

# GREATER LONDON AUTHORITY

## REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2595

### Charter Way, London Borough of Barnet - GLA Side Road

#### Executive Summary:

Under the Greater London Authority Act 1999, the Mayor has a duty to keep under review the GLA roads 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).

Transport for London (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 extent of the TLRN.

This Decision is to approve Traffic Authority status for a further section 50m of Charter Way to TfL so that they can enforce Charter Way and manage traffic flow onto and off the A406.

#### Decision:

That the Assistant Director of Transport, Infrastructure and Connectivity approves the addition of a small length comprising 50m of Charter Way as shown in the attached plan (Appendix B) by signing The GLA Side Roads (London Borough of Barnet) Designation Order 2007 Variation Order 2022 (Appendix A).

#### AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT: Niran Mothada on behalf of Philip Graham

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:** Niran Mothada

**Position:** Executive Director, Strategy & Communications

**Signature:**



**Date:**

**22/8/22**

## **PART I - NON-CONFIDENTIAL FACTS AND ADVICE**

### **Decision required – supporting report**

#### **1. Introduction and background**

- 1.1. Under the Greater London Authority Act 1999, the Mayor has a duty to keep under review the GLA roads 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 extent of the TLRN.
- 1.3. As a result of potential conflicts caused by vehicles parking and manoeuvring at the junction of Charter Way and the exit slip road from the A406 North Circular Road, it was agreed that a more restrictive parking regime should be put in place.
- 1.4. A trial took place for 18 months to monitor the effectiveness of putting down double red lines instead of yellow lines. The arrangements were reviewed and it was agreed that this section of Charter Way should become a GLA side road and TfL made the Traffic Authority to manage that section of Charter Way.
- 1.5. No cost implications have been identified as a result of this change other than that of producing the permanent traffic order for enforcement purposes.
- 1.6. The Head of Network Performance at TfL 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 Side Roads (London Borough of Barnet) Designation Order 2008 (original included at Appendix C) that proposes, that a section of Charter Way, will become a GLA side road (by signing Appendix A). This has been agreed with the London Borough of Barnet and they will retain only Highway Authority status for this part of Charter Way.

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

- 2.1. Once TfL is made the Traffic Authority for a section of Charter Way, it may enforce that section and eliminate parking in that location. This will improve traffic flow onto and off the A406, easing congestion onto Charter Way. The outcome would reduce the potential risk of safety to all modes of traffic utilising the facilities at the Finchley Synagogue.

#### **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) must have regard to the matters set out in section 149 Equality Act 2010. The effect of this decision will be to transfer traffic management responsibility for the relevant highway to TfL which is subject to the Public Sector Equality duty when exercising its functions as 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**

##### Key risks and issues

4.1. None identified.

##### Links to Mayoral strategies and priorities

4.2. The Mayor’s Transport Strategy, though noting traffic management alone will not resolve London’s congestion, seeks to minimise congestion through effective traffic management and this change will support effective local management.

##### Impact assessments and consultations

4.3. Consultation with the London Borough of Barnet and Transport for London took place to assess the issues in this section of Charter Way on the 5 November 2015. The change in Traffic Authority status has been delayed since then by changes in personnel at all authorities involved. The agreed way forward is captured in London Borough of Barnet letter to Transport for London (Appendix E).

##### Conflicts of interest

4.4. There are no conflicts of interest to note for those involved in drafting or clearing this decision.

## **5. Financial comments**

- 5.1. The making of this change to the Designation Order has no additional financial implications for the Transport for London, 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 Barnet) Designation Order 2008 Variation Order 2022 is signed (Appendix A), London Borough of Barnet will be notified and TfL will process the red route order to enforce Charter Way.

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

- A. The GLA Side Roads (London Borough of Barnet) Designation Order 2008 Variation Order 2022
- B. Plan to illustrate the extent of the change
- C. The GLA Side Roads (London Borough of Barnet) Designation Order 2008
- D. The London Borough of Barnet signed Declaration
- E. Charter Way decision letter of proposal

**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**

**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:**

Claire Hamilton, Head of Transport, 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 22 August 2022.

✓

**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**

**24/8/22**

