

# GREATER LONDON AUTHORITY

## REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2401

### Title: Lewisham Gateway – London Borough of Lewisham – 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 lengths of Lewisham High Street (blue section in Appendix B) and Station Road, be increased as GLA Side Roads and the entire length of Rennell Street be added and lengths of Lewisham High Street (green section in Appendix B) be amended as GLA Main Roads. Highway and Traffic Authority changes for the above have been made as part of the New Cross and Lewisham junction safety improvement scheme that will transfer from London Borough of Lewisham to TfL. This will give TfL the Traffic regulation powers in addition to its existing Highway and Traffic Authority powers for these sections of roads.

#### Decision:

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

1. The inclusion of Lewisham High Street and Station Road (lengths of GLA Side Roads) and Rennell Street and Lewisham High Street (lengths of GLA Main Road) to be added or increased from The GLA Side Roads (London Borough of Lewisham) Designation Order 2007 and The GLA Roads (No.3) Designation Order 2008. Transfer of Highway and Traffic Authority status for sections of these roads to TfL.
2. Formalisation of the change by signing the new orders, The GLA Side Roads (London Borough of Lewisham) Designation Order 2007 Variation Order 2019 (Appendix A(1)) and The GLA Roads (No.3) Designation Order 2008 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: 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 The Lewisham Gateway highway changes were delivered as part of the Lewisham Town Centre Regeneration Programme between 2014 and 2018. The highway changes realigned the road to provide a development area with a new improved walking link between the transport interchange and town centre, and a consolidated bus stop area close to the stations.
- 1.4 As a result of the project and agreement with the London Borough of Lewisham, has taken responsibility for a section of Lewisham High Street (see Appendix B green line). TfL have taken responsibility for small sections of Lewisham High Road and the entire length of Rennell Street (see Appendix B coloured red dashed line).
- 1.5 The Consultation for the highway proposals was undertaken by the developer of the regeneration scheme as part of the planning application in 2008. Lewisham Council and the developer have kept the public up to date on progress via their websites which can be found using the links found here:  
  
<https://www.lewisham.gov.uk/inmyarea/regeneration/lewishamtowncentre/Pages/Lewisham-Gateway.aspx>  
<https://www.musedevelopments.com/case-study/lewisham-gateway>
- 1.6 Rennell Street, Molesworth Street and Lewisham High Road were previously reviewed as part of a consolidation exercise of all GLA main and 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 Lewisham) Designation Order, see Appendix A(1) and The GLA Roads (No.3) Designation Order 2008 Variation Order 2019 see Appendix A(2), to propose, that the sections of Rennell Street, Molesworth Road and Lewisham High Street, will have their lengths increased or decreased. This has been agreed with the London Borough of Lewisham, and each will be given additional Traffic and Highway Authority powers for these sections of roads.

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

- 2.1. The objective of the Programme is to regenerate Lewisham Town Centre through redevelopment of 'dead space' to create new homes, jobs, an urban park with access to the rivers, a more direct, safer and pleasant walking route to the town centre and improved interchange between train, DLR and bus. To do this, the highway needs to be realigned.

## **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 Lewisham 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 is part of the Lewisham Town Centre Regeneration Programme, the highway changes were completed in February 2018, and the development is due to be completed in c2023. The realigned highway provides space for new homes and jobs which will regenerate the town centre. The improved urban realm and more direct, safer walking routes between the station and public transport interchange mean that more people will choose to walk or use public transport.
- 4.3. *Impact assessments and consultations:* Public consultation for the highway proposals took place in 2008 as part of the Lewisham Town Centre Regeneration Programme. The developer has since held numerous public events where people could discuss the proposals, the most recent was related to a revised planning submission for phase 2 of the development.

- 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 February 2018.

**Appendices and supporting papers:**

- A(1)** The GLA Side Roads (London Borough of Lewisham) Designation Order 2007 Variation Order 2019
- A(2)** The GLA Roads (No.3) Designation Order 2008 Variation Order 2019
- B** Plan to illustrate the extent of the change.
- C** The GLA Side Roads (London Borough of Lewisham) Designation Order 2007
- D** The GLA Roads (No.3) Designation Order 2008

**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

