

TRANSPORT FOR LONDON

BOARD

**SUBJECT: DELEGATION OF TFL TRAFFIC AUTHORITY POWERS ON
ORDNANCE CRESCENT TO THE LONDON BOROUGH OF
GREENWICH**

DATE: 24 JUNE 2009

1 PURPOSE AND DECISION REQUIRED

1.1 The purpose of this paper is to seek the Board's approval to:

- (a) Delegate TfL traffic authority powers to allow the London Borough of Greenwich to make a Traffic Regulation Order (TRO) restricting access to a section of Ordnance Crescent for which TfL is the traffic authority; and
- (b) Authorise the Managing Director, Surface Transport, to agree the terms of an Agreement under section 101(5) of the Local Government Act 1972 to enable the London Borough of Greenwich to exercise those traffic authority powers on behalf of TfL.

2 BACKGROUND

- 2.1 Currently, Ordnance Crescent (for which the London Borough of Greenwich is the Highway Authority) forms an integral part of TfL's incident response relating to Blackwall Tunnel. In the event of a major incident in the northbound tunnel, traffic held on the tunnel approach is diverted around a loop which comprises local authority roads, including Ordnance Crescent, back to the A102 southbound enabling traffic to travel to other Thames River crossings. This loop also provides vital access for emergency services and TfL maintenance units during tunnel incidents.
- 2.2 As part of major works for the Greenwich Peninsula development, roads in the area are being modified, including the removal of most of the northern end of Ordnance Crescent (shown blue on the attached plan 1), and hence the loss of the existing emergency loop. During the planning approval process, TfL specified that a loop from the A102 northbound to the A102 southbound must be maintained as part of the final layout of the Peninsula. The provision of a new loop has been agreed and planning approval has been granted. Northbound overheight vehicles are diverted back on to the A102 via Millennium Way.
- 2.3 The new loop road will utilise the southern section of Ordnance Crescent. However, Ordnance Crescent links with the southbound A102 as it exits the southbound Blackwall tunnel and there is a potential that a large number of vehicles may utilise this new link to access the nearby O2 arena. There are a number of tunnel safety issues that could arise if this road was in full use for general traffic (particularly restricted and delayed access for emergency

services). It is therefore proposed to place barriers at either end of this new link road to ensure that access can be limited to the emergency services and TfL maintenance contractors (the limited access area is shown green on plan 1). To restrict access effectively, three sets of barriers will be required (shown red on plan 1). One of these sets of barriers will be placed on the section of Ordnance Crescent for which TfL is the traffic authority (marked * on plan 1).

- 2.4 TfL does not have any statutory powers to place barriers on the carriageway. However, the London Borough of Greenwich does have power to do this (under section 94 of the Road Traffic Regulation Act 1984 (RTRA)) but only in connection with a TRO that it has made. In order for the Borough to make such a TRO on TfL's highway, TfL must delegate that function to the London Borough of Greenwich.
- 2.5 Agreement to delegate TfL's traffic authority powers to another highway authority is a matter reserved to the Board under TfL's Standing Orders.

3 PROPOSAL

- 3.1 It is proposed that TfL delegates to an authorised officer of the London Borough of Greenwich the power to make a TRO under section 6 of the RTRA 1984 in relation to the section of Ordnance Crescent for which TfL is the traffic authority for the specific purpose of allowing the London Borough of Greenwich to erect a barrier limiting access to Ordnance Crescent for the operational and safety reasons outlined above.
- 3.2 It is proposed that TfL will install, operate and maintain the barriers which will be controlled by the London Tunnels Traffic Operations Centre (LTTOC).

4 CRIME AND DISORDER AND RISK MANAGEMENT IMPLICATIONS

Crime and Disorder

- 4.1 Maintaining a loop and installing traffic management measures as described above will help ensure speedy access to the tunnel by the emergency services and tunnel staff and the smooth flow of traffic away from the tunnel in the event of an incident. Such traffic management measures are likely to have a positive impact on crime and disorder by allowing easy access by the police to and from the Greenwich Peninsula without the need of travelling to the busy A102 / Blackwall Lane grade separated junction.

Risk Management

- 4.2 There are no identified risks in TfL delegating its traffic order making power in respect of Ordnance Crescent to the London Borough of Greenwich.
- 4.3 If the relevant powers are not delegated and TfL itself makes the relevant TRO it will not be possible to install barriers and there is a risk that traffic congestion in Ordnance Crescent will compromise the safe operation of the Blackwall Tunnel and the emergency response to it.

5 LEGAL AND FINANCIAL IMPLICATIONS

Legal

- 5.1 TfL's traffic authority powers may be delegated to other traffic authorities under section 101(5) of the London Government Act 1972, which allows TfL to enter into "joint arrangements" with other public authorities for the discharge of any of its functions.
- 5.2 The legislation provides for two different types of joint arrangements: delegation of functions to a joint committee of both authorities, or delegation of functions to an authorised officer of the other authority. The latter arrangement, which is the present proposal, would allow TfL to delegate its traffic authority functions to an authorised officer of the London Borough of Greenwich. The functions delegated will be limited to the power to make a TRO under section 6 of the RTRA in relation to the erection of barriers on Ordnance Crescent.

Financial Implications

- 5.3 The cost for the installation of the barriers and TfL's costs for the preparation of the legal agreement under section 101(5) will be met by the Greenwich Peninsula developer (Meridian Delta Ltd). The ongoing operational costs (estimated at a maximum £2,000 per annum) for the barriers will be absorbed into TfL tunnel operating budgets.

6 NEXT STEPS

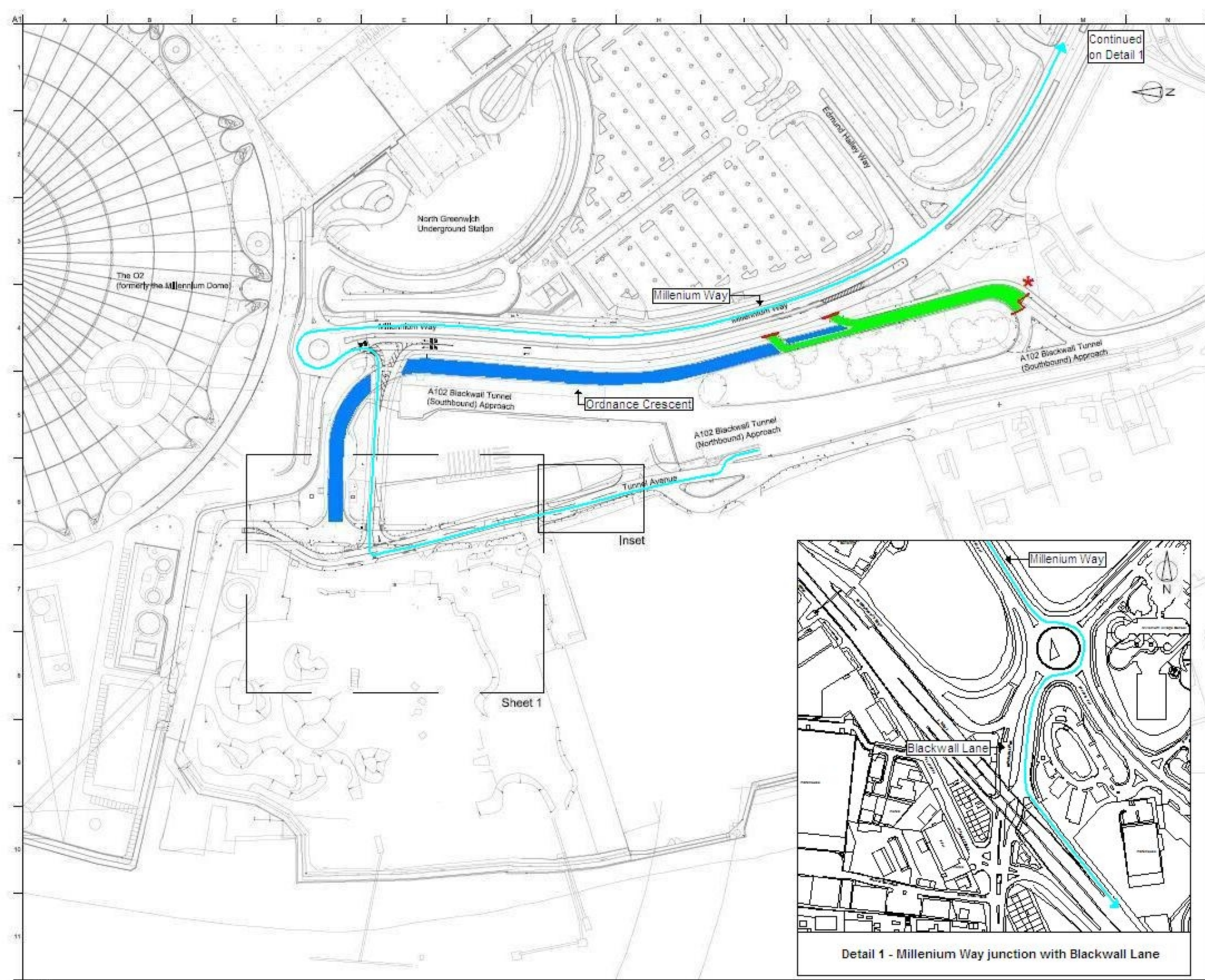
- 6.1 Subject to approval from the Board, a section 101(5) agreement will be negotiated with the London Borough of Greenwich enabling the necessary TRO to be made.

7 RECOMMENDATION

- 7.1 The TfL Board is recommended to:
- (a) APPROVE TfL entering into an agreement with the London Borough of Greenwich under section 101 (5) of the Local Government Act 1972 ("the Agreement") which provides for the delegation to an authorised officer of the London Borough of Greenwich of TfL's power under section 6 of the Road Traffic Regulation Act 1984 to make a permanent Traffic Regulation Order to enable three sets of access barriers to be installed in Ordnance Crescent; and
 - (b) AUTHORISE the Managing Director, Surface Transport, to agree the terms of the Agreement to enable the authorised officer of the London Borough of Greenwich to exercise this traffic authority power on behalf of TfL.

8 CONTACT

- 8.1 Contact: Dana Skelley, Director, Road Network Management
Phone: 020 3054 1413

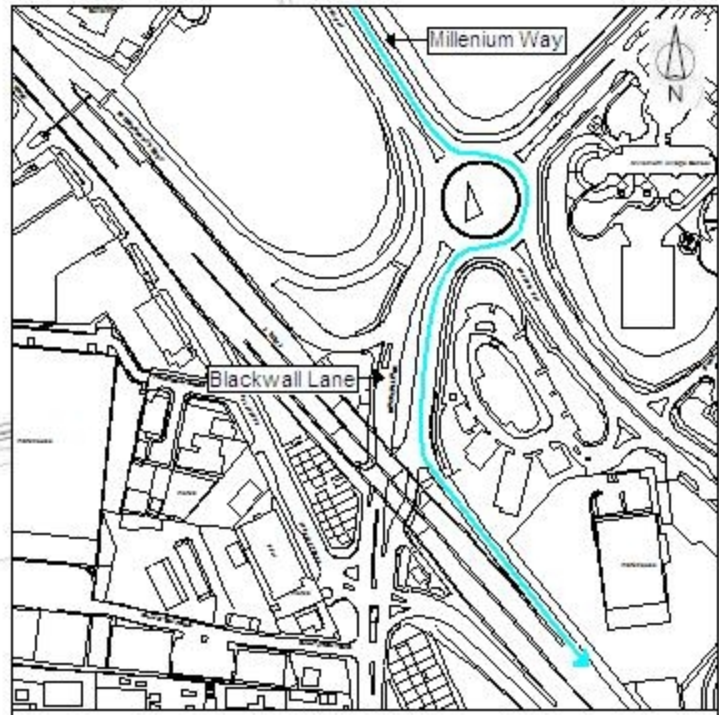


- Key:**
- 3No. Barrier Sites
 - Limited Access
 - Closed Road
 - * Barriers on TfL Road
 - Northbound Overheight Diversion Route



PLAN 1

Ordnance Crescent Closure and Limited Access Limits



Detail 1 - Millenium Way junction with Blackwall Lane

Sheet 1

Inset

Continued on Detail 1

