

GREATER LONDON AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2417

Title: Canning Town On and Off Slip Roads, London Borough of Newham – GLA Main 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).

TfL in consultation with the London Boroughs will, from time to time, undertake such a review and following agreement with the relevant London Boroughs 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.

This Decision is to approve the removal of the Canning Town Roundabout and Newham Way On and Off Slip Roads from the TLRN GLA Main Road Order, to facilitate the redevelopment of the Canning Town Area.

Decision:

That the Assistant Director of Transport, Infrastructure and Connectivity approves the removal of the Canning Town Roundabout and Newham Way On and Off Slip Roads from the TLRN GLA Main Road Order, to facilitate the redevelopment of the Canning Town Area. This will permit London Borough of Newham to have Highway and Traffic Authority status to redevelop and maintain the area.

AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT:

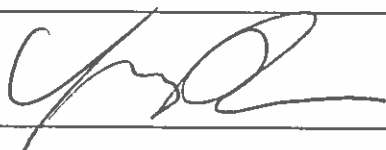
I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Tim Steer

Position: Assistant Director – Transport,
Infrastructure and Connectivity

Signature:



Date:

6. 2. 20

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 (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 TfL in consultation with the London Boroughs will, from time to time, undertake such a review and following agreement with the relevant London Boroughs 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 The Canning Town On and Off Slip Roads is part of the Canning Town and Custom House Masterplan, agreed on 19th December 2008, and supported by TfL.
- 1.4 The outcome of the stakeholder engagement and consultation for Canning Town Off and On Slip Roads is available on the following link:

[https://modern.gov.Newham.gov.uk/\(S\(k1qmal454n1catacmspufa55\)\)/mgIssueHistoryHome.aspx?Id=47914](https://modern.gov.Newham.gov.uk/(S(k1qmal454n1catacmspufa55))/mgIssueHistoryHome.aspx?Id=47914)
- 1.5 No cost implications have been identified as a result of this change.
- 1.6 The Head of Network Performance at Transport for London 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 GLA Main Roads (London Borough of Newham) Designation Order, see Appendix A, to propose, that the section of Canning Town On and Off Slip Roads, will no longer form part of the TLRN. This has been agreed with the London Borough of Newham.

2. Objectives and expected outcomes

- 2.1 The objective is to remove the Main Road items for the Canning Town On and Off Slip Roads, giving London Borough of Newham Highway and Traffic Authority status to redevelop the area as part of the Canning Town and Custom House Masterplan. In order to facilitate the objectives of a programme to create greater traffic-free space and improve landscaping and activities within the public realm.

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 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 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; and
- foster good relations between people who share a protected characteristic and people who do not.

3.2 London borough councils are also subject to the Public Sector Equality Duty.

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 Equality Act 2010. The effect of this decision will be to transfer responsibility for the relevant highway to the London Borough of Newham which is itself subject to the Public Sector Equality duty when exercising its functions as Highway Authority or Traffic Authority. As such, this decision is not expected of itself to have any impact on the matters within the scope of the Public Sector Equality Duty.

4. Other considerations

4.1. *Key risks and issues* – No key risks or issues have been identified.

4.2. *Links to Mayoral strategies and priorities* – These improvements align closely to the Mayor’s Transport Strategy to encourage more walking and cycling by providing safer and more attractive facilities on street.

4.3. *Impact assessments and consultations* – Public consultation took place for planning application reference number 08/02439/LTEDC, 19th December, 2008.

4.4 Nobody involved in the drafting or clearance of this decision has any conflicts of interest to declare.

5. Financial comments

5.1. TfL confirms that the making of this Designation Order has no additional financial implications for the functional body, being contained within the operations funded under their Business Plan. There are no additional financial implications for the GLA or GLA Group.

6. Legal Comments

6.1. The GLA is empowered, by virtue of section 148 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.

7. Planned delivery approach and next steps

- 7.1. The project is complete, Transport for London Traffic Orders team to notify London borough of Newham, of the outcome.

Appendices and supporting papers:

- A. The GLA Main Roads (No.3) Designation Order 2008 (No.2) Variation Order 2019
- B. Plan to illustrate the extent of the change.
- C. The GLA Main Roads (No.3) Designation Order 2008

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 approval or on the defer date.

Part 1 Deferral:

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

If YES, for what reason:

Until what date: (a date is required if deferring)

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:

Tim Steer has drafted this report in accordance with GLA procedures.

✓

Corporate Investment Board

This decision was agreed by the Corporate Investment Board on 13 January 2020.

ASSISTANT DIRECTOR OF FINANCE AND GOVERNANCE:

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

Signature

m. J. Ellis

Date

13.1.20

