

# GREATER **LONDON** AUTHORITY

## REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2777

### Harewood Avenue, City of Westminster – GLA Side Road

#### Executive Summary:

This Decision is to approve the addition of the north-west side of Harewood Avenue into the Transport for London Road Network (TLRN) by removing this item from The GLA Side Roads (City of Westminster) Designation Order 2007, as shown in Appendix C. The City of Westminster has agreed to the change, as shown in Appendix D.

#### Decision:

That the Assistant Director of Transport, Infrastructure and Connectivity approves the inclusion of the south-west side of Harewood Avenue in the GLA Side Roads (City of Westminster) Designation Order 2007, by signing the Variation Order 2025 (Appendix A), as set out in the plan in Appendix B.

#### 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:**

08/09/2025

## **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 the Mayoral Decision Making document (scheme of delegation).
- 1.2. Transport for London (“TfL”) in consultation with London boroughs will, from time to time, undertake such a review and, following agreement with the relevant London borough officers, 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. Harewood Avenue was previously reviewed by the then Mayor as part of a consolidation exercise of all GLA side roads under MD 3052 on 23 April 2007 which grouped a number of inherited Traffic Regulation Orders (TROs) and current TfL variations under one order.
- 1.4. There is currently a mismatch in length of red route return on the southern side of Harewood Avenue. The reason for this Designation amendment is to make the red route return on Harewood Avenue the same length on both sides.
- 1.5. This change will make traffic enforcement easier at the southern end of Harewood Avenue given enforcement will be the responsibility of just one Highway Authority (TfL).
- 1.6. This will also help maintain freer flowing traffic as the same Highway Authority will be responsible on both sides of the road, meaning issues such as unauthorised obstruction on the roads (vehicle breakdowns, unauthorised stopping, unauthorised parking etc.) will be easier to coordinate and address.
- 1.7. The changes will also help City of Westminster and TfL introduce changes to this junction by the end of 2025 to improve cycling infrastructure, as a key deliverable of Cycleway 51 (C51). This junction would also represent the only quality Cycleway connection between north and south Westminster.
- 1.8. As a result of the transfer, there are no cost implications to the GLA or TfL.
- 1.9. 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.
- 1.10. TfL has provided a draft of the amended The GLA Side Roads (City of Westminster) Designation Order 2007 Variation Order 2025, see Appendix A, that proposes that Harewood Avenue south-west side will become a GLA Side Road. This has been agreed with the City of Westminster and will give TfL Traffic Authority status for both sides of Harewood Avenue.

#### **2. Objectives and expected outcomes**

- 2.1. The Designation amendment will make the red route return on Harewood Avenue the same length on both sides. This will enhance legibility, the ability to effectively enforce traffic movement at this

location and hence improve the local network resilience on both Harewood Avenue and Marylebone Road.

- 2.2. These changes will enable the construction of a new junction layout at Marylebone Road/Harewood Avenue/Enford Street as part of C51. C51 will run from St. John's Wood to Marylebone and crosses the Inner Ring Road at this junction. The changes at this junction are strategic in terms of improving the Cycleway network in central London as the nearest Cycleway crossing along the northern side of the Inner Ring Road is 2.7km to the east.
- 2.3. These changes will also allow signals to be installed at the pedestrian crossing of Harewood Avenue, benefitting up to 3,000 pedestrians who use this junction each weekday.

### **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; and
    - 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 access would require subsequent consultation. City of Westminster 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 C51 changes 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.

### **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 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.

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

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

#### **Appendices and supporting papers:**

- Appendix A - The GLA Side Roads (City of Westminster) Designation Order 2008 (Harewood Avenue) Variation Order 2025
- Appendix B - Harewood Avenue, Westminster
- Appendix C - The GLA Side Roads (City of Westminster) Designation Order 2008
- Appendix D - Designation and Red Route Change – Declaration by City of Westminster

---

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

<sup>2</sup> TfL, [Improving our junctions for pedestrians and cyclists as part of the proposed Cycleway 51](#)

### 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 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:

Philippa Borrowman 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 8 September 2025.

✓

### ASSISTANT DIRECTOR OF FINANCIAL SERVICES:

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

**Signature:**



**Date:**

08/09/2025