

# GREATER LONDON AUTHORITY

## REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2418

### Title: Highbury Corner – London Borough of Islington – GLA Main and 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 small increases in lengths of St Pauls Road and Canonbury Road in Appendix B as GLA Side Roads. Traffic Authority changes for the above have been made as part of the Highbury Corner Gyratory redevelopment scheme. The GLA Main Roads order definition will also need amending to facilitate the change to the Side Road Order and to avoid confusion in the future.

#### Decision:

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

1. the inclusion of small lengths of St Pauls Road and Canonbury Road as GLA Side Roads to existing lengths of these roads in the GLA Side Roads (London Borough of Islington) Designation Order 2007 and amend the definition of the Main Road description in The GLA Roads (No.3) Designation Order 2008; and
2. formalisation of the change by signing the new orders, The GLA Side Roads (London Borough of Islington) Designation Order 2007 (No. 6) Variation Order 2019 (Appendix A(1)) and The GLA Roads (No.3) Designation Order 2008 (No. 3) Variation Order 2019 (Appendix A(2)).

#### AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT

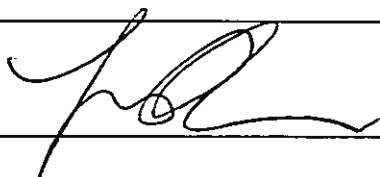
I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Tim Steer

Position: Assistant Director of  
Transport, Infrastructure and  
Connectivity

Signature:



Date:

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 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 The Highbury Corner gyratory removal changes were delivered as part of TfL's transformational project primarily designed to improve safety and the street environment for cyclists and pedestrians, who were not well catered for by the old layout. The old layout meant that vehicles dominate, making it unsafe and intimidating for pedestrians and cyclists, and so we needed to ensure that all those using the area – on foot, by bike, in vehicles – can share the space more safely and effectively.
- 1.4 The improvements will create a two-way traffic system including segregated cycle lanes and make walking and cycling around the area safer and more convenient. Working closely with Islington Council, we will create a new public space and larger station square by closing the western arm of the roundabout and providing access to the arboretum. To make space for the new layout, we will need to remove some trees from the edge of the arboretum. These will be replaced by planting additional trees within the arboretum and in the new pedestrianised area.
- 1.5 The Consultation for the highway proposals was undertaken by TfL as part of the gyratory removal project. TfL and London borough of Islington Council have kept the public up to date on progress via their websites which can be found using the links found here:  
  
<http://tfl.gov.uk/highbury-corner-roundabout> and  
[https://www.islington.gov.uk/planning/plan\\_brief\\_major/highburycorner](https://www.islington.gov.uk/planning/plan_brief_major/highburycorner)
- 1.6 St Pauls Road and Canonbury Road were previously reviewed as part of a consolidation exercise of the GLA Side Roads under a Mayoral Directive (MD 3052) on 23 April 2007.
- 1.7 No cost implications have been identified as a result of this change.
- 1.8 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.
- 1.9 TfL have provided a draft of the amended GLA Side Roads (London Borough of Islington) Designation Order, see Appendix A(2) to propose, that the sections of St Pauls Road and Canonbury Road will have their lengths increased. This has been agreed with the London Borough of Islington, and TfL will be given additional Traffic Authority powers for these sections of roads.

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

- 2.1. The objective of the Highbury Corner has primarily been designed to improve safety and the street environment for cyclists and pedestrians, who were not well catered for by the old layout. The old layout meant that vehicles dominate, making it unsafe and intimidating for pedestrians and cyclists, and so we needed to ensure that all those using the area – on foot, by bike, in vehicles – can share the space more safely and effectively. The effect of these changes will be to change the description of previous roundabout layout being the Unnamed Service Road between Nos. 257 to 259 Upper Street.

## **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 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 London Borough of Islington 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 aims to transform Highbury Corner as part of TfL's Safer Junction's programme, which is reducing danger by overhauling London's most intimidating and dangerous junctions. The highway changes were completed in Summer 2019. Transforming one of London's most intimidating roundabouts into a junction that is much safer and more welcoming for people. Reducing collisions and increasing walking and cycling in the area.

4.3. *Impact assessments and consultations* – Public consultation for the highway proposals took place between 5 February and 20 March 2016 as part of the Highbury Corner gyratory removal project.

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 14B of the Highways Act 1980, to make the proposed GLA Roads Designation Variation Order with the consent of the relevant London Borough. Such consent has been given.

6.2. 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 was delivered in September 2019.

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

A(1): The GLA Side Roads (London Borough of Islington) Designation Order 2007 (No. 6) Variation Order 2019

A(2): The GLA Roads (No.3) Designation Order 2008 (No. 3) Variation Order 2019

B: Plan to illustrate the extent of the change

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

D: The GLA Roads (No.3) Designation Order 2008

E: Borough Agreement

**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.

✓

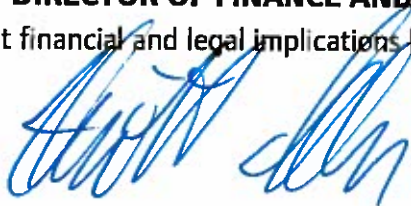
**Corporate Investment Board**

This decision was agreed by the Corporate Investment Board on 27 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**



**Date**

20/1/20  
27/1/20

