

REQUEST FOR DIRECTOR DECISION – DD1109

Review of GLA Road & Side Road Designation Orders in Parts of Haringey, Camden, Richmond, Southwark, and Kensington & Chelsea

Executive Summary:

Under the GLA Act the Mayor shall keep GLA Roads and Side Roads under review. TfL, in consultation with the relevant London boroughs where required, has recently completed a review of GLA Road and Side Road Designation Orders. Recommendations for designation variations are described in this report and requested below.

Decision:

That the Executive Director of Development, Enterprise and Environment approves:

- (a) *'The GLA Side Roads (London Borough of Haringey) Designation Order 2007, Variation Order 2014'* for Hanover Road; and revoke *'The GLA Side Roads (London Borough of Haringey) Designation (No 2) Variation Order 2012'*, for Hanover Road.
- (b) *'The GLA Side Roads (London Borough of Camden) Designation Order 2007, Variation Order 2014'*, for the unnamed service road serving nos. 255 to 279 Finchley Road (The O2 Centre), and for Drummond Street and Adelaide Road.
- (c) *'The GLA Side Roads (London Borough of Richmond) Designation Order 2007, Variation Order 2014'*, for Cole Park Road.
- (d) *'The GLA Side Roads (London Borough of Southwark) Designation Order 2007, Variation Order 2014'*, for Joiner Street.
- (e) *'The GLA Side Roads (Royal Borough of Kensington & Chelsea) Designation Order 2008, Amendment Order 2014'*, for Seville Street.
- (f) *'The GLA Roads (No.3) Designation Order 2007, Variation Order 2014'* for Tadema Road in the Royal Borough of Kensington & Chelsea.

and gives effect to these decisions by signing the papers for (a), (b), (c), (d), (e) & (f) at appendix 2.

AUTHORISING DIRECTOR

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: Fiona Fletcher-Smith

Position: Executive Director of Development, Enterprise & Environment

Signature:

Date: 7 May 2014

PART I - NON-CONFIDENTIAL FACTS AND ADVICE

Decision required – supporting report

1. Introduction and background

- 1.1 Under the GLA Act, the Mayor shall keep the GLA Roads and Side Roads under review. There are potential risks to effective traffic management of localised sections of London's highway network if the associated GLA Road or Side Road Designation Orders are not regularly updated and amended to improve network definition or description where ambiguity or a lack of clarity may otherwise arise.
- 1.2 TfL, in consultation with the relevant London Boroughs where required, has recently completed a review which has resulted in recommendations for updating or amending some of the GLA Road Designation Orders in parts of Haringey, Camden, Richmond, Southwark, and Kensington & Chelsea.

Haringey (side road): Hanover Road

- 1.3 Approval is requested to bring about an amendment to the wording of the title of the 'GLA Side Roads (London Borough of Haringey) Designation No2 Variation Order 2012', to delete its reference to '(No 2)'. The request set out in this report has no associated any on-road changes; therefore it does not need consultation with, or consent from, the London Borough of Haringey. If approved, it will improve citation/administration of the Order.

Camden (side roads): service road serving the O2 Centre, & Drummond Street, & Adelaide Road

- 1.4 Approval is requested to designate the unnamed service road serving nos. 255 to 279 Finchley Road (the O2 Centre) as a GLA Side Road (see map at appendix 1).
- This requested decision relates to an unnamed service road serving nos. 255 to 279 Finchley Road (the O2 Centre) which is a private road (a road in private ownership which is not a public highway) off Finchley Road, the A41. This private road serves a number of retail properties and carries bus services 187 and 268; its junction with the A41 Finchley Road is signal controlled.
 - When the road was constructed, the 'no stopping at any time' controls in Finchley Road were extended into the unnamed service road serving Nos. 255 to 279 Finchley Road (the O2 Centre) simply by painting double red lines along the new road. These road markings are not regulated by a Traffic Order and so are unenforceable.
 - An agreement has now been reached between TfL, the owner of the private road, and L.B.Camden, to enable an enforceable scheme to be established by TfL.

This request also includes updates to two item descriptions in the 2007 Order:

- Drummond Street's point of reference for TfL's responsibility has been removed (No. 18 Drummond Street no longer exists), and it is proposed to update the wording accordingly.
- Adelaide Road's northern extent does not map precisely to the description in TfL's 2007 Side Road Designation Order, and wording is proposed to be amended accordingly.

Richmond (side road): Cole Park Road

- 1.5 This is a request to update item descriptions in the Order by removing reference to Cole Park Road (items 5457 and 5458). This updating will bring the Order into line with on-street changes that have been implemented.

Southwark (side road): Joiner Street

- 1.6 This is a request to update item descriptions in the Order by removing the reference to Joiner Street at item 3700. This updating will bring the Order into line with on-street changes that have been implemented (Joiner Street has been pedestrianised by Southwark Council, and the rationale for inclusion of the item in the 2007 Order no longer applies).

Kensington & Chelsea (side road): Seville Street

- 1.7 This is a request to more accurately word item descriptions the Order; Seville Street was omitted when the Side Road Designation Order SI 2000 No.1308 was carried forward to the Side Road Designation Order 2008.

Kensington & Chelsea (main road): Tadema Road

- 1.8 This is a request to more accurately word item descriptions in the 2008 Order by adding a reference to Tadema Road as item 20a. Reference to this road was omitted from the 2008 Designation Order due to an oversight where two roads join at a fork. At this location one side of the road is Ashburnham and the other is Tadema, and wording is proposed to accurately reflect this.

2 Objectives and expected outcomes

Haringey (side road): Hanover Road

- 2.1 The objective of this request is remove an outdated title reference. The expected outcome is to improve the title wording of the Order, and thereby ensure its accurate referencing.

Camden (side roads): the O2 Centre, & Drummond Street & Adelaide Road

- 2.2 The objective of this request for the side-road near the O2 centre is to replace road markings that have no legal effect, with a scheme of red route parking controls that can be enforced. The expected outcome is to facilitate the efficient management of road-space including the running of bus services in this area. This request would also update the description of TfL's highway and traffic area of responsibility for side-roads at Drummond Street and Adelaide Road, to include wording to improve accuracy of description, e.g. where a building point no longer exists. The expected outcome is to improve the wording of the Order, and thereby ensure its accurate use.

Richmond (side road): Cole Park Road

- 2.3 The objective of this request is to accurately reflect on-street changes. The expected outcome is to improve the wording of the Order, and thereby ensure its accurate use.

Southwark (side road): Joiner Street

- 2.4 The objective of this request is to accurately reflect on-street changes. The expected outcome is to improve the wording of the Order, and thereby ensure its accurate use.

Kensington & Chelsea (side road): Seville Street

- 2.5 The objective of this request is to accurately refer to area of highway by name. The expected outcome is to improve the wording of the Order, and thereby ensure its accurate use.

Kensington & Chelsea (main road): Tadema Road

- 2.6 The objective of this request is to accurately refer to area of highway by name. The expected outcome is to improve the wording of the Order, and thereby ensure its accurate use.

3. Other considerations

Key risks and issues

- 3.1 There are potential risks to effective traffic management of localised sections of London's highway network if the associated GLA Designation Orders are not regularly updated and amended to improve network definition or description where ambiguity or a lack of clarity may otherwise arise.

Links to Mayoral strategies and priorities

- 3.2 The objectives of the review by TfL, in consultation with London Boroughs where appropriate, has been to propose an update of the Orders for GLA Roads and GLA Side Roads. Such reviews support policies in the Mayor's Transport Strategy that seek to improve the efficiency and effectiveness of the operation of the transport system (MTS policy 10); and help develop London's transport system in order to accommodate sustainable population and employment growth (MTS policy 1).

Impact assessments and consultations

- 3.3 Impact assessments and consultations are described as follows:
- Unnamed service road serving the O2 Centre: TfL has liaised with the London Borough of Camden who have given their consent to TfL for the undertaking of traffic management responsibilities in respect of this unnamed side road. On behalf of the side-road's owners (Land Securities) Vectos Transport Planning Limited have also provided consent.
 - Cole Park Road: TfL has liaised with the Royal Borough of Richmond who have given their consent in respect of exercising TfL's functions as a traffic authority at this side road.

4. Financial comments

- 4.1 There are no direct financial implications for the GLA arising from this proposal.

5. Legal comments

- 5.1 The Mayor of London must, under section 14B of the Highways Act 1980 ("HA 1980") and section 124B(1) of the Road Traffic Regulation Act 1984 ("RTRA 1984"), keep under review the status of roads in Greater London as GLA Roads and GLA Side Roads respectively.
- 5.2 Where the Mayor considers it expedient to do so, the GLA has powers under section 14B(2) HA 1980 and section 124B(2) RTRA 1984 to make orders designating and modifying the status of roads as GLA Main and Side Roads respectively, with the consent of the relevant London boroughs where applicable.
- 5.3 The power to make designation orders and to vary previous designations under section 124B(2) is exercisable by the Mayor on the GLA's behalf (s35, GLA Act 1999).
- 5.4 Specifically in regard to approval of '*The GLA Side Roads (London Borough of Camden) Designation Order 2007, Variation Order 2014*' for the unnamed service road serving nos. 255 to 279 Finchley Road (The O2 Centre), it is noted that for double red lines to be effective in law, they must be the subject of a Traffic Regulation Order, made by the Traffic Authority. In London TfL is the only body with due authority to make 'Red Route' Traffic Regulation Orders. It is possible for the Mayor to designate the unnamed service road serving Nos. 255 to 279 Finchley Road (the O2 Centre) as a GLA Side Road, making TfL the Traffic Authority, under the provisions of Sections 124A to 124C of the Road Traffic Regulation Act 1984. There are no other examples of private roads being designated as GLA Side Roads, but legal advice is that this is entirely possible as S.142 of the Act defines "roads" as "any length of highway or of any other road to which the public has access..." and the public unequivocally have access to Blackburn Road.

Scheme of Delegation

- 5.6 Under section 38 of the GLA Act 1999 any function exercisable on behalf of the GLA by the Mayor is also exercisable by any member of staff of the GLA, if or to the extent that the Mayor so authorises, whether generally or specifically, and subject to any conditions imposed by the Mayor.
- 5.7 In the most recent Scheme of Delegation (approved by MD1166) which took effect 1 April 2013, the Mayor gives authority for specified senior staff to exercise any Mayoral power within their area of responsibility. The Executive Director – Development, Enterprise & Environment is a specified member of senior staff for these purposes and the designation of GLA Roads and GLA Side Roads falls within this Executive Director's area of responsibility. Therefore, the designation of GLA Roads and GLA Side Roads can be exercised by the Executive Director - Development, Enterprise & Environment.
- 5.8 Additional to the powers described as delegated in 5.7 above, MD945 (18th December 2012) delegated powers to the Executive Director under section 124B(1) of the Road Traffic Regulation Act 1984 to keep under review the status of roads or proposed roads in Greater London as GLA Side Roads and to determine it is expedient to make, and approve, orders under section 124B(2) of that Act, including the authorisation of variation orders and / or correction slips to GLA Side Road designation orders.

6. Planned delivery approach and next steps

- 6.1 TfL will follow standard procedures in its delivery approach for the making of Traffic Regulation Orders for red route parking controls. The timetable associated with these steps is a matter for TfL.

Appendices and supporting papers:

Appendix 1: Maps

Map of the unnamed service road serving Nos. 255 to 279 Finchley Road at the O2 Centre.

Appendix 2: Papers for signature

- i. *'The GLA Side Roads (London Borough of Haringey) Designation Order 2007, Variation Order 2014'* for Hanover Road.
- ii. *'The GLA Side Roads (London Borough of Camden) Designation Order 2007, Variation Order 2014'* for the unnamed service road serving nos. 255 to 279 Finchley Road (The O2 Centre), and for Drummond Street and Adelaide Road.
- iii. *'The GLA Side Roads (London Borough of Richmond) Designation Order 2007, Variation Order 2014'*, for Cole Park Road.
- iv. *'The GLA Side Roads (London Borough of Southwark) Designation Order 2007, Variation Order 2014'* for Joiner Street.
- v. *'The GLA Side Roads (Royal Borough of Kensington & Chelsea) Designation Order 2008, Amendment Order 2014'*, for Seville Street.
- vi. *'The GLA Roads (No.3) Designation Order 2008, Variation Order 2014'*, for Tadema Road in the Royal Borough of Kensington & Chelsea.

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) 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 this approval to be deferred? NO

Part 2 Confidentiality: Only the facts or advice considered to be exempt from disclosure under the FOI Act should be 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:

David Solman has drafted this report in accordance with GLA procedures and confirms that:

✓

Assistant Director/Head of Service:

Tim Steer has reviewed the documentation and is satisfied for it to be referred to the Sponsoring Director for approval.

✓

Financial and Legal advice:

The Finance and Legal teams have commented on this proposal, and this decision reflects their comments.

✓

EXECUTIVE DIRECTOR, RESOURCES:

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

Signature

Date

Appendix 1: Maps

Appendix 2: Papers for Signature