

Committee/Meeting: Cabinet	Date: December 2011	Classification: Unrestricted	Report No: CAB 053/112
Report of: Corporate Director (Communities Localities & Culture) Stephen Halsey Originating officer(s) John Chilton Head of Parking; Margaret Cooper – Head of Transportation & Highways		Title: Olympic Games Parking and Traffic Management Issues Wards Affected: All	

Lead Member	Councillor Ohid Ahmed, Deputy Mayor
Community Plan Theme	A Great Place to Live
Strategic Priorities	Improve the environment and tackle climate change Support vibrant town centres and a cleaner, safer public realm

1. **SUMMARY**

- 1.1 The London Organising Committee for the Olympic Games (LOCOG) and Transport for London (TfL) continue to move towards delivery of proposals for the Olympic Route Network (ORN), to move the Olympic Family between venues and accommodation, and for Local Area Traffic Management and Parking plans (LATM&P's) to manage spectator demands immediately outside the venues. As a result more information regarding their proposals have emerged and the anticipated roles of the Local Authority have clarified. It should be noted that the Council's position in relation to these roles is circumscribed by the provisions of the Olympic Act which places a legal obligation on the Borough to facilitate games delivery.
- 1.2 The Council is supportive of the Games on the understanding that it will bring real medium and long term regeneration and employment benefits to the Borough. However it is clear that in the short term there is a real and ongoing risk to the Council that residents and businesses will wrongly associate the Council with the potential disruption caused by the games rather than LOCOG, the ODA or TfL.
- 1.3 This report sets out a number of areas where the parking and traffic management proposals have been clarified and proposes an approach for taking these forward which supports a clear public understanding that the measures are led by Olympic Delivery Organisations under the Olympic Act whilst seeking to protect the Council as far as possible from additional risk. It also sets out the Council's proposed approach to managing parking in the Fish Island area where pressure for parking will continue to increase towards Games time and as a result of Legacy development proposals.

2. RECOMMENDATIONS

The Mayor is recommended to:-

- 2.1 Agree the experimental introduction of full parking controls in Fish Island as set out in Section 10 of the Report as a way to manage increasing parking pressures and the major risks the area faces during games time.
- 2.2 Agree that the Council make arrangements for Transport for London to exercise the Council's powers as a Traffic Authority for the Borough Roads as proposed in paragraph 8.1.3 of the report.
- 2.3 Authorise the Corporate Director Communities Localities and Culture, after consultation with the Assistant Chief Executive (Legal Services), to agree the terms of an agreement to effect the arrangements referred to in paragraph 2.2 and for the Assistant Chief executive (Legal Services) to execute the agreement on behalf of the Council.

3. REASONS FOR THE DECISIONS

- 3.1 The proposals have been developed by LOCOG and their agents to facilitate Olympic traffic movement and protect residents and businesses from indiscriminate parking. Their implementation requires the cooperation of the local authority and as the Olympic Act places a legal obligation on the Borough to facilitate games delivery it is recommended that the Borough facilitates their delivery whilst making it clear that the measures are led by Olympic Delivery Organisations. The Fish Island proposals are brought forward as this is the only area of the Borough that is not covered by a Controlled parking zone and is particularly vulnerable to Parking in the run up to and during the Olympic Games.

4. ALTERNATIVE OPTIONS

- 4.1 Non-cooperation is not considered to be a realistic option as this would place the Council in breach of its duty under the Olympic Act to help to facilitate Olympic Games operations.
- 4.2 The only alternative to agreeing arrangements to enable TfL to make Traffic Orders on Borough roads relevant to the ORN would be for the Borough to make the orders on behalf of TfL. Officers have delegated authority to make the orders but this has the disadvantage of blurring the lines of responsibility for introducing the ORN and could confuse residents.

5. BACKGROUND

- 5.1 During the 2012 Games, up to 350,000 spectators for events in the Olympic Park are anticipated each day. LOCOG aims to apply a "car free" strategy, with the goal of 100% of spectators travelling to venues by public transport, walking or cycling, thereby discouraging spectator parking in the proximity of the venues. Despite encouragement to use public transport, it is unclear just

how well public transport will cope with the numbers particularly at peak times. Many spectators may be tempted to travel by car, thereby creating an unsustainable pressure for parking and increases in on-street footfall.

- 5.2 LOCOG are now bringing forward plans for dealing with impacts of spectator access to venues focusing on parking and Local Area Traffic Management arrangements. This includes the introduction of a Residents and Business Parking Protection Zone (RBPPA), the introduction of detailed measures for implementation of the Olympic Route Network and planned / safeguarded alternative routes and associated diversions and parking suspensions.
- 5.3 In addition to outlining the implications of the RBPPA this report sets out how residents and businesses have been consulted by the Council's Parking Service on the possible introduction of full Controlled Parking Zone restrictions in the area immediately adjacent to the Olympic park, known as Fish Island. This area currently only has partial parking controls at the moment, is showing signs of parking stress and is very vulnerable to excessive parking congestion during the Olympic Period. The report therefore sets out options for controlling parking in the area before, during and after the Olympic Games.
- 5.4 TfL are now responsible for the delivery of the Olympic Route Network (ORN) to ensure the efficient movement of Olympic Family traffic between venues and TfL require that the project implement a range of temporary junction and carriageway modifications to the existing road network. Responsibility for traffic management and enforcing parking regulations on the Olympic Road Network, with the exception of any roads that fall within Tower Hamlets' control, is vested with TfL. They will carry out works and enforcement on those parts of the ORN that are part of the red route network. TfL enforcement of these routes will take the form of vehicle removal and the parking control hours will vary along these routes from those in the rest of the RBPPA. TfL, on behalf of LOCOG are requesting that the Council enter into agreements that facilitate the implementation and enforcement of the ORN and associated networks.

6 RESIDENTS AND BUSINESS PARKING PROTECTION AREA (RBPPA)

6.1 The Zone and hours of operation

- 6.1.1 To ensure that resident and business parking is not taken over by spectators' vehicles, LOCOG proposes a Resident and Business Parking Protection Area, based on a 30 minute walking distance from any Games venue, across the four North London Olympic Boroughs with (almost) identical hours of control during the period of the games. Unlike neighbouring Host Boroughs, virtually all of Tower Hamlets is covered by CPZs, the one exception being the area closest to the Olympic Park known as Fish Island which is addressed in Section 7.
- 6.1.2 The proposal is for the Council's normal CPZ hours continue to operate as usual with additional extended hours of parking control throughout the

identified RBPPA (namely zones A4, B1, B2, B3, D1 and D2, as shown on the drawing attached as Appendix 1.) until 9pm Monday to Friday, and 8:30 am – 9:30pm Saturday and Sunday.

- 6.1.3 The map attached as Appendix 1 shows the areas / parking zones within the RBPPA. Zone A4 has been included due to its close proximity to Victoria Park, which has been designated as a “live site” attracting high numbers of visitors during the Games Period.

6.2 Permits

- 6.2.1 Besides protecting kerbside space for residents and business use, the RBPPA is intended to improve security over the period of the Games by restricting all parking activity within the area to pre-registered vehicles. All residents and businesses with valid borough parking permits will be able to park during the additional controlled hours. Those residents who have vehicles but do not have permits, as they avoid the current controlled hours, will be able to register via the DVLA in advance of the games. This group will need to be engaged by effective PR to ensure they understand what they are required to do. This will be lead by LOCOG. Officers are in discussion with them about how they will engage with the Borough in the planning of their communication strategy and are also preparing supporting communications.

- 6.2.2 Parked vehicles will be scanned by Automatic Number Plate Recognition (ANPR) vehicles which will also be capable of identifying uninsured vehicles and those of high security risk.

6.3 Enforcement

- 6.3.1 The Council will continue to be wholly responsible for the enforcement of the existing CPZ hours of operation. The Council will insist that its normal operational rules apply within the RBPPA e.g. residents permits in other parts of the borough would still be allowed to park for 3 hours within the RBPPA provided they were registered.

- 6.3.2 Under the LOCOG scheme the Council will be responsible for processing any Penalty Charges issued in the RBPPA as the Traffic Authority for the area i.e. tickets will always be issued in Tower Hamlets’ name. Penalty Charges for the area will be agreed though London Councils and the Mayor of London and are understood to be £200 (£100 if paid promptly).

- 6.3.3 Enforcement will be undertaken jointly. LOCOG enforcement activity within the RBPPA will be centred on the provision of a vehicle-mounted automated number plate recognition system (ANPR). Information on infringements of parking restrictions will be passed to Tower Hamlets Civil Enforcement Officers (CEO’s) for tickets to be issued in the Council’s name. This option gives the Council control over the approach and intensity of enforcement. However, before any final agreement to this option is made, officers will need to be satisfied that ANPR can interact with LBTH systems effectively, that it is fit for purpose and that extra enforcement costs will definitely be met by

LOCOG. Whilst we have been invited to submit costs to LOCOG payment is at their discretion. Officers are also seeking to negotiate the passing on of the ANPR vehicles as a legacy benefit however this is not yet agreed.

6.4 Traffic Orders

- 6.4.1 Traffic orders for the introduction of extended hours need to be made. The only option feasible within the time line is the use Section 6 Traffic Orders under the Road Traffic Regulation Act 1991. These have to be made by the Boroughs. Consequently, LOCOG sought to enter into SLA's with all Host Boroughs to enable coordination of the publication and making of these orders. The date for publication of the draft orders was November 21st and LOCOG as this allowed LOCOG to pre-book a public enquiry date in order that any objections can be considered together. It also allows the RBPPA be seen as a single LOCOG initiative.
- 6.4.2 Officers have cooperated with this timeline in order to use (if necessary) the LOCOG public enquiry for any objections raised within Tower Hamlets. This also helps to establish the origins of the Traffic Orders as LOCOG driven. Whilst it has the disadvantage of requiring the Borough to make the Order the publication of the notice can make it clear that this order is required by LOCOG under the Olympic Act. If a different time line were pursued it may not be possible to secure a date for public enquiry before the Olympics. This may well necessitate direct intervention by the Olympic Authorities / Government under the Olympic Act. Delegated authority giving officers the ability to declare Section 6 orders is already in place and Cabinet approval is not required.

7. FISH ISLAND

- 7.1 Fish Island lies to the east of the A12 Blackwall Approach and is the part of the Borough closest to the Olympic Park. It is the only remaining part of the Borough not covered by full parking controls. Partial controls were agreed by Cabinet at its meeting on 7th November 2007. In view of comments and objections received in 2007, Cabinet agreed to defer the introduction of full parking controls, but that further consultation should be undertaken if changes in parking conditions made that appropriate. In Fish Island currently all single yellow lines are enforceable between 8.30am and 5.30pm Monday to Friday (with double yellow lines and footway parking being enforceable at all times). All marked out parking bays remain free of charge and without time limits.
- 7.2 The area will fall within the RPBBA and will therefore be subject to enhanced parking controls as described in section 4. However this will prevail only for the weeks specific to the Olympics and Paralympics.
- 7.3 The position in Fish Island in terms of parking stress has been closely monitored since 2007. In accordance with the Member decision in 2007 and in consideration of the approaching 2012 Games, officers undertook further occupancy surveys of the area in the summer of 2010 to assess the potential impact of the Games and the change in parking trends. A significant increase

in the occupancy of the “marked out parking bays” was recorded. For instance in 2007 there were approximately 222 cars parked in the bays provided, but in 2010 there were approximately 414 cars parked in these 457 bays.

- 7.4 The neighbouring borough of Hackney has recently introduced controlled parking on streets near the Olympic site. This is likely to worsen the situation on Fish Island as vehicles are displaced. Furthermore, despite earlier assurances to the contrary from the Olympic Delivery Authority, construction workers on the Olympic site are parking in the area following the opening of the White Post Lane Gate to the Olympic site. The increase in parked vehicles supports the view that controlled parking now needs to be introduced for the parking bays in the area regardless of the Olympic Games.
- 7.5 On the basis of the above research officers undertook further consultation with residents and businesses in the Fish Island Area during December 2010 and January 2011 on the need and support for full controlled parking.
- 7.6 The returns in the 2010 consultation were around 10%, which is not untypical for a parking consultation, with some 104 returned questionnaires out of 1000 distributed. The returns indicate a slight majority against full parking controls being introduced, with residents’ views equally divided. However, both groups reported difficulty in parking.
- 7.7 Of those against controlled parking, the comments raised have common themes, namely:
- Live at a “Car Free” S.106 address, wouldn’t be able to obtain a permit.
 - The price of business permits is unaffordable, as is the cost of pay & display, for customers, businesses and employees.
 - Public transport is inadequate, therefore reliance on private vehicles to get to and from businesses in the area.
 - “No difficulty in finding available parking, this is just a money making exercise”.
 - The problem is only temporary and once the 2012 Games are over there will be no need for controlled parking as the current increase in parking is generally down to Olympic site construction workers.
- 7.8 Of those supporting controlled parking, the comments also have common themes, namely:
- Frequently cannot find a parking space nearby due to construction workers occupying bays.
 - Any scheme introduced should be reviewed after the 2012 Games.
 - Saturday controls are not necessary at this stage.
 - Support the principle, but permit charges for businesses and employees need to be either waived or cheaper than applied for business permits throughout the rest of the Borough.
 - Support the need and principle, provided that the “Car Free” S.106 agreement does not apply in the respondent’s case.

- Of those indicating support, a higher number favoured 8.30am to 5.30pm Monday to Saturday controls.

7.9 The issue to be considered is whether to leave Fish Island as it is or introduce controls in advance of the Games. If we do nothing then the area will still be covered by a temporary CPZ (ie LOCOG's RBPPA) during the Olympic Period. Alternatively we could introduce normal CPZ controls as an experiment, performance of which could then be reviewed after the Games. Subject to the review this could be stood down or made permanent. The advantage of the latter is that some operational time may be saved if the review supported permanent adoption. In addition the controlled parking zone would have time to establish itself in the area ahead of the Games and the introduction of the RBPPA making it less likely that local residents and businesses would suffer during commissioning events or be caught out during the Olympic Period. The growing parking pressure in Fish Island strongly suggests that parking controls will need to be introduced soon regardless of the Olympics.

7.10 As we know that the area will be covered by the LOCOG controlled parking zone for the Olympic period it is recommended that a temporary experimental controlled parking scheme be introduced in Fish Island by way of Experimental Traffic Management Orders under Section 9 of the Road Traffic Regulation Act 1984, as amended. Experimental Traffic Management Orders have a maximum life of 18 months and enable a scheme to be introduced and objections considered during the first 6 months before deciding whether or not to continue indefinitely by way of permanent Orders.

7.11 By using Experimental Orders, we will be able to assess the scheme, make any modifications relatively quickly and decide in the light of operational experience whether or not a permanent scheme is required. An experimental scheme would also allow the Council to vary the days and hours of control during the Olympic Games and determine appropriate controls (if any) after the games are over should the scheme remain. It also ensures that residents and businesses become used to operating in a controlled parking zone ahead of the Olympic Games controls. The proposed controls would be in line with those across most of the rest of the Borough - 8.30am and 5.30pm, Monday to Saturday, be introduced for all parking bays and single yellow lines in the Fish Island Area.

8. OLYMPIC ROUTE NETWORK - TRAFFIC MANAGEMENT AND PARKING ENFORCEMENT

8.1 ORN Traffic Management

8.1.1 TfL are now responsible for the delivery of the ORN and the project will implement a range of temporary junction and carriageway modifications to the existing road network operated. The majority of the route within this Borough is on Transport for London controlled roads. Leamouth Road however forms a part of the ORN and is a Borough controlled road and some side roads are

affected which are maintained by the Borough. The Borough is the Traffic Authority in these instances.

- 8.1.2 It is clear that the impact of the ORN network will be disruptive to residents and businesses during the Olympic Period. It is important to ensure that this TfL scheme is not mistakenly perceived by residents and businesses as a Council scheme.
- 8.1.3 TfL has agreed to co-ordinate the making of appropriate Traffic Management Orders on and in connection with the ORN. In order for TfL to be able to do this the Borough would need to enter into arrangements to provide for TfL to exercise the powers of the Borough as a Traffic Authority for the Borough Roads within the scope of the ORN Scheme. This is advisable as it would maintain a distance between the Council and the ORN measures. Cabinet approval is required for such an agreement. In this instance it is suggested that authority to enter into this agreement is delegated to the Director of Communities Localities and Culture. The only alternative would be for the Borough to make the orders on behalf of TfL. Officers have delegated authority to make the orders but this has the disadvantage of blurring the lines of responsibility for introducing the ORN and could confuse residents.

9. COSTS

9.1 The current position is:

- (a) All costs and works involved in displaying supplementary signs and changing notices on pay and display machines to “vary” the existing hours of parking control will be met by LOCOG.
- (b) The cost of reprogramming and signing Pay & Display machines to cover the extended hours, as well as the cost of reverting them after the Games have finished, will be met by LOCOG.
- (c) The Council will, as the Traffic Authority, be required to make the necessary Experimental Traffic Management Orders to temporarily vary the times of parking control across all of the RBPPA. This is expected to cost in the region of £5,000 for implementing the Orders and 35 hours of officer time.
- (d) The costs of enforcing the Borough Road ORN network and making traffic orders, should we enter in to the agreements with TFL, would be covered by TfL. This is estimated to cost approximately £60,000.
- (e) There may be costs associated with finding alternative local temporary provision for residents and businesses impacted by bay suspensions specific to diversionary routes and from the ORN generally. There is no clear third party funding arrangement to facilitate this provision.

10.0 CONCLUSION

10.1 The approach recommended in this report enables to the Council to meet its obligation to cooperate with the Olympic authorities whilst supporting a clear public understanding that the measures are led by Olympic Delivery Organisations under the Olympic Act. It recommends the introduction of an experimental controlled parking zone in the Fish Island area where pressure

for parking will continue to increase towards Games time and as a result of Legacy development proposals

11. COMMENTS OF THE CHIEF FINANCIAL OFFICER

- 11.1 This report sets out where the parking and traffic management proposals have been clarified and the options the Council face in proceeding. An approach is also proposed that gives the public a clear understanding that the measures proposed are led by LOCOG under the Olympic Act as a means of protecting the Council from additional risk.
- 11.2 The introduction of a Resident and Business Parking Protection Area (RBPPA) proposed by the London Organising Committee of the Olympic Games will have a flat rate of penalty charge of £200 (discounted to £100 if paid within 14 days) for all contraventions inside the area. Within the RBPPA it is also proposed that a full Control Parking Zone be introduced for Fish Island which is adjacent to the Olympic Park where only partial parking controls currently exist. This would then be subsumed within the RBPPA for the weeks specific to the Olympics and Paralympics. Due to the growing parking pressure in the area as set out in Section 7 it is suggested that parking controls need to be considered for Fish Island anyway.
- 11.3 The preferred RBPPA enforcement option is one of joint enforcement with LOCOG using a vehicle-mounted automated number plate recognition system (ANPR) and all tickets passed to Council enforcement officers for issue in the Council's name. Officers will need to ensure that systems are compatible and that all cost incurred will be covered by LOCOG
- 11.4 All costs specific to works associated with varying existing hours will be met by LOCOG. Additional enforcement costs can be the subject of an application to LOCOG but there is no guarantee that they will agree to pay them.
- 11.5 The cost of enforcing the Borough Road ORN and making traffic orders is expected to be approximately £60,000 which will be covered by TfL. There are no funding arrangements in place for any cost that maybe identified in finding alternative local temporary parking provision for residents and businesses impacted by bay suspensions specific to diversionary routes and from the ORN. Consideration will need to be given as to how this is dealt with.
- 11.6 There are still a number of issues that remain outstanding that need to be clarified including the issuing of permits to residents who do not currently need permits to park on-street.

12. CONCURRENT REPORT OF THE ASSISTANT CHIEF EXECUTIVE (LEGAL SERVICES)

- 12.1. The report identifies that the London Organising Committee of the Olympic Games (“**LOCOG**”) has proposed the implementation of a Resident and Business Parking Protection Area (RBPPA) for the purposes of controlling

parking during the London 2012 Olympic Games. The Council's cooperation is sought in relation to the implementation of the RBPPA.

- 12.2. The Council is subject to an obligation under section 12 of the London Olympic Games and Paralympic Games Act 2006 to co-operate with the Olympic Delivery Authority to implement the Olympic Transport Plan and in providing or facilitating transport services in connection with the London Olympics. The obligation applies to the Council in its capacity as the local highway authority for a road and the local traffic authority for a road.
- 12.3. In order to give effect to the RBPPA, there may be a need for the Council to make an order or orders to control traffic and parking in accordance with LOCOG's requirements. The Council has power to make traffic management orders under sections 6 and 9 of the Road Traffic Regulation Act 1984 and power under section 45 of that Act to restrict the use of parking places that it has designated. The making of such orders has been delegated to officers.
- 12.4. The report suggests that the Council may enter into an agreement with Transport for London ("TfL") to enable TfL to exercise the Council's powers under the Road Traffic Regulation Act 1984 for the purposes of giving effect to the Olympic Road Network. Pursuant to section 13(2) of the Local Government Act 2000 and the Local Authorities (Functions and Responsibilities) (England) Regulations 2000, the function of making traffic management orders under the Road Traffic Regulation Act 1984 is an executive function.
- 12.5. The Council may make arrangements with another local authority (within the meaning of section 101 of the Local Government Act 1972) for –
 - Discharge of its executive functions by the other local authority.
 - Joint discharge of its executive functions with the other local authority.
 - Discharge of its non-executive functions by the other local authority.
 - Joint discharge of its non-executive functions with the other local authority.
- 12.6. The power to make arrangements for discharge of executive functions by another local authority arises under section 19 of the Local Government Act 2000 and the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2000. The power to make such arrangements lies with the elected mayor under regulation 3 of the Discharge of Functions Regulations. An arrangement for joint discharge of the Council's non-executive functions must be agreed by Full Council, but that is not proposed in this case.
- 12.7. TfL was established as a corporate entity by section 154 of the Greater London Authority Act 1999 and, pursuant to paragraph 9(1) of Schedule 10 to the Act, is treated as a local authority for the purposes of section 101(5) of the Local Government Act 1972. It is thus open to the Council to make arrangements with TfL of the kind described in paragraph 12.5.

- 12.8. It is proposed that there be a delegation to an officer to enter an agreement with TfL to effect arrangements agreed by the elected mayor for TfL to discharge council functions under the Road Traffic Regulation Act 1984 for the purposes of giving effect to the Olympic Road Network. As set out above, the power to make arrangements falls to the elected mayor. It seems, however, that giving effect to agreed arrangements in a formal agreement is a function that may be delegated to officers pursuant to section 14 of the Local Government Act 2000.
- 12.9. The Council's obligation to have due regard to equality matters before making orders under the Road Traffic Regulation Act 1984 is correctly set out in paragraph 13.1 of the report. The obligation to have due regard applies equally to any decision by the elected mayor to enter into arrangements with TfL for discharge of the council's functions. To the extent that those functions involve the making of orders under the 1984 Act, TfL will need to carry out an equality analysis before making such an order and the requirement for this should be reflected in the proposed agreement.
- 12.10. The enforcement process includes the assistance of LOCOG to help enforce parking controls throughout the RBPPA, including areas that would usually be the Council's responsibility. Pursuant to section 63A of the Road Traffic Regulation Act 1984, the Council may provide for the supervision of parking places in Tower Hamlets by Civil Enforcement Officers. A Civil Enforcement Officer may be a person employed by the Council, but may be an individual employed by another person if the Council has entered into an arrangement with another person. This seems to permit the Council to enter into an arrangement with LOCOG pursuant to which Civil Enforcement Officers employed by LOCOG may carry out enforcement activities within Tower Hamlets. Any such arrangement should be reflected in a formal agreement.

13. ONE TOWER HAMLETS CONSIDERATIONS

- 13.1 Before making any orders under the Road Traffic Regulation Act 1984, the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who don't. Some form of equality analysis is required and officers will have to decide how extensive this should be and conduct the analysis before making any orders.
- 13.2 As previously stated the underlying philosophy is that the games should be "green" with all spectator journeys made by public transport, walking or cycling. The proposed measures set out in this report reflect this philosophy and clearly apply to everyone. However specific parking provision is being made within the Olympic Park for disabled people with restricted mobility and the Council is not therefore required to make specific provision.
- 13.3 As its name suggests the Residents and Business Parking Protection Area is intended to protect residential amenity by introducing further controls. Careful consideration has been given to whether this could have any

detrimental impact on disabled or vulnerable residents and where any issues are identified, what mitigation might be put in place.

- 13.4 There is sufficient time to carefully plan any parking suspensions required to facilitate traffic movement on or around the ORN. As such it will be possible to designate alternative parking places where necessary and practical; preference being given to the needs of disabled and then residents.
- 13.5 Where penalty charges are issued for parking infringements, Council Officers have the ability to consider and take into account any mitigating circumstances that gave rise to the infringement. This includes disability issues.
- 13.6 All but one of the measures set out in this report are temporary, and will not therefore have a lasting impact on the Tower Hamlets community. The only exception is the proposed CPZ in Fish Island. This is proposed as an experiment and as such it will be possible to vary it should significant detrimental impacts become apparent. The Council already has an established set of policies for managing Controlled Parking Zones, which Officers propose should be submitted for formal review in mid-2012.

14. SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT

- 14.1 The aim of these proposals is broadly to control the negative impact of unnecessary traffic and to support spectator trips to the Games being almost entirely based on sustainable modes of transport in the spirit of the commitment to create a green Games.

15. RISK MANAGEMENT IMPLICATIONS

- 15.1 The strategy seeks to minimise risk for the Council by ensuring the public understand that Olympic delivery authorities are responsible for the majority of these proposals.

16. CRIME AND DISORDER REDUCTION IMPLICATIONS

- 16.1 The use of ANPR technology will have the potential to support security plans.

17. EFFICIENCY STATEMENT

- 17.1 Any works associated with these proposals will be delivered through existing contracts or in-house resources with costs recovered through agreements with LOCOG and TfL.

18. APPENDICES

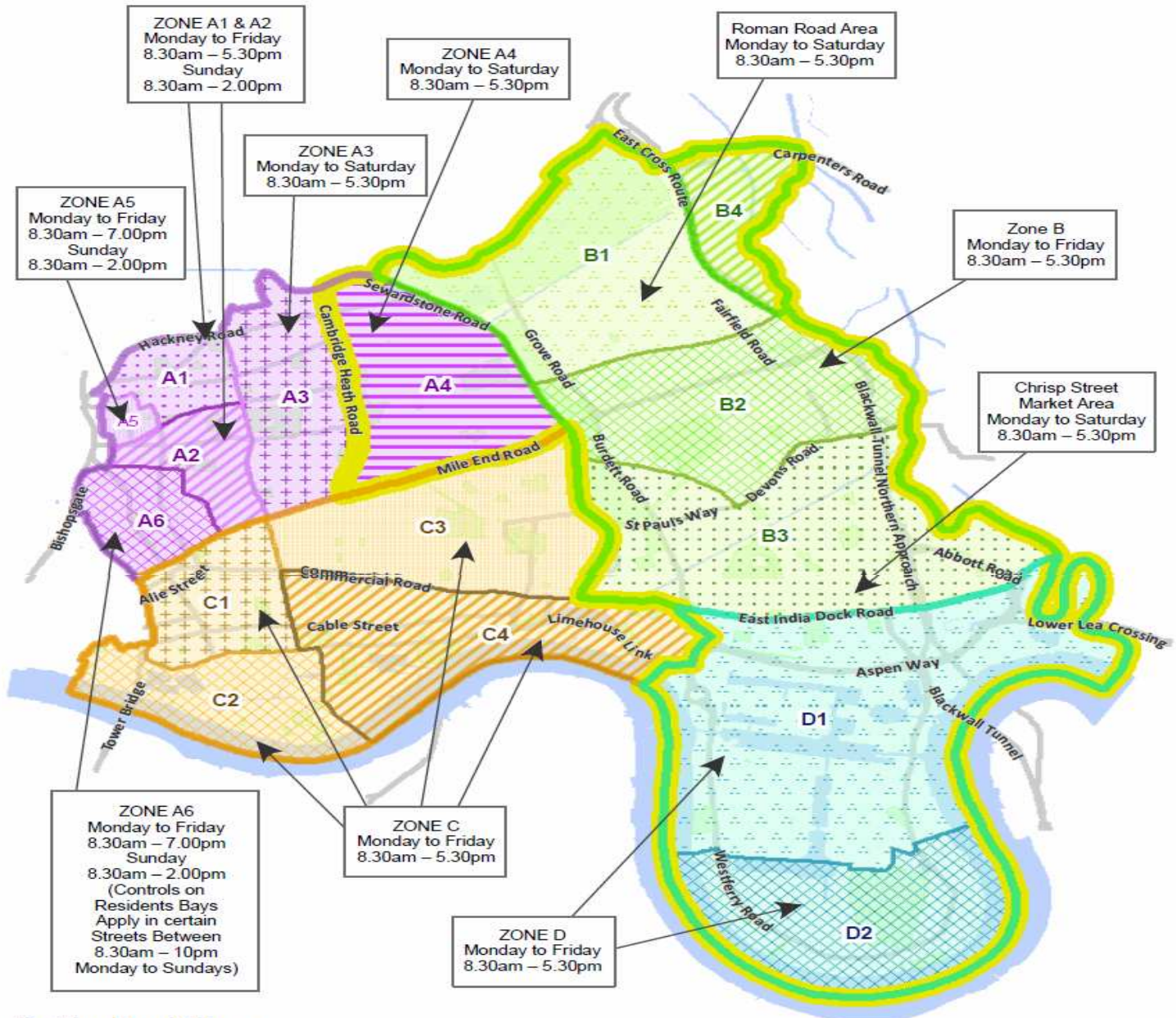
**Local Government Act, 1972 Section 100D (As amended)
List of "Background Papers" used in the preparation of this report**

None

N/A

Appendix 1

Controlled Parking Zones within Tower Hamlets



Parking Permit Zones

- Zone A - Bethnal Green Area
- Zone B - Bow / Poplar Area
- Zone C - Stepney / Wapping Area
- Zone D - Isle of Dogs Area
- Olympic Games "Resident and Business Protection Area"

Pay and Display Charges - £3.50 Per Hour
 ZONES A1, A2, A3, A4, A5, A6, C1, C2, C3, C4
 Pay and Display Charges - £2.00 Per Hour
 ZONES B1, B2, B3, D1, D2

