

Title: Olympic Route Network Designation Amendment Order 2011 Lead department or agency: Olympic Delivery Authority Other departments or agencies: Department for Transport	Impact Assessment (IA)
	IA No: DFT00097
	Date: 01/06/2011
	Stage: Final
	Source of intervention: Domestic
	Type of measure: Secondary legislation
Contact for enquiries: ODA Surface Transport olympicroutenetwork@london2012.com	

Summary: Intervention and Options

What is the problem under consideration? Why is government intervention necessary?

At the London 2012 Games safe, secure and reliable transport for athletes and other members of the Games Family must be provided, to meet journey time commitments between venues and accommodation. To meet this requirement, an Olympic Route Network (ORN) was designated in 2009 by the Secretary of State. In the light of subsequent investigations and of further development of the plans for staging the Games, the Olympic Delivery Authority, highway authorities and other delivery partners have identified some parts of the ORN which, as originally designated, would not operate as effectively as they should, either in terms of reliably meeting journey times or in terms of minimising the impact of the ORN on day to day activity in London and to or from venues outside.

What are the policy objectives and the intended effects?

The objective of the changes proposed to the ORN is to enable the ORN to better meet its own objectives, which are to enable safe, secure and efficient transportation of the Games Family between venues and accommodation, meeting the journey time commitments, while minimising the impact of the Games on residents, businesses and visitors to London and other venues.

Changing the designated ORN will enable more effective and more efficient transportation of Games Family members through the use of powers to manage the network that are associated with designation. It will also provide clarity for interested parties where roads are added to or removed from the ORN so that they can plan arrangements they need to make for the Games period.

What policy options have been considered, including any alternatives to regulation? Please justify preferred option (further details in Evidence Base)

Only one option was considered, namely to make the amendments that had been identified since the initial designation in 2009, although two choices in relation to the timing were considered: making the changes by mid 2011; or making the changes in late 2011 or early 2012.

The proposed amendments resulted from further work on the measures for the ORN, from changes to the access arrangements at some of the venues, and from opportunities to make the ORN more resilient. The amendments will provide a better service for the Games Family but with very little effect on the overall impact of the ORN on road users and others. On timing, the mid 2011 date was chosen as it ties in with the timetable for making traffic regulation orders, provides earlier certainty for utility companies, local authorities and other interested parties who can plan taking account of the ORN, and provides more time for ODA and its delivery partners to work with those affected by the changes to minimise any impact.

Will the policy be reviewed? It will be reviewed. **If applicable, set review date:** 1/2013

What is the basis for this review? Not applicable. **If applicable, set sunset clause date:** 9/2012

Are there arrangements in place that will allow a systematic collection of monitoring information for future policy review?

Yes

Ministerial Sign-off For final proposal stage Impact Assessments:

I have read the Impact Assessment and I am satisfied that (a) it represents a fair and reasonable view of the expected costs, benefits and impact of the policy, and (b) the benefits justify the costs.

Signed by the responsible Minister:
THERESA VILLIERS

Date: 30th June 2011

Summary: Analysis and Evidence

Policy Option 1

Description:

Make the changes to the ORN by amending the designation Order in mid 2011

Price Base Year 2010	PV Base Year 2010	Time Period Years 1	Net Benefit (Present Value (PV)) (£m)		
			Low: Nil	High: Nil	Best Estimate: Nil

COSTS (£m)	Total Transition (Constant Price) Years	Average Annual (excl. Transition) (Constant Price)	Total Cost (Present Value)
Low	Nil	Nil	Nil
High	Nil	Nil	Nil
Best Estimate	Nil	Nil	Nil

Description and scale of key monetised costs by 'main affected groups'

The removal of roads from, and designation of additional roads to be part of, the ORN is an enabling measure, removing/granting certain temporary powers to the Olympic Delivery Authority in relation to those roads, and will not in itself give rise to any material costs or benefits. When those powers are subsequently used, in particular where traffic regulation orders are required, the use of the powers are subject to their own statutory requirements, as is normal for such orders.

Other key non-monetised costs by 'main affected groups'

There are no costs associated with the changes to the ORN themselves. However, ODA and its delivery partners have a programme of engagement with stakeholders and especially businesses and residents along the ORN so that the impacts of the temporary traffic management measures on the amended sections of the ORN can be minimised. Informing businesses of the changed ORN will allow them to plan and reduce their costs when any temporary traffic measures are proposed.

BENEFITS (£m)	Total Transition (Constant Price) Years	Average Annual (excl. Transition) (Constant Price)	Total Benefit (Present Value)
Low	Nil	Nil	Nil
High	Nil	Nil	Nil
Best Estimate	Nil	Nil	Nil

Description and scale of key monetised benefits by 'main affected groups'

See comment above

Other key non-monetised benefits by 'main affected groups'

The overall objective of the proposed changes to the ORN roads is to better facilitate provision of journey time, reliability and cost savings for Games Family transport along those roads between venues and accommodation and reduction of the temporary impact of the ORN operation on local residents and businesses. The changes will ensure that the ORN achieves its own objectives to the maximum extent.

Key assumptions/sensitivities/risks

Discount rate (%)

n/a

The main risk arising from the changes to the ORN is that businesses on roads added to the network might foresee problems for themselves during Games time and resist any temporary traffic measures proposed on those roads. This should be mitigate first by the consultation that has already taken place with the relevant highway authorities for those roads, and then through the engagement and formal consultation stages in the development of any temporary measures.

A second risk is that bodies such as utility companies might have to change their Games time plans as a result of roads being added to the ORN. However, the changes are small (less than 3% added to the length of ORN), and making the changes now should still give good time for organisations to adjust their plans.

Direct impact on business (Equivalent Annual) £m):			In scope of OIOO?	Measure qualifies as
Costs: Nil	Benefits: Nil	Net: Nil	No	NA

Enforcement, Implementation and Wider Impacts

What is the geographic coverage of the policy/option?	England				
From what date will the policy be implemented?	30/06/2011				
Which organisation(s) will enforce the policy?	The amendment Order does not of itself give rise to any enforcement requirement				
What is the annual change in enforcement cost (£m)?	N/A				
Does enforcement comply with Hampton principles?	Yes				
Does implementation go beyond minimum EU requirements?	N/A				
What is the CO ₂ equivalent change in greenhouse gas emissions? (Million tonnes CO ₂ equivalent)	Traded: Nil		Non-traded: Nil		
Does the proposal have an impact on competition?	No				
What proportion (%) of Total PV costs/benefits is directly attributable to primary legislation, if applicable?	Costs: N/A		Benefits: N/A		
Distribution of annual cost (%) by organisation size (excl. Transition) (Constant Price)	Micro N/A	< 20 N/A	Small N/A	Medium N/A	Large N/A
Are any of these organisations exempt?	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No

Specific Impact Tests: Checklist

Set out in the table below where information on any SITs undertaken as part of the analysis of the policy options can be found in the evidence base. For guidance on how to complete each test, double-click on the link for the guidance provided by the relevant department.

Please note this checklist is not intended to list each and every statutory consideration that departments should take into account when deciding which policy option to follow. It is the responsibility of departments to make sure that their duties are complied with.

Does your policy option/proposal have an impact on...?	Impact	Page ref within IA
Statutory equality duties ¹ Statutory Equality Duties Impact Test guidance	No	14
Economic impacts		
Competition Competition Assessment Impact Test guidance	No	
Small firms Small Firms Impact Test guidance	Yes	15
Environmental impacts		
Greenhouse gas assessment Greenhouse Gas Assessment Impact Test guidance	No	
Wider environmental issues Wider Environmental Issues Impact Test guidance	No	
Social impacts		
Health and well-being Health and Well-being Impact Test guidance	No	16
Human rights Human Rights Impact Test guidance	No	16
Justice system Justice Impact Test guidance	No	
Rural proofing Rural Proofing Impact Test guidance	No	
Sustainable development Sustainable Development Impact Test guidance	No	

¹ Public bodies including Whitehall departments are required to consider the impact of their policies and measures on race, disability and gender. It is intended to extend this consideration requirement under the Equality Act 2010 to cover age, sexual orientation, religion or belief and gender reassignment from April 2011 (to Great Britain only). The Toolkit provides advice on statutory equality duties for public authorities with a remit in Northern Ireland.

Evidence Base (for summary sheets) – Notes

Use this space to set out the relevant references, evidence, analysis and detailed narrative from which you have generated your policy options or proposal. Please fill in **References** section.

References

Include the links to relevant legislation and publications, such as public impact assessments of earlier stages (e.g. Consultation, Final, Enactment) and those of the matching IN or OUTs measures.

No.	Legislation or publication
1	London Olympic Games and Paralympic Games Act 2006
2	Transport Plan for the London 2012 Olympic and Paralympic Games (second edition consultation draft December 2009)
3	The Olympic Route Network Designation Order 2009 (SI 2009/1573)
4	Impact Assessment for The Olympic Route Network Designation Order 2009
5	Accessible Transport Plan (ODA, January 2010)
6	London 2012 Olympic Route Network and Paralympic Route Network (ODA, July 2010)
7	Amendments to the designated ORN: a consultation paper (ODA, July 2010)
8	Travel Advice to Business “Keep on Running” (ODA, November 2010)

Evidence Base

Ensure that the information in this section provides clear evidence of the information provided in the summary pages of this form (recommended maximum of 30 pages). Complete the **Annual profile of monetised costs and benefits** (transition and recurring) below over the life of the preferred policy (use the spreadsheet attached if the period is longer than 10 years).

The spreadsheet also contains an emission changes table that you will need to fill in if your measure has an impact on greenhouse gas emissions.

Annual profile of monetised costs and benefits* - (£m) constant prices

	Y ₀	Y ₁	Y ₂	Y ₃	Y ₄	Y ₅	Y ₆	Y ₇	Y ₈	Y ₉
Transition costs	0	0								
Annual recurring cost	0	0								
Total annual costs	0	0								
Transition benefits	0	0								
Annual recurring benefits	0	0								
Total annual benefits	0	0								

* For non-monetised benefits please see summary pages and main evidence base section



Microsoft Office
Excel Worksheet

Evidence Base (for summary sheets)

1. Background

1.1 Introduction

The Olympic Games and Paralympic Games are taking place in summer 2012. Good transport is critical to the success of the Games, both for participants and for spectators.

The Host City Contract with the International Olympic Committee (IOC) requires safe, secure and reliable transport to be provided for all of the Olympic Family and Paralympic Family groups (Games Family). The Games Family is a term used to describe a wide range of accredited, essential people – around 80,000 in total - who will be involved in an official way in making the Games happen, from those participating as athletes to those reporting them as part of the world's media.

The promotion of public transport and cycling/walking, especially for spectators and visitors, is a key element of the Transport Plan for the Games, the latest draft of which was published for consultation in December 2009. Another key element is transport for the Games Family, for which the creation of an Olympic Route Network (ORN), which encompasses a Paralympic Route Network (PRN) for the Paralympic Games, is an important part. The ORN is a network of roads linking all the competition and key non-competition venues which will be used by the vehicles transporting the athletes, officials, media and other members of the Games Family. These vehicles will operate tailored transport services on the ORN. The ORN concept has been used successfully in previous Games. The roads forming the ORN and the powers available to the Olympic Delivery Authority in relation to those roads are defined in legislation. The PRN, which will operate through the Paralympic Games, has no separate statutory status and is a subset of the ORN.

The ORN is primarily a temporary operational measure for the period in which the Games are taking place in 2012.

There are two distinct stages to the creation of the ORN:

Stage 1: Identification, consultation on and designation of the roads to be included in the ORN
(a) for the initial designation of the network (completed in 2009); and
(b) for subsequent amendments to the network.

Stage 2: Engagement and consultation on and implementation of temporary traffic management measures on the ORN roads. The ODA and its partners are engaging with local residents, businesses and road users to ensure that the traffic management measures deliver the best solution possible for the Games, the local area, and the road network as a whole. This will include formal consultation on any traffic regulation orders required.

This impact assessment relates to stage 1(b), the amendments to roads to be designated as part of the ORN.

1.2 Policy Objectives for the ORN

The objectives of the ORN are:

- to enable safe, secure and efficient transportation of the Games Family between venues and accommodation; while
- minimising the impact of the Games on residents, businesses and visitors to London and other venues.

Achieving these objectives will support the success of the Games by minimising the amount of time spent travelling by athletes, officials and other members of the Games Family, and providing reliable journey times, but doing this in a way that does not compromise the ongoing economic activity of the capital and at venues in other parts of the country.

1.3 Plans for the ORN

The designation of the Olympic Route Network

The legal base for the ORN is the London Olympic Games and Paralympic Games Act 2006 ('the 2006 Act'). The 2006 Act provides for the ORN to be designated initially by the Secretary of State following consultation on which roads to include. That designation took place in 2009 by means of The Olympic Route Network Designation Order 2009 (SI 2009/1573).

The 2006 Act provides that subsequent to the initial designation, the ODA can add roads to the ORN, subject to consultation and the Secretary of State's consent. Roads can also be removed.

Powers related to the ORN

Once the ORN has been designated, the ODA has a range of temporary powers to manage traffic and ensure the smooth operation of those roads during the Games.

The powers activated by the designation of the ORN allow the ODA to:

- approve the exercise by a local highway, traffic or street authority of functions which could have an effect on the ORN or the delivery of the Olympic Transport Plan; and
- make Traffic Regulation Orders for the ORN in the same way existing traffic authorities make them.

The whole ORN is temporary. The temporary traffic management measures associated with it and the ODA's powers in relation to it will expire 5 days after the end of the Paralympic Games, on 14 September 2012. In practice many measures may be withdrawn much earlier than this.

Nothing in the designation of the ORN or the related powers affect or constrain any decisions on the management of traffic or the closure of roads for security purposes.

Roads in the ORN

The ORN is made up of four different categories of route, described below.

1. Core: the roads between accommodation, the Olympic Park and other main venues which will be heavily used by Games traffic. These roads are entirely within London.
2. Venue specific: routes linking the other competition and accommodation locations and international arrival points. Many of these routes will only operate when the venues are in use.
3. Alternative: which would be used in the event of problems occurring on one of the core or venue-specific routes.
4. Training venues: which link the preferred training venues to the rest of the ORN; they need to be free from obstruction prior to and during the Games so that athletes can get to and from their training venues.

Monitoring and control of highway and utility works affecting the ORN

Once the ORN is designated, under the 2006 Act the ODA has powers to approve or reject works on the network, subject to a right of appeal to the Secretary of State. These powers were designed to minimise works taking place during the Games and any test events, and help keep the maximum amount of road space open. ODA has worked with highway authorities to put in place processes for identifying works that could affect the ORN and for exercising ODA's approval powers.

Development and management of the ORN

The act of designating roads to be part of the ORN is solely an enabling action and has no intrinsic impact of its own. It is the temporary traffic management measures subsequently developed for the ORN by ODA and its deliver partners, designed to ensure that the ORN meets its objectives outlined above, which generate any impacts that arise for road users, residents, businesses and others.

The ODA has responsibility for delivering the effective operation of the ORN in partnership with Transport for London (TfL), the Department for Transport (DfT), the Highways Agency and those Highway, Traffic or Street Authorities through which the ORN will pass.

TfL is leading the development of traffic management plans for the ORN in London (within the M25) in conjunction with the London Boroughs and other stakeholders. Outside London the ODA is leading the development of measures in conjunction with the Highways Agency, local authorities and stakeholders. However, the ODA will be making the actual traffic regulation orders for ORN measures both inside and outside London, with the exception of those on the Highways Agency's Strategic Road Network, which the Agency will make.

The measures include permanent changes on the ORN in London which will have a legacy benefit after (and in some cases, before) the Games, for example:

- Upgrading traffic signals to provide the ability for the Transport Coordination Centre (TCC) to intervene in real time to ensure the ORN and other parts of the road network are kept moving.
- Installing additional CCTV to provide full visibility of all key junctions.

Plans also include temporary measures, for example:

- Games Lanes - where an existing traffic lane is designated for the exclusive use of official Games Family vehicles (emergency service vehicles on call are also permitted) for a specified part of the day.
- Highway Modifications - such as signs and road markings, removal/installation/modification to traffic islands, altered junction layouts;
- Traffic Signal Works - installation of temporary traffic signals, modified traffic signal timings/phasing/operation, closure of existing traffic signals;
- Changes to permitted manoeuvres - no right/left turn; and
- Changes to waiting and loading restrictions – restrictions on when and where vehicles can stop.

The number of official vehicles using the ORN will vary across the network, by time of day and by direction of travel. The core ORN will be the most heavily used section of the network and will experience significant volumes of vehicle traffic through most of the day and throughout the Games period.

Other sections of the ORN, such as the venue-specific route to the Lee Valley White Water Centre in Hertfordshire, will be used to a much lesser extent, because the number of days of competition and the number of athletes involved are much lower than for the Olympic Park at Stratford in East London. The PRN does not use all the roads in the ORN as some of the venues are only used for the Olympic Games.

The approach that the ODA and its partners are taking to managing the ORN will take these differences into account. Traffic measures will be tailored to the requirements on each part of the network and to the days and times when that part of the network is required for Games purposes.

The ODA and its partners have programmes of engagement with stakeholders and especially with businesses and residents along the ORN so that they can make alternative arrangements, if necessary, and impacts of the traffic management measures can be minimised. There will also be formal consultation on traffic regulation orders where they are required for the measures, starting in spring 2011.

In parallel with the traffic management measures and the control of works on the network, an extensive programme of information and advice is in train to promote a change in the travel habits of regular road users in London during the Games, and thus to reduce the amount of normal traffic. Similar, though less intensive, activity will take place outside London. A Transport Coordination Centre based at TfL's Palestra building will allow active management of the road network during the Games and especially for the ORN, to ensure that the network operates as efficiently as it can and problems are picked up and dealt with quickly.

2. Rationale for amending the ORN

2.1 Reasons for amending to the ORN

The legislation for designating the ORN anticipated that there may well be a need to change the network after the initial designation both by adding and by removing roads. This has been shown to be the case as the plans for the ORN, and for the Games more widely, have been developed and as a result of consultation with local authorities. There are a number of cases where the originally designated ORN will not deliver the overarching ORN objectives set out in 1.2 above to the fullest extent. Amending the ORN is necessary if those objectives are to be achieved as fully as possible.

Examples of circumstances where the ORN would not currently deliver fully the overarching objectives include:

- Changes arising from the design of traffic management measures have sometimes identified a better route for the ORN, with shorter journey times or better reliability or with less impact. Some short additional lengths of road have been found that will improve the operation of parts of the ORN.
- Changes arising from further consideration of access routes to the venues. At the time of the designation in 2009 there were still matters to be resolved in relation to some of the venue arrangements. As these have been clarified, some consequential changes to the ORN have been identified, otherwise the ORN would no longer link properly into the venues.
- Changes which will provide additional resilience to the ORN operation, improving reliability and the ability to cope if there are incidents on or near the network.

The designation Order does not distinguish between the different types of ORN roads, for example between core ORN and alternative routes. However, the consultation document on the amendments to the ORN did explain which category each of the additional roads is in; it also explained where categories have changed for roads already part of the ORN. Compared to the whole ORN the changes are small.

2.2 Objective for amendments to the ORN

The objectives for the amendments to the ORN that are the subject of this Impact Assessment are:

- to help better deliver the overarching objectives of the ORN (namely, to enable safe, secure and efficient transportation of the Games Family between venues and accommodation, meeting the journey time commitments, while minimising the impact of the Games on residents, businesses and visitors to London and other venues); and
- to make those changes by June 2011 in order to meet the timetable for making traffic regulation orders for temporary traffic management measures on the ORN.

3. Options for the amendments to the ORN

3.1 Extent of change

There is essentially only one option:

1. Make the changes to the ORN by amending the designation Order

This would enable ODA and its partners to deliver a better service to the Games Family on the parts of the network affected – quicker or more reliable journey times, or a service tailored to changed circumstances, such as new venue arrangements - with reduced impacts on others.

The do nothing base case is to leave the ORN as it was designated in 2009, which would mean that where better solutions for the ORN have been identified, the ODA and other delivery partners could not utilise those solutions.

3.2 Timing of designation

There are in practice two possibilities in relation to the timing of option 1:

A Designate in mid 2011

ODA cannot make traffic regulation orders in relation to a particular road until the road is designated. Designating in mid 2011 would link to the making of traffic regulation orders on the existing core ORN and venue routes. It would allow the orders for the newly designated lengths to be programmed along with the traffic orders for the adjacent sections, ensuring that local stakeholders saw a comprehensive picture of the temporary measures planned in their area.

Designation of the present changes by mid 2011 would also provide the earliest certainty for utility companies, local authorities, residents and businesses and allow them the most time to plan ahead to make alternative arrangements, where necessary, to minimise any disruption during the Games.

However there could still be a need for a further amendment to the ORN before the Games if there are further material changes to the plans for Games Family movements. The changes could, for example, be needed as access arrangements in the immediate vicinity of the competition venues are finalised. Any amendments to the ORN arising in this way will again be small in relation to the ORN as a whole.

B Designate in late 2011 or early 2012

This could mean that only a single amendment to the ORN need be made.

However it would leave ODA unable to make any traffic regulation order it needed on the additional ORN roads until much closer to the Games, separated from the bulk of the traffic regulation orders and not leaving time to resolve any significant objections that might be made.

It would also prolong uncertainty for interested parties who need to make plans for the period of the Games.

4. Analysis and Evidence

4.1 Impact of the ORN generally

Designation of the ORN is an enabling action and does not directly generate costs and benefits. It is the actions that follow designation, which are subject to separate statutory processes, where the benefits and impacts will arise. The few comments received on the draft Impact Assessment (which was included in the consultation document on these proposed amendments) corroborated this view.

The measures that will be introduced to manage traffic across the whole ORN will significantly assist in the successful running of the Games. It is expected that the measures will lead to:

- more reliable journey times for the athletes, officials, media and other members of Games Family to ensure that the Games programme runs smoothly;
- better management of local traffic to take account of the requirements of Games Family movements;
- a reduction in private car usage, reducing the risk of congestion; and
- legacy of traffic control investment and learning for more flexible/effective management of the network in the future.

The identification of the ORN will also help the running of the Games through:

- better planning and control of works by utilities and highway authorities on the ORN in the run up to and during the Games;
- awareness by those with businesses or homes fronting the ORN, and by the public generally, of where the ORN will operate and hence the temporary constraints that will apply;

Across the ORN, while the need to accommodate Games related traffic will inevitably have an effect on some other road users and some of the people who live or work along the ORN, in drawing up detailed

plans, the aim has been to minimise, as far as possible, any inconvenience to people going about their normal business.

Separately, the ODA is implementing a substantial programme for Travel Demand Management, whereby information and advice will be provided to businesses and travellers, through a range of different channels, to encourage them to travel in ways that reduce the normal level of travel during the period of the Games. This programme was launched in November 2010; material is available on www.london2012.com.

Furthermore, the measures will not operate on all roads in the ORN at all times throughout the Games Period. Some roads are only needed for the Olympic Games and not for the Paralympic Games; some venues only have competition on a limited number of days; some training venues will only be needed for a limited time. So the duration of impacts, as well as the level of impact, will vary.

4.2 Impact of the ORN amendments

Section 4.1 above describes in broad terms the sorts of benefits and impacts that are anticipated for the ORN and the temporary traffic management measures that will be implemented on those roads. This section focuses on the impact of the amendments to the ORN that are the subject of this amendment Order and associated Impact Assessment.

When it comes to the changes to the ORN which are the subject of this amendment Order, these are very small in the context of the network as designated in 2009. The amendments add only 1.3% to the length of designated ORN, the net result of 2.9% of length added and 1.6% removed compared to the original 2009 designation. The changes to the ORN and their impact are summarised in the table below.

	Change to ORN	Impact
1	Three sections where there is a straight swap; roads are deleted from the ORN on the old route and roads added for the new route. In one case, affecting Oxford Street, this is on a venue route and in the other cases, near the Lee Valley White Water Centre and Homerton, they are on alternative routes.	The two alternative routes, at Lee Valley White Water Centre and at Homerton should be used little, if at all. But in these and the Oxford Street cases, the change takes the ORN onto roads that are better suited to carry the Games Family traffic. The resilience and reliability of the network will therefore be improved.
2	Two short lengths of additional venue route near to the North Greenwich Arena improve access to and from the venue and another two short sections fill a gap in the network at Wimbledon.	By shortening the routes to the North Greenwich Arena, the additional roads will reduce the distance for the Games Family, saving them time and reducing the amount of Games Family traffic on the previous route to the venue. At Wimbledon the additional roads will only be taking Games Family traffic in one direction so the impact will be limited. At least one of the roads would probably have had to be used anyway but in two directions, so for that road the volume of Games Family traffic will be less than if the amendments had not been made.
3	Two short lengths of additional route taking the ORN right up to the venue at Greenwich Park (core ORN) and Weymouth (venue route).	These two roads would be needed to link into the venues, whether or not they are designated. Thus their formal inclusion in the ORN will not change the situation in relation to the amount of traffic using the network but it will make the network more robust by allowing the related powers to be used, if necessary, to manage those roads.

4	A short length of road through the centre of the gyratory at Marble Arch added, as venue routes.	This is a link which is currently used by buses. Its inclusion will add flexibility to the ORN and potentially enable Games Family traffic to gain from shorter journeys. The effect on buses will be carefully managed to ensure that any effects on services are minimised.
5	Three short lengths of road added close to the venues at Wembley Arena, Eton Dorney and Hadleigh Farm, providing alternative routes to access those venues if necessary.	These are all alternative routes which would be unlikely to have any measures, apart from the control of works. They are likely to be used very little, if at all. However their designation will enable them to be used if necessary, making the ORN more flexible and resilient.
6	An additional section of core ORN providing access from Trafalgar Square via Pall Mall and Marlborough Road to The Mall. Also a length of alternative route from Hyde Park Corner to the same venue via Piccadilly and St James Street	These roads are included in the ORN to serve the Mall, a venue which has been added since the original designation. Without these roads there would not be a defined route for the Games Family to the venue with the powers necessary to manage the roads. The operation of these routes will be managed in conjunction with the surrounding network to minimise any impact of Games Family traffic.
7	Roads providing an additional alternative route behind Victoria station, improving resilience of the ORN in this area. The underground station is being upgraded, involving major works and traffic diversions that could affect the initially designated ORN on Wilton Road. The additional route provides another option if needed.	Designating this route provides added flexibility for the ORN. If the alternative route has to be used in this area, the amount of Games Family traffic will still be the same, whichever route is used. Therefore any Games Family traffic on the additional roads would reduce the volume of such traffic that would otherwise be using Wilton Road.
9	Three longer lengths of additional road to improve the resilience of the ORN: the Weymouth Relief Road on the approach to the town, which is a venue route; an alternative route for Eton Dorney on the south side of the Thames using the A308; and Burdett Road in east London providing an alternative route to the A12 between the A11 and the A13 and connecting to the Limehouse Link.	<p>The respective roles of the Weymouth Relief Road and the existing road will be developed in the period before the relief road opens and a decision will be taken then about whether or not the northern part of the existing road should remain part of the ORN. The total Games Family traffic along this corridor will be the same, with or without the relief road. The relief road is a more suitable road for the ORN, it is a higher standard than the old road and has fewer properties nearby, and its inclusion will improve the flexibility and resilience of the network.</p> <p>The A308 and Burdett Road are alternative routes, so the main measure will be controls on works; the roads may not need to be used at all for Games Family. The impact of any additional traffic should therefore be small but the inclusion of these routes also add to the flexibility and resilience of the ORN.</p>
10	The removal of a longer length of alternative route through Chiswick High Road.	The removal of the section of ORN involving Chiswick High Road will require the alternative route to follow the A40 and North Circular Road. These are both roads which are better able to absorb any extra traffic if there was a need to use an alternative route at all in this area.

11	The removal of five lengths of training venue routes and the addition of two new training venues routes, resulting from changes in the venues that will be use for training. On one of the new routes more suitable roads are now being used for the final stage of the route as a result of the consultation.	These changes will link the ORN to new training venues agreed since the original designation, and will remove roads where possible training venues identified at that initial designation are now no longer required. This will provide clarity for those individuals and organisations that might be affected by any measures introduced on the ORN, of which the main measure will be the control of works. The overall net effect of these changes to training venue routes is likely to be minimal, with the additions being offset by lengths of road removed.
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6. Conclusions

The Olympic Route Network is a key part of the transport arrangements for the Games Family during the Olympic Games and Paralympic Games in 2012. The impacts of the ORN derive from the measures on and use of the network rather than designation itself. The approach being taken by ODA and its partners to developing these measures is one of proportionality, tailored to the role of each category of route in the ORN, the requirements in each location on the network, and when any measures are required by the programmes of events.

The proposed amendments to the ORN have resulted from further work to develop the measures, from changes to the arrangements for accessing venues and from engaging with the highway authorities; some changes also improve the resilience of the network. Overall the changes benefit the Games Family movements, which is the first part of the objective of the ORN in enabling the safe, secure and efficient transportation of Games Family members. Any traffic management measures subsequently developed for the roads which are added to the ORN will aim to minimise their impact on residents and businesses, but these measures will be subject to their own statutory processes where those impacts will be considered.

Amending the ORN by mid 2011 will enable traffic regulation orders to be made on the additional ORN roads at the same time as the traffic regulation orders are made on adjacent sections that are already part of the network. It will also maximise the time available for ODA and its partners to engage with those people who could be affected by measures on the ORN in order to minimise any impacts.

Annexes

Annex 1 should be used to set out the Post Implementation Review Plan as detailed below. Further annexes may be added where the Specific Impact Tests yield information relevant to an overall understanding of policy options.

Annex 1: Post Implementation Review (PIR) Plan

A PIR should be undertaken, usually three to five years after implementation of the policy, but exceptionally a longer period may be more appropriate. If the policy is subject to a sunset clause, the review should be carried out sufficiently early that any renewal or amendment to legislation can be enacted before the expiry date. A PIR should examine the extent to which the implemented regulations have achieved their objectives, assess their costs and benefits and identify whether they are having any unintended consequences. Please set out the PIR Plan as detailed below. If there is no plan to do a PIR please provide reasons below.

<p>Basis of the review: [The basis of the review could be statutory (forming part of the legislation), i.e. a sunset clause or a duty to review, or there could be a political commitment to review (PIR)];</p>
<p>Review objective: [Is it intended as a proportionate check that regulation is operating as expected to tackle the problem of concern?; or as a wider exploration of the policy approach taken?; or as a link from policy objective to outcome?]</p>
<p>Review approach and rationale: [e.g. describe here the review approach (in-depth evaluation, scope review of monitoring data, scan of stakeholder views, etc.) and the rationale that made choosing such an approach]</p>
<p>Baseline: [The current (baseline) position against which the change introduced by the legislation can be measured]</p>
<p>Success criteria: [Criteria showing achievement of the policy objectives as set out in the final impact assessment; criteria for modifying or replacing the policy if it does not achieve its objectives]</p>
<p>Monitoring information arrangements: [Provide further details of the planned/existing arrangements in place that will allow a systematic collection of monitoring information for future policy review]</p>
<p>Reasons for not planning a review: [If there is no plan to do a PIR please provide reasons here]</p> <p>The outcome of these provisions will be reviewed as part of a wide ranging debriefing/lessons learned exercise on the 2012 Games, to be led by the International Olympic Committee. The provisions will in any case only be used within the 2012 Games period and will have no effect beyond that period.</p>

Annex 2 Specific Impact Tests

As indicated above, neither the designation itself, nor amendments to that designation which are the subject of this Order, generate the impact on road users and others. It is the measures which designation facilitates or makes possible which cause any effects. The impact tests described below can therefore only outline in general terms the sort of impacts which could arise and the measures which will be taken to mitigate any adverse effects.

The changes in this Order affect a very small part of the ORN which was designated in 2009. The impacts described below, which were mostly set out in the impact assessment for the 2009 Order which designated the whole ORN, will therefore be similarly limited in area and scale but the actions to be taken to minimise those impacts will still be relevant in those limited areas where roads have been added to the ORN.

The Equality Duty introduced by the Equalities Act 2010 has extended the requirements on public bodies to give consideration to specific groups when carrying out their functions and this is reflected in the relevant sections below.

Equality Duty

As a public body the ODA is required to meet the Equality Duty established by the Equalities Act 2010. Equality and Inclusion and Design and Accessibility are two of the ODA's six priority themes. The following paragraphs outline the application of the Equality Duty to the amendments to the designated ORN. The practical effect lies not in designation itself but in the subsequent development of measures implemented on the ORN. Those measures are subject to their own statutory procedures.

The ODA works with delivery partners, especially Transport for London (TfL) and local authorities, to develop the measures for the ORN. In London, where TfL are leading the development of measures for the ORN, as part of the assurance process established between the ODA and TfL, TfL will be required to confirm that in the actions they are taking in relation to ORN measures they are meeting their Equality Duty. Outside London, where the ODA is working directly with the local authorities to develop the ORN measures, similar arrangements will be established through the ODA's ORN Engagement Manager for outside London, reporting to the related Programme Board.

The ODA will be making the traffic regulation orders for the ORN, including in London. As part of its own processes the ODA has established an Independent Transport Panel to monitor the order making process, including the consultation, to ensure that the ODA follows the statutory procedures properly, gives proper consideration to representations made and takes fair and reasonable decisions. The Panel includes members with extensive experience of communications, inclusion and equality and reports directly to the Director of Transport at the ODA.

Race and Religious Equality

Equality and Inclusion is an ODA priority theme and this will be reflected in the approach to the ORN. The approach to developing measures for the ORN will take into account the needs of those affected, whether as road users or living or working along the route, from all racial, cultural and religious or belief backgrounds. ODA and its delivery partners will work with local authorities to develop engagement plans. By working with the authorities this should ensure that where there are particular requirements arising from the mix of people in an area, appropriate action can be taken to include all groups in the process. All engagement delivered by ODA will be in line with its communications policy, which provides for material to be supplied in different languages and alternative formats, if requested.

Disability Equality

Accessibility is also an ODA priority theme and London 2012 is keen to ensure the Games are accessible for disabled people. The Accessible Transport Plan outlining the actions that ODA will be taking for disabled people in relation to the Games was produced in January 2010, as a continuation of the Published Accessible Transport Strategy (2008). The provisions made for the Games will leave a significant legacy of accessibility improvements across the transport network. Where improvements are made for disabled people, these will frequently benefit other groups of road users, especially older people and adults accompanied by small children.

The ODA has briefed its Accessible Transport Panel, where a wide range of delivery partners specialising in accessible transport are represented, on the general approach on the ORN. In developing the measures for the ORN, ODA will ensure that the network operates effectively and safely for all users, for the Games Family but also for others road users and people living and working along the route. This will include people with access requirements, for example if a Blue Badge parking place would be affected by one of the ORN measures, consideration would be given as to what alternative arrangements could be made.

When ODA is engaging with local communities about measures for the ORN, its policy is that all venues for exhibitions will be accessible for a wide range of disabled people. ODA's communication policy also provides for material to be supplied in large font or Braille for people with a visual impairment, if requested.

Gender and Sexual Orientation Equality

ODA is committed to equality in all its aspects. The approach to developing the measures for the ORN will take into account all road users and will involve engagement with relevant stakeholders. Issues such as personal security, which can be of particular concern for women, and for gay, lesbian and transsexual people, will be considered as part of the design process for the ORN measures. It is not anticipated that there will be specific effects of the ORN measures in relation to gender or sexual orientation.

Age Equality

The normal processes of developing traffic management measures will take into account the full range of people who use the streets, including, for example, that older people may move more slowly. As mentioned measures incorporated to provide for disabled people will often benefit older people as well. This would also apply in relation to ensuring the accessibility of exhibitions for the engagement with local people who could be affected by the ORN measures. The timing of exhibitions would also include daytime as well as evening sessions as the latter might not suit some older people.

Other issues which could affect older people arising from the ORN measures might be access routes to hospitals, parking near doctors surgeries, parking near home for health visitors, carers or meals on wheels. These issues will be very specific for each location and the process of developing the measures, informal engagement and formal consultation should ensure that they will be taken into account.

Pregnancy and Maternity Equality

In relation to the ORN measures the implications for pregnant women and women with babies are not dissimilar to some of those for older people, such as possibly moving more slowly, having difficulty with stairs and having limited times at which to attend engagement events, hospital and doctors' appointments. As indicated in the previous paragraph, the approach taken by ODA and its partners should address these points.

Small Firms Impact

The main effect on small firms is likely to be for those fronting onto the ORN. In some cases arrangements for deliveries and customer collections may need to be modified while ORN measures are in place.

ODA and its delivery partners have had discussions with the Federation of Small Businesses and other business groups and are committed to engaging with individual businesses as the measures are developed and through the formal consultation processes for traffic regulation orders. The normal turnover of small businesses means that some new businesses will be setting up on the ORN in the period before the Games. The engagement process will therefore be ongoing to ensure that all businesses that could be impacted are included.

The aim of this engagement and consultation is to ensure that, although there may be some temporary adjustments to be made during the Games period, wherever practicable small businesses are able to continue to operate as normally as possible.

To the extent that the ORN has any impact on general traffic movement, commercial traffic will be affected. However, the ODA will be working with its delivery partners to manage the ORN in a way that minimises the impact on residents, businesses and visitors in London and other venue locations.

Health Impact

As with other potential impacts of the ORN, any effects on health will be the result of traffic measures on the ORN and not due to the process of designation. When traffic measures are being developed, the factors to consider will include access to hospitals for ambulances, and health related access in the community, e.g. by doctors or health visitors. There will also be statutory procedures which the ODA must follow when making the traffic regulation orders. Those procedures include consultation, where bodies, such as the ambulance service, and individuals affected by the ORN, can make representations, enabling any health related impacts to be considered.

Human Rights

The measures to be implemented on the ORN will have an effect on some people, as has been described in this assessment, in order to achieve the objective of providing safe, secure and efficient transport for athletes and other members of the Olympic Family. However, the essential rights of individuals are not diminished; for example where traffic regulation orders will restrict the use of the roads, they will be subject to the normal requirements of consultation, allowing people to have their views heard and taken into account; where essential services to people, such as gas and water supplies, are affected by controls on works on the ORN during the Olympic period, arrangements will be established to deal with emergencies; and the ORN and any effects associated with measures on it will be temporary, with the exception of the physical legacy improvements which do not themselves raise human rights issues.

The approach of the ODA and its delivery partners to developing plans for the ORN is to engage with all those potentially affected early on in the process. The aim will be to work with those affected to develop local solutions that will allow the second part of the ORN objective, i.e. to minimise the impact on residents, businesses and visitors, to be achieved.