

TRANSPORT FOR LONDON

BOARD

SUBJECT: OLYMPIC ROUTE NETWORK – ARRANGEMENTS WITH THE LONDON BOROUGHES

DATE: 21 SEPTEMBER 2011

1 PURPOSE AND DECISION REQUIRED

- 1.1 This paper seeks approval from the Board for TfL to enter into separate agreements pursuant to section 101(5) of the Local Government Act 1972 (LGA 1972) with each of the London boroughs (the London boroughs) where required, in relation to jointly discharging the London boroughs' powers to issue Traffic Regulation Orders (TROs) in order to facilitate the timely delivery of key elements of the Olympic Transport Plan. The Board is also asked to delegate authority to TfL Officers to agree the terms of these Agreements and to exercise the functions contained in the agreements on behalf of TfL and the London boroughs.
- 1.2 Under TfL Standing Orders, approval of these arrangements is reserved to the Board.

2 BACKGROUND

- 2.1 As the strategic transport authority for London, TfL has entered into arrangements with the Olympic Delivery Authority (ODA) and the London Organising Committee of the Olympic Games Limited (LOCOG), pursuant to the London Olympic Games and Paralympic Games Act 2006 (the LOGPGA 2006), to deliver key elements of the Olympic Transport Plan and to facilitate transport services for the 2012 Games. Accordingly, TfL is actively developing a package of proposals including the Olympic Route Network (ORN) Junctions and Carriageways project (ORN J&C Project), Central Movement Management Areas (MMAs), Last Mile Spectator Management (Last Mile), Road Events (REs), Torch Relay and associated traffic management and mitigation measures to deliver a successful 2012 Games (the Scheme).
- 2.2 For the ORN J&C Project the objective is to provide quick, safe and reliable journey times for the Olympic family (athletes, officials, media and sponsors) for the duration of the 2012 Games. To achieve this, a range of temporary junction and carriageway modifications will be implemented to the existing road network that is operated and maintained by the London boroughs, or TfL for the TfL Road Network (TLRN), and for which they are the Traffic Authority for the purposes of the Road Traffic Regulation Act 1984 (the RTRA 1984). For the GLA Side Roads, the boroughs are the Highway Authority for the purposes of the Highways Act 1980 and TfL is the Traffic Authority. Similarly, for the other key elements of the Scheme, such as MMA, Last Mile and REs, there will need to be temporary traffic and pedestrian measures implemented on roads for which the London boroughs are the Traffic Authority.

- 2.3 Discussions have been held with many of the London boroughs and in principle they support the implementation of the Scheme and are each willing to enter into individual agreements with TfL, pursuant to section 101(5) of the LGA 1972. These Section 101(5) agreements would provide for TfL, acting by the Managing Director, Surface Transport or, in his absence the Chief Operating Officer, Streets, to exercise the powers of each of the London boroughs as Traffic Authority for borough roads within the scope of the Scheme.
- 2.4 The efficient development and operation of the Scheme will require the making of TROs pursuant to the RTRA 1984 and to facilitate the requirements under the LOGPGA 2006. It is proposed that each of the London boroughs allow TfL to prepare TROs in accordance with the RTRA 1984 for borough roads within the scope of the Scheme. As TfL is a highway and traffic authority, it is able to enter into arrangements with other local authorities pursuant to section 101 (5) of the 1972 Act to facilitate this. TfL will be responsible for the administrative requirements for the making of the TROs including consultation and publication of notices.
- 2.5 Under TfL Standing Orders, arrangements with local authorities for the joint discharge of functions is a matter reserved to the Board.

3 RISK MANAGEMENT

- 3.1 TfL does not propose operations that are detrimental to traffic flow on London borough roads. There will be clear lines of responsibility between TfL and each London borough that will be set out in the respective Section 101 agreements.
- 3.2 TfL will lead and become the focal point of community engagement.

4 FINANCIAL

- 4.1 If the delegation occurs and the Section 101 Agreements are entered into, TfL will be responsible for the costs of advertising the TROs. The project will bear all costs associated with processing the TROs with the costs subsequently being recovered from the ODA under the arrangements referred to in paragraph 2.1 above.
- 4.2 There are no direct financial implications in TfL entering into the Section 101 Agreements. TfL will be reimbursed by the ODA and LOCOG for any costs incurred. TfL may have to provide an indemnity to each London borough against all costs, claims, proceedings, demands, losses, liabilities and expenses that may arise or be brought against that London borough as a result of a negligent act by TfL.

5 CONCLUSION AND NEXT STEPS

- 5.1 Following approval from the Board, TfL will begin the process of preparing and completing the Section 101 Agreements with relevant London boroughs.

6 RECOMMENDATION

- 6.1 The Board is asked to:
 - (a) APPROVE TfL entering into separate agreements pursuant to section 101 (5)

of the Local Government Act 1972 with each of the relevant London boroughs for the joint discharge of their respective powers to make Traffic Regulation Orders pursuant to the Road Traffic Regulation Act 1984, in order to successfully deliver key elements of the Scheme;

- (b) DELEGATE authority for the discharge of that joint function to the Managing Director, Surface Transport (and in his absence, the Chief Operating Officer, Streets); and
- (c) AUTHORISE the Managing Director, Surface Transport (or in his absence the Chief Operating Officer, Streets) to approve the terms of the agreements set out in (a) above with each of the relevant London boroughs and do everything else necessary, including signing and/or sealing the agreements or any documents or notices required in connection with the entering into of the agreements set out in (a) above.

7 CONTACTS

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