

GREATER LONDON AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2402

Title: Ermine Road, London Borough of Haringey- 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 Traffic Authority status for a section of Ermine Road to Transport for London (TfL) so that they can enforce Ermine Road and improve traffic flow on the A10 High Road.

Decision:

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

The addition of a small length of Ermine Road as shown in the attached plan (Appendix B) to The GLA Side Roads (London Borough of Haringey) Designation Order 2007 (Appendix C).

AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT

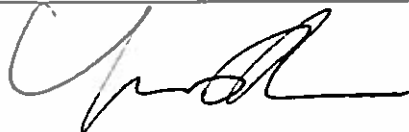
I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Tim Steer

Position: Assistant Director of
Transport, Infrastructure and
Connectivity

Signature:



Date:

11.12.19

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 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. 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. *As a result of the Cycle Superhighways 1 Scheme, Ermine Road was identified as a small section of Highway for which neither TfL nor the London Borough of Haringey could enforce and agreement was reached with London Borough of Haringey for TfL to adopt this road as Traffic Authority. This was to allow better management of Ermine Road, relieve traffic flow into and exiting the road, permitting enforcement from traffic backing into the bus lane, increase traffic flow for buses and congestion to the A10 High Road.*
- 1.4. *The outcome of the stakeholder engagement and consultation for Cycle Superhighways 1 is available on the following link:*

https://consultations.tfl.gov.uk/consultation_finder/?keyword=cs1
- 1.5. As a result of the scheme implementation and agreement with the London Borough of Haringey, TfL has taken on Traffic Authority responsibility for a small section of Ermine Road, where it joins the A10 High Road.
- 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 has provided a draft of the amended GLA Side Roads (London Borough of Haringey) Designation Order, see appendix A, that proposes, that a section of Ermine Road, will become a GLA Side Road. This has been agreed with the London Borough of Haringey and they will retain only Highway Authority status for Ermine Road.

2. Objectives and expected outcomes

- 2.1. The objective is for TfL to adopt Traffic Authority status for a section of Ermine Road, so that they can enforce Ermine Road and the effect it has on the Bus Lane and Cycle Superhighway 1 in conjunction with traffic flow off the A10 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.
- 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 Side Roads Order 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 Haringey 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* - None identified.

4.2. *Links to Mayoral strategies and priorities* - The scheme was part of the Cycle Superhighway 1 (between Tottenham and the City of London) and construction started in July 2015. The scheme delivery provided an upgrade to the cycling infrastructure, simplification of the road layout and urban realm enhancements leading to more walking and cycling by providing safer and more attractive facilities on street. 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 for the scheme took place between the 16 February and 29 March 2015 as part of the scheme approval process.

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

5. Financial comments

5.1. 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 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. When the GLA Side Roads (London Borough of Haringey) Designation Order 2007 Variation Order 2019 is signed, London Borough of Haringey will be notified and the TfL will process the red route order to enforce Ermine Road.

Appendices and supporting papers:

- A. The GLA Side Roads (London Borough of Haringey) Designation Order 2007 Variation Order 2019
- B. Plan to illustrate the extent of the change.
- C. The GLA Side Roads (London Borough of Haringey) 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 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

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 9 December 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

09.12.19

