

GREATER LONDON AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2369

Title: Binfield Road, London Borough of Lambeth – GLA 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 Head of Transport, 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 transfer of Traffic Authority status for a section of Binfield Road to the London Borough of Lambeth so that they can introduce a pedestrianised and controlled enforcement zone.

Decision:

That the Head of Transport approves:

The removal of the section of Binfield Road as shown in the attached plan from The GLA Side Roads (London Borough of Lambeth) Designation Order 2007 so that the Traffic Authority for Binfield Road will be the London Borough of Lambeth.

AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT

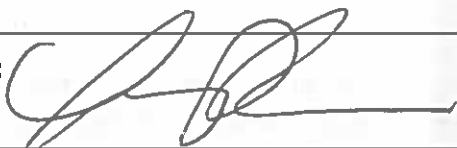
I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Tim Steer

Position: Head of Transport

Signature:



Date:

24.9.19

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 Head of Transport, 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 Stockwell Cross junction improvement was delivered as part of the TfL Road Modernisation Plan in October 2015. The scheme was designed to improve the Stockwell Cross location for cyclists and pedestrians while creating a new public space and was aligned with the Mayor's Transport Strategy to encourage more walking and cycling by providing safer and more attractive facilities on street.
- 1.4. As a result of the scheme implementation and agreement with the London Borough of Lambeth, Lambeth have taken responsibility for a small section of Binfield Road, where it joins South Lambeth Road.
- 1.5. The outcome of the stakeholder engagement and consultation for Stockwell Cross is available at the following link: https://consultations.tfl.gov.uk/betterjunctions/stockwell-cross/user_uploads/tfl-stockwell-cross-consultation-report.pdf.
- 1.6. Binfield Road was previously reviewed by the then Mayor as part of a consolidation exercise of all GLA side roads under MA 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 Lambeth) Designation Order, see Appendix A, to propose, that the section of Binfield Road, will no longer be a GLA Side Road. This has been agreed with the London Borough of Lambeth and will give them Traffic Authority powers in addition to their existing Highway Authority powers for this section of road.

2. Objectives and expected outcomes

- 2.1. The objective is to transfer Traffic Authority status for a section of Binfield Road to the London Borough of Lambeth so that they can introduce a pedestrianised and controlled enforcement zone. London Borough of Lambeth, having both Highway and Traffic Authority status, will be able to effectively manage Binfield Road.

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; and
- 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 Head of Transport) 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 Lambeth 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 was part of the TfL Roads Modernisation Plan and was delivered in Oct 2015. The scheme delivery provided an upgrade to the cycling infrastructure, simplification of the road layout and urban realm enhancements leading to more walking and cycling by providing safer and more attractive facilities on street. These improvements align closely to the Mayor’s Transport Strategy to encourage more walking and cycling by providing safer and more attractive facilities on street.

4.3. *Impact assessments and consultations* - Public consultation for the scheme took place between the 24th Nov 2014 and the 18th January 2015 as part of the scheme approval process.

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 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 has been delivered by TfL in Oct 2015 and the Traffic and Highway Authority responsibilities have already in practice been passed to London Borough of Lambeth. The latter will be formally notified of this Decision.

Appendices and supporting papers:

Appendix A: The GLA Side Roads (London Borough of Lambeth) Designation Order 2007 Variation Order 2019

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

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

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 23 September 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

23.09.19

