**Signature:**

*Ana Custodt*

**Date:**

28/04/2025