

GREATER LONDON AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2379

Title: Greyhound Lane, 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).

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 a slip road section of Greyhound Lane carriageway from the TLRN GLA Side Road Order, as the slip road area has been re-designated as a paved/landscaped area.

Decision:

That the Assistant Director of Transport, Infrastructure and Connectivity approves:

The removal of a slip road section of Greyhound Lane carriageway, linking Streatham High Road and Greyhound Lane from the existing London Borough of Lambeth, GLA Side Roads Designation Order, so that the space can be utilised as a paved/landscaped area.

AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT:

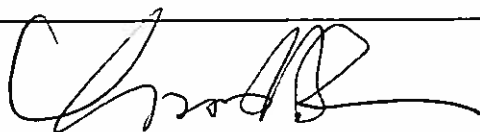
I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Tim Steer

Position: Assistant Director – Transport,
Infrastructure and Connectivity

Signature:



Date:

30.10.19

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 Greyhound Lane Public Realm Improvement was agreed on 16 February 2018 and supported by TfL, as part of the TfL Healthy Routes.
- 1.4 The outcome of the stakeholder engagement and consultation for Greyhound Lane is available at the following link:

[https://modern.gov.lambeth.gov.uk/\(S\(k1qmal454n1catacmspufa55\)\)/mgIssueHistoryHome.aspx?Id=47914](https://modern.gov.lambeth.gov.uk/(S(k1qmal454n1catacmspufa55))/mgIssueHistoryHome.aspx?Id=47914)
- 1.5 The Greyhound Lane Slip Road was previously reviewed by the then Mayor as part of a consolidation exercise of all GLA side roads under MA 3052 on 23 April 2007.
- 1.6 No cost implications have been identified as a result of this change.
- 1.7 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.
- 1.8 TfL have provided a draft of the amended GLA Side Roads (London Borough of Lambeth) Designation Order, see Appendix A, to propose, that the section of Greyhound Lane, will no longer be a GLA Side Road. This has been agreed with the London Borough of Lambeth.

2. Objectives and expected outcomes

- 2.1 The objective is to remove the Side Road items for the Unnamed Slip Road at the junction of Streatham High Road and Greyhound Lane from the Side Roads Designation Order. This will introduce a paved/landscaped communal space. Motorists will use Greyhound Lane carriageway to proceed east or west into Streatham High Road.

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 Lambeth 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

a) key risks and issues

4.1 No key risks or issues have been identified.

b) links to Mayoral strategies and priorities

4.2 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.

c) impact assessments and consultations

4.3 Consultation took place and a decision was made on 16 February 2018.

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

5. Financial comments

5.1. There are no costs implications associated with the proposed Designation Order in Appendix A.

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. This project has been delivered by TfL on 25 January 2018 and the Slip Road has already been removed from site. London Borough of Lambeth will be formally notified of this Decision.

Appendices and supporting papers:

Appendix A: The GLA Side Roads (London Borough of Lambeth) Designation Order 2007 (No. 3) Variation Order 2019

Appendix B: Plan to illustrate the extent of the change.

Appendix C: The GLA Side Roads (London Borough of Lambeth) Designation Order 2007

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 and confirms the following:

✓

Corporate Investment Board

This decision was agreed by the Corporate Investment Board on 21 October 2019.

ASSISTANT DIRECTOR OF FINANCE AND GOVERNANCE:

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

Signature



Date

23/10/19

