

GREATER LONDON AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2378

Title: Amendment Order for Civil Enforcement Area – London Borough of Hillingdon

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 Amendment of the London Borough of Hillingdon's civil enforcement area as roads within Heathrow Airport were inadvertently designated as part of the London Borough of Hillingdon, so that Heathrow Airport will be able to enforce their roads.

Decision:

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

The removal of Heathrow Airport roads from London Borough of Hillingdon's civil enforcement area currently designated and highlighted on the attached plan.

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: 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 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. Hillingdon Roads were previously reviewed as part of a consolidation exercise of all GLA side roads under MA 3052 on 23 April 2007. As a part of that review Heathrow Airport Roads were included as part of Hillingdon Roads.
- 1.4. No cost implications have been identified as a result of this change.
- 1.5. 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.
- 1.6. TfL has provided a draft of the revised order entitled The Road Traffic (Special Parking Area) (London Borough of Hillingdon) Order 1994 (Amendment) Order 2019, see Appendix A, to propose, that the area will no longer form part of the Civil Enforcement Area of the London Borough of Hillingdon. This will give Heathrow Airport Traffic Authority status to enforcement that section in Hillingdon.

2. Objectives and expected outcomes

- 2.1. The objective is to transfer back to Heathrow Airport, roads that do not form part of the Hillingdon Civil Enforcement Area. The transfer will permit Heathrow Airport to enforce their roads.

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 effect of this decision will be to transfer responsibility for the relevant highway to the London Borough of Hillingdon 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. None identified.

b) links to Mayoral strategies and priorities

4.2. Not applicable.

c) impact assessments and consultations

4.3. Not applicable.

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 request to amend an existing designated order, as set out in Appendix A, has no financial implications for the GLA or its functional bodies.

6. Legal Comments

6.1 This ADD seeks by virtue of our powers under section 3(1) of Schedule 8 Part 1 of the Traffic Management Act 2004, to make amendment to Special Parking Area Orders which have been re-designated as Civil Enforcement Areas.

7. Planned delivery approach and next steps

7.1. Circulate signed amendment order to London Borough of Hillingdon and Heathrow Airport, together with statutory consultees.

Appendices and supporting papers:

Appendix A: The Road Traffic (Special Parking Area) (London Borough of Hillingdon) Order 1994 (Amendment) Order 2019

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

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 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

