

Evidence for Transport Committee’s investigation into 2012 transport

This document contains written submissions received by the Committee for its investigation into 2012 transport.

It also includes a note of the Transport Committee’s site visit for this investigation.

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LONDON ASSEMBLY TRANSPORT COMMITTEE

OLYMPIC DELIVERY AUTHORITY

Executive Summary

Moving hundreds of thousands of spectators and tens of thousands of athletes, media, officials and Games workers is a huge logistical challenge. The scale of hosting the London 2012 Olympic and Paralympic Games should not be underestimated. However the Games are changing the capital's transport system for the better and have been the catalyst for increasing the capacity and accessibility of London's transport infrastructure. Together, the Olympic Delivery Authority (ODA), Transport for London (TfL), Network Rail, central Government and other delivery partners are investing billions of pounds into different schemes so London 2012 can genuinely be a public transport Games. Most of these upgrades are complete and are already benefiting people who live and work in London even before the Games begin.

The ODA and its partners have been developing the necessary plans to be put on transport for the Games. Much of the essential forecasting work has now been complete and the operational planning is now moving ahead.

This submission summarises how the ODA is working with its partners and the transport industry as a whole to deliver transport for the Games. It sets out the achievements and progress to date and outlines what still needs to be done. It importantly describes the transport challenges ahead and how these will be met.

Introduction

This submission has been prepared by the Olympic Delivery Authority (ODA) in response to the London Assembly's Transport Committee investigation into transport for the London 2012 Games.

The ODA understands that the Committee's terms of reference for the investigation are to:

- explore progress with the delivery of the Olympic Transport Plan and the main issues arising at this stage e.g. the impact on ordinary London life, the security of the transport network and its accessibility; and, in light of the findings;
- identify any further steps that could be taken to help ensure London's transport system operates effectively during the 2012 Games.

The subject areas that the ODA wishes to cover in this submission and those that the Assembly wishes to be explained in more detail covers the following:

- A reminder of the scale and nature of the Games.
- The Games transport objectives and commitments.
- The ODA's legislative powers and the Olympic Transport Plan.
- Collaborative working and engagement.
- Key transport achievements to date.
- Programme of remaining ODA transport works.
- The key challenges ahead.

The scale and nature of the Games

The Olympic Games is the world's largest sporting event. In the summer of 2012, the Games of the XXX Olympiad will be held in London. Around 10,500 athletes from over 200 nations will compete in 26 different sports. Over the 16 days of the Olympic Games approximately 7.7 million tickets will be available for the various competition events.

The Olympic Games will be followed by the Paralympic Games, which is also one of the world's largest sporting events. The Paralympic Games provides an arena for competition between the world's top 4,000 athletes with a disability. By 2012, around 150 countries in 19 sports could be represented. Over the 11 days of the Paralympic Games nearly 1.5 million tickets will be on sale.

The Olympic Games and Paralympic Games have been described as a country's largest peacetime logistical operation and present London and the UK with a huge transport challenge.

The Games transport commitments and objectives

By agreeing to host the Games, London made a series of commitments relating to transport. These commitments form the transport objectives below and underpin the Olympic Transport Plan and the whole of the Olympic transport programme.

The key transport objectives are to:

- provide safe, secure, inclusive, fast and reliable transport for the Games Family client groups;
- provide frequent, reliable, friendly, inclusive, accessible, environmentally friendly and simple transport for spectators and visitors from all around the UK and overseas;
- leave a positive legacy and to facilitate the regeneration of east London;
- keep London and the rest of the UK moving during the Games and thus make it a positive experience to host the Games; and
- achieve maximum value for money for every pound spent on transport.

ODA legislative powers and the Olympic Transport Plan

The London Olympic Games and Paralympic Games Act 2006 requires the ODA to prepare and keep under review an 'Olympic Transport Plan' for addressing transport matters relating to the Games. The Transport Plan must, in particular, make provision for the matters set out in Section 10 (2) of the Act, as described in Appendix 1.

As part of the Act, duties are placed on local highway, traffic and street authorities in relation to traffic and transport functions affecting the Games. A central part of this is the requirement for the ODA to make traffic regulation orders in respect of the Olympic Route Network (ORN) and Paralympic Route Network (PRN).

The Olympic Transport Plan presents an overview of the proposed transport arrangements during the Games for spectators, public transport users and athletes. The Plan also consists of strategic guidelines and operational principles for transport systems and operations, covering every mode of transport.

Collaborative working and engagement.

The challenge to get millions of spectators to the Games is unprecedented. Accordingly the range of individuals and organisations involved in the delivery of transport for the Games also sets new standards.

The ODA has a number of key transport delivery partners that it works with on a day to day basis. These organisations have helped from the start to identify what infrastructure improvements would most benefit Games transport and are now helping with the detail of how Games transport services will operate. These are:

- Network Rail
- TfL
- The Highways Agency
- DfT
- Train Operating Companies
- London & Continental Railways including HS1 Limited; and
- Other transport providers, including London Boroughs, local authorities and transport operators across the UK

An Olympic and Paralympic Transport Board provides coordination and assurance with policy guidance supporting informed decision making. Independently chaired the Board consists of all of the key delivery partners as well as the GLA. The Board oversees the overall transport programme and guides the cohesive move from infrastructure delivery to operations.

A number of groups and forums have also been established to engage and assist the ODA with transport issues. They cover all transport modes and subject areas and have already played an important role in helping to shape and influence how transport is delivered for the Games. Appendix 2 shows a full list of the ODA groups and forums.

Key achievements to date

This section covers the key ODA transport achievements to date. For ease, this is broken into two halves: capital infrastructure projects and operational projects. A description of the project is also given at the start of each project heading.

Capital projects

Stratford regional station

The ODA and other transport providers investment is trebling the capacity of Stratford Regional Station and increasing accessibility at the station. Platforms have been widened and lengthened, staircases added and nine new lifts are now in service. Two new platforms for North London Line services opened in spring 2009 and a third subway has been rebuilt to improve passenger flow around the station. A new Central Line platform has now opened, allowing passengers to interchange or leave the station more easily. A new accessible mezzanine-level southern entrance will ease crowding at the existing entrance and take passengers directly to the westbound Central Line and Docklands Light Railway services. It will also lead to the new Stratford City shopping development, and then on to the Olympic Park. The retail will also be accessible from autumn 2011 via a new northern ticket hall. Most of the improvements have been completed with the new southern entrance due to open in early 2011.

Stratford Station platform 10a extension and freight loop

The Stratford station platform 10a extension and freight loop consists of works designed to support enhanced passenger service provision to Stratford Regional Station. This will also enable essential freight trains to continue operating during the Games, provide benefits for enhanced and more reliable main line train services.

Lea Valley line

The Lea Valley line involves works designed to support improved services to and from Stratford Regional Station during the Games and in legacy.

DLR railcars and infrastructure

Fifty-five new railcars for the DLR will enable it to run three-car trains on all of its network at Games time. Many of the platform extensions needed to accommodate these longer trains have been completed and three-car trains are already in service on the Bank–Lewisham line, easing congestion on this busy commuter route. The ODA has co-funded 22 of the 55 new rail cars, has funded platform extensions at East India and Blackwall stations and contributed £11.8m to the upgrade of the Beckton branch for 3-car operation.

A 2.6km extension of the Docklands Light Railway (DLR) under the River Thames from King George V to Woolwich Arsenal Station opened in January 2009. A second DLR extension from Canning Town to Stratford International Station (SIS) is due to open in early 2011. It will stop at Stratford Regional Station and West Ham, using the former North London Line platforms, along with new DLR stations at Stratford International Station, Star Lane, Abbey Road, and Stratford High Street.

North London line

The capacity and frequency of London Overground services are being increased on the North London Line, which connects Richmond and Clapham (via the West London Line) in south-west London to Stratford via north London. The upgrade includes new signals, extra tracks and longer platforms so the London Overground can operate four-car instead of three-car trains at a higher frequency and improve capacity. The higher frequency service using four cars will start in summer 2011.

Thornton's Field relocation

The project covered the relocation of a carriage sidings facility from Thornton's Field to a new site at Orient Way. Thornton's Field was handed over to the Olympic Park construction team in June 2008, on schedule with the new siding opened in May 2008.

West Ham temporary improvements

These works cover the enhancement to West Ham Station to provide the necessary access/egress during the Games. Works have now started and are scheduled to be completed by February 2011.

Walking and cycling improvements and schemes

More than 120 walking and cycling schemes on nine routes across London – including those that link the Olympic Park – are currently being upgraded, as well as paths linking to outer London venues. Improvements include wider paths, smoother surfaces and better entry and access points.

Waterborne transport pier infrastructure improvements

Transport infrastructure along the River Thames is being improved to raise the profile of water as a transport option during and after the Games. For example an extension is being built at Tower Pier, which is expected to be a busy interchange for spectators travelling by river to the venues in Greenwich.

Operational projects

Olympic Route Network (ORN) and Paralympic Route Network (PRN)

The ORN and PRN are networks of roads linking all the competition and key non-competition venues for the Games. They will enable key participants, such as athletes and officials, to travel safely, securely and efficiently between venues and their accommodation. The routes have now been designated with further smaller changes to the routes currently

being consulted on. The design and development of the measures are now being finalised and the location of the Games lanes was announced in July. The clearway project, to ensure that roads are clear of road works is well underway and the compliance strategy, with the level of penalty charge notices also being consulted on.

Travel Demand Management (TDM)

The TDM project sets out “to influence enough people, enough” in order to free up capacity on the transport system to accommodate the increased demand generated by the Games. The strategy and business case for the three key workstreams - marketing and communications, travelling information systems and travel advice to business - have now been completed with full buy in from stakeholders. Work has already begun on outreach to business in preparation of the launch of the travel advice to business on 24 November.

Transport Co-ordination Centre (TCC)

The TCC is a centralised facility that will coordinate Games time transport across the nations for the Games. The concept of operations has been agreed by all stakeholders. Operational readiness has commenced and the first of a series of test exercises was successfully completed with operational staff in September.

Venue transport operations

Venue transport operations covers the transport arrangements for all competition venues and for other supporting events. Venue transport working groups consisting of key stakeholders such as Boroughs, emergency services and TfL have been established for all venues to develop the detailed transport operating plans. Jointly with LOCOG planning consents have been approved for Royal Artillery Barracks, Greenwich and Earls Court with the other London venues all being submitted by the end of the year. Local area traffic management and parking plans are now being developed for each venue and the specific Games operations plans are being worked up in partnership with Boroughs and other key stakeholders.

Park & ride and direct coach

Park and ride facilities are being put in place to provide support for spectator transport services to the Olympic Park and ExCeL alongside venue specific park and ride services. The ODA will also be providing a direct coach services across the UK. The main contract for supply and management has been awarded to First Group earlier this year, approximately 1000 vehicles.

Public Transport Operations

The ODA holds the budget and is responsible for setting the specifications and enhanced requirements for the Games with transport operators - TfL, London Underground, DLR, Network Rail, Train Operating Companies, London Buses etc. These enhancements and the commercial terms that go with these have nearly all been agreed with each operator.

Walking and cycling operations

A range of cycle routes into venues have been identified and will be promoted through the Games travel information services for spectators. The ODA is working with TfL to identify the potential for using cycle hire facilities at relevant venues including the Olympic Park. Secure cycle parking will be provided at every competition venue.

Transport security

Acting on behalf of the Home Secretary, the Olympic Security Directorate is responsible for delivering the transport security strategy with input from the ODA. This multi modal strategy is making good progress under the responsibility of ACC Steve Thomas of the British Transport Police.

Operational planning

Operations plans are being developed for all transport activities provided on behalf of and/or managed by the ODA. The second version of these plans have been completed and are now undergoing internal review.

Accessible transport

An accessible transport strategy was published in October 2008 outlining how accessible transport for the Games would be delivered. Since launching the strategy good progress has been made in all areas of the strategy. The delivery of the infrastructure improvements by the ODA and its delivery partners is almost all complete. Working with London Underground opportunities for using platform humps and boarding ramps have also been identified to make the loading of wheelchairs and buggies easier during the Games. A feasibility study for the use of river as an accessible transport option has also been completed.

Good progress has also been made around the Games Network of Accessible Transport. This will allow disabled people to make informed choices about the full range of accessible transport options available to them. Key decisions have now been made such as the rail stations to be used for the rail journey planner have now been identified and agreed by train operators.

Programme of remaining ODA related transport works

This section outlines the programme of remaining transport works and indicates when these will be delivered. Some aspects of these works will be led and delivered by the ODA's delivery partners such as TfL.

Olympic Route Network

- Public information and engagement to be carried out by area by area ahead of Traffic Regulation Orders in spring 2011.
- Statutory traffic regulation orders to be laid throughout 2011.
- Physical implementation of the network to be delivered ahead of operation in July 2012.

Travel Demand Management

- Travel advice to business programme to be launched in Nov 2010 and delivered.
- Spectator journey planner to be launched in conjunction with sports tickets going on alongside travel booking website.
- Marketing and communications campaign to be delivered.

Transport Coordination Centre

- Further testing carried out and operational readiness throughout 2011 and completed early 2012.

Walking and cycling

- All 120 schemes fully complete and in use by spring 2011.

Games river pier infrastructure

- Tower and Greenwich Pier infrastructure improvement works to be completed by spring 2012.

Accessibility transport

- Blue badge parking to be completed by end of 2010.
- Accessible bus planned by spring 2011.

- Games network of accessible transport to be launched in conjunction with spectator journey planner.

Direct coach and park & ride service

- The specification for direct coach and park and ride services to be finalised by spring 2012.
- Ticket and reservation systems put in place in conjunction with tickets going on sale.

Public transport services

- All service delivery operation plans to be finalised by spring 2012.
- The commissioning of the temporary Javelin service to be completed by spring 2012.

Operational plans for all modes and venues

- Further updates of the operations plans will take place throughout 2011 with final plans being agreed with all delivery partners and key stakeholders by spring 2012.

Final version of the Olympic Transport Plan

- The final version of the plan to be published in spring 2011.

The key transport challenges ahead.

This section highlights the key transport challenges that and outlines

Integration and communication

One of the major challenges for transport in the lead up to and during the Games will be around the successful integration of key interfaces. The ORN, movement management areas, venue transport operations and the security overlay will all need to be working together and fully integrated in time for the Games. Communication between each of these workstreams is also essential and that all of these teams are working effectively together and information is shared.

The Olympic and Paralympic Transport Board plays an important role in ensuring this integration and communication happens and that all of these programmes are aligned. A series of assurance regimes 'pulse checks' have also been put in place to provide assurance and ensure that risk is minimised.

Managing spectator and background demand: "Life as unusual"

The successful management of demand across London's public transport and road networks will be a huge challenge. The ODA has used tried and tested modelling techniques to forecast travel demand and the impacts on the highway network. Through the travel demand management programme, non-essential journeys will need to be significantly reduced in certain areas by reducing, rerouting, retiming or revising. Those travelling to the Games will also be provided with travel information so that the routing of spectators can be managed.

Responding to change and unexpected events

Contingency planning and testing will help to provide resilience to a wide variety of potential incidents that can be planned for, for example infrastructure failure, passenger actions, extreme weather conditions and security issues. All of these aspects are being looked at and core strategies are being put in place to manage any issue that may occur. Experience from other Games and large scale events also shows us that the unexpected will happen. Whether this is changes to the competition schedule or the late running of events, Games organisers and transport operators will need to be equipped to respond to this change.

Appendix 1

Section 10(2) of the London Olympic Games and Paralympic Games Act 2006

The plan shall, in particular, make provision for:

- '(a) the construction of systems of, or facilities for transport;
- (b) the provision of transport:
 - (i) to and from London Olympic events, and
 - (ii) for other purposes connected with the London Olympic Games;
- (c) the creation and maintenance of the Olympic Route Network;
- (d) control of traffic during the London Olympic period;
- (e) control of facilities for transport during the London Olympic period;
- (f) road closures or restrictions during the London Olympic period;
- (g) the monitoring of traffic and facilities for transport during the London Olympic period;
- (h) contingency plans;
- (i) co-operation between the Authority and other persons; and
- (j) guidance from the Authority to local authorities in England in relation to implementation of the plan.'

Appendix 2

ODA Transport Stakeholder Mode Groups and Forums

Road freight working group
Active travel advisory group
Borough cycling & walking delivery partners group
River Concordat – Olympic services sub-group
Coach and bus stakeholder group:
TfL London coach forum
Taxi working group
2012 rail projects steering group
Javelin steering group
TOC champion group
Rail planning forum
Stratford station communications working group
West Ham stakeholder group
London Underground & DLR working & steering Groups
Network Rail steering meeting

Venue transport working groups – for all venues

Transport Stakeholder Cross Cutting Groups and Forums

Accessible transport panel
Borough transport forum
Safety & sustainability forum
Transport regulators forum
Major projects interface group

Valerie Shawcross AM
Chair of the Transport Committee
London Assembly
City Hall
The Queen's Walk
London
SE1 2AA

Contact: Ruth Bradshaw
Head of Infrastructure Policy
London Councils
020 7934 9909
Ruth.Bradshaw@londoncouncils.gov.uk

21 October 2010

Dear Valerie

London Assembly Transport Committee's Investigation into transport for the 2012 Games

Thank you for your letter of 30 September. London Councils welcomes this opportunity to contribute to the Transport Committee's investigation into transport for the 2012 Games. We are fully supportive of the 2012 Games and recognise that it will have considerable legacy benefits for the city. However, if London's transport system is to operate effectively during the 2012 Games, it is essential that the ODA and TfL work closely with the boroughs who have a key role to play in ensuring this happens.

I understand that you would like initial written submissions by 22 October 2010 but there will be an opportunity to provide further submissions up to 31 January 2011. As an initial response, we would like to draw the Committee's attention to the views that we have already expressed to the ODA regarding the Olympic Transport Plan and related issues and I attach copies of our responses to the following consultations:

- The second edition consultation draft London 2012 Olympic and Paralympic Games Transport Plan (March 2010)
- The consultation on penalty levels on the Olympic Route Network (October 2010).

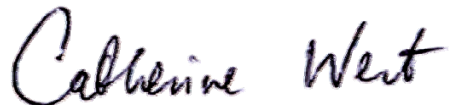
I would like to highlight the following points in these responses:

- In general, there is much that we welcome in the second edition of the Olympic transport plan, particularly with regard to the role of walking and cycling.
- However, we have a number of concerns most of which relate to the fact that the ODA has not shared enough information with the boroughs, for example, on traffic impact assessments and the detailed arrangements planned for particular locations. London Councils would like to see the ODA commit to sharing this information with boroughs as soon as possible.
- There will be a cost to boroughs attached to any temporary changes in local parking regimes associated with the Games. London Councils believes the ODA should recompense boroughs for any additional cost incurred.
- We are concerned about the use of the ORN by media partners and sponsors and would like to see the number of people eligible to use the ORN kept as small as possible with others encouraged to use public transport where possible.
- The Plan could aim to have a higher mode share for cycling than is currently planned for.

- There should be a single level of parking penalty on the ORN and a single level of penalty in areas with games related traffic management plans, but these need not necessarily be the same. We believe that decisions should be led by the ODA as far as the ORN is concerned, by the relevant Augmented Safety Advisory Group around venues and by the local authority (working through London Councils) for other areas.

I hope that this information is useful to the Assembly's investigation and we will be considering whether there is further information we would like to submit before your final deadline.

Yours sincerely

A handwritten signature in black ink that reads "Catherine West". The script is cursive and fluid.

Cllr Catherine West
Chair
London Councils' Transport and Environment Committee

Hugh Sumner
Director of Transport
Olympic Delivery Authority
Level 23, One Churchill Place
Canary Wharf
London E14 5LN

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Policy and Project Officer
(Infrastructure)
London Councils
020 7934 9508
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19 March 2010

Dear Hugh,

London Councils' response to the second edition consultation draft London 2012 Olympic and Paralympic Games Transport Plan

London Councils welcomes this opportunity to comment on the ODA's second edition draft consultation Transport Plan (hereafter, 'the Plan').

London Councils Transport and Environment Committee (TEC) is a statutory joint committee representing all 32 London boroughs and the City of London. In addition, Transport for London is a member of London Councils TEC. It is the main voice of the London boroughs and of their electorates on a wide range of issues relating to transport and the environment in London and related matters of concern to Londoners. It also carries out a number of statutory functions and works closely with the Local Government Association and with many private, voluntary and public sector bodies.

London Councils reiterates the view expressed in its response to the first edition of the Plan, which stated its full support for the staging of the London 2012 Olympic and Paralympic Games, and recognises that it will have considerable legacy benefits for the city. London Councils is keen to continue working with the ODA, London local authorities, TfL and other stakeholders to ensure that there is appropriate transport provision for the Games. London Councils will further be keen to contribute to the development of the third and final iteration of the Transport Plan in 2011/12.

In general, there is much in the Plan that London Councils welcomes. The ODA has worked to ensure that many of the concerns expressed by London Councils in the first Transport Plan consultation have been taken on board. The second edition of the Transport Plan consequently has a much greater emphasis on funding, on the role of walking and cycling, and on freight and servicing issues than the first edition. The publication of London 2012's Accessible Transport Strategy in 2008 was also welcome. London Councils further welcomes the Plan's intention to ensure that 100% of ticketed spectators arrive by public transport, walking or cycling (4.3), although we retain a reservation about how feasible that target is for those with disabilities.

Notwithstanding the above, there remain a number of concerns that London Councils has in relation to the Plan. Linking many of these concerns is an overarching theme, which is that the ODA has not shared enough information about intended travel and transport plans with boroughs. We would particularly like to highlight the following concerns.

Traffic Impact Assessments

1. London Councils is concerned that, while the Plan asks for stakeholders' responses, it does not provide boroughs with sufficient information on which to base substantive replies; for example the detailed traffic impact assessments for particular venues have in some cases not been shared by the ODA with boroughs. This means that boroughs are consequently not able to make transport plans in advance, and nor are they able to fully comment on the Plan. London Councils would like to see the ODA commit to working with partners to share this information with boroughs as soon as possible, so that effective planning for any alternative arrangements can be put in place.

The ORN

2. London Councils welcomes the commitment made in the Plan to work in partnership with local authorities in delivering the ORN (5.30), and further welcomes the changes that it has made to aspects of the route following consultation (5.36). However, London Councils is concerned that many boroughs have not yet had details of the traffic control measures associated with the ORN as it passes through their boundaries shared with them. Whilst it is recognised that much of the ORN is on the Transport for London Road Network (TLRN), much of the impact of suggested banned turns, road closures and displacement of traffic will occur on borough roads. Additionally, the removal of some pedestrian signal phases on the ORN could pose potential dangers to pedestrians. There are several aspects to the potential disruption; for example, what will happen to bus stops that lie on the ORN? If they are moved, the impact on travel patterns in surrounding streets – controlled by boroughs – could be significant, with considerable knock-on effects for residents and businesses. Given this, it is therefore extremely important that boroughs are involved at the earliest possible stage in discussions about the ORN as it affects them so that their detailed knowledge of local circumstances can be utilised and effective arrangements can be put in place.

Security Arrangements

3. The Plan mentions the bodies involved in planning the security for the Games travel (14.6 -14.11), but the list does not include boroughs. While boroughs may not provide security directly, they will be affected by security-related transport arrangements such as road closures or suspensions of parking, and it is important that they are given this information so that they can make appropriate arrangements with local businesses and residents as early as possible.

Parking

4. Notwithstanding the parking issues relating to the ODA's sharing of information about the ORN and to security concerns as outlined in paragraphs 1-3, there is a more specific parking issue that London Councils wants to ensure that the ODA is fully aware of. It may be the case that spectators travelling from Outer London (including those travelling from outside the city to Outer London) rail and tube stations will drive to those stations and then take the Underground or national rail to Games venues. The Plan predicts that the 29% of Games spectators' home locations will be

from the South-East and East of England regions, which together surround London (Fig. 6.4). Further, the Plan predicts that 41% of the locations from which spectators will travel from on the day of the event will be in these two regions (Fig 6.5). It is possible that many of these spectators will want to park on a rail route and then get the train or Tube to Games venues, particularly given the lack of parking at venues. This could put huge localised parking pressure on specific locations next to rail and Tube stations in Outer London. London Councils would like to see the ODA work with Outer London boroughs that may be affected by this to put in place arrangements in order to either prevent or mitigate this happening.

5. We understand that the ODA is still working on park-and-ride plans for each of the venues and we would like them to work closely with individual boroughs to ensure that the most appropriate locations are chosen for these sites. In some cases, this may involve locations outside the GLA boundary.

Cost re-imburement

6. There will be a cost to boroughs attached to any temporary changes in local parking regimes associated with the Games. London Councils believes the ODA should recompense boroughs for any additional cost incurred.

Size of the Games Family

7. Boroughs have expressed continuing concerns over the size of the Games family. All media partners and sponsors, totalling some 30,000 of 77,000 people, are within the category of people who will be able to use the ORN and benefit from its associated priority status. This places a significant extra burden on boroughs who are seeking to minimise the impact of the Games on their roads. London Councils would like to see the number of members of the Games family kept as small as possible in order to reduce the impact of their travel on the ORN and other routes affected by the ORN.

Cycling

8. The level of cycling envisaged by the Plan is relatively low. Given that the Games will be happening in the peak of the summer months, London Councils feels that the Plan could aim for cycling to have a higher mode share than is currently planned for.

London Councils looks forward to the ODA's future cooperation with its borough partners, especially with regard to the issues mentioned above. If you would like further information about any aspect of this response, please contact Dominic Curran, Policy and Project Officer (infrastructure) (tel: 020 7934 9508; email: dominic.curran@londoncouncils.gov.uk).

Yours sincerely

A handwritten signature in black ink that reads "Mike Fisher". The signature is written in a cursive style and is underlined with a long, sweeping horizontal stroke.

Cllr Mike Fisher
Chairman
London Councils' Transport and Environment Committee

by email

Contact: Rob Kidd
 Direct line: 020 7934 9907
 Fax: 020 7934 9922
 Email: rob.kidd@londoncouncils.gov.uk

Our reference:
 Your reference: PCL
 Date: 15 October 2010

Dear Sir,

ORN Penalty Charge Level Consultation

Please see below London Councils' response to the Penalty Charge Level consultation.

Q1	Do you agree with the principle of having a single penalty charge level for contraventions of all games-related TMOs?
	<p>No.</p> <p>London Councils believes that there should be a single level of penalty on the ORN and a single level of penalty throughout games related areas surrounding venues or other areas with games related traffic management, but that these need not necessarily be the same. There is great potential for confusion if a local authority or the ODA implements a TMO in an area where there is no clear boundary between the games-related TMO and the normal TMO. This may well result, for example, in a £100 penalty on one street and a £200 penalty in the neighbouring street or a £100 penalty applying at 6.30pm but a £200 penalty applying at 7pm. To ensure a single level of penalty London Councils believes that decisions should be led by the ODA as far as the ORN is concerned, by the relevant ASAG around venues and by the local authority (working through London Councils) for other areas.</p>
Q2	If you do not agree with a single penalty charge level, in what circumstances should a different penalty charge level be set?
	<p>Any games-related TMO for an area around a games venue or the ORN, but which is not part of ORN itself, the penalty charge level should be set at the same level as the prevailing parking and traffic penalty for that area.</p>
Q3	Do you consider the penalty of £200 with a 50 per cent discount for early payment is proportionate and will have the desired effect in achieving compliance with the Games-purpose TMOs?
	<p>London Councils is not able to comment on this at the moment as we are currently in consultation with London local authorities, Transport for London and other London stakeholders regarding this issue. We will be able to pass a comment once the Additional Parking Consultation has been completed.</p>

	London Councils notes however that the ODA is proposing to have no surcharge to PCN levels at Charge Certificate level. This is inconsistent with normal practice across London and will be difficult for motorists to understand. We can see no rationale for this. We consider the charge certificate surcharge should be the same as that prevailing throughout London, at present 50%.
Q4	If you not agree with a single £200 penalty charge level, what do you consider the level should be to achieve the desired effect? Please give your reasons.
	See answer to Q3
Q5	Do you agree with leaving charges for removal, storage and disposal and the release fee for wheelclamping at their present level during the Games?
	London Councils believes that the level of charges for immobilisation, removal, storage and disposal should be the same as those that are to be set by the Transport and Environment Committee after the current Additional Parking Charges consultation. Depending on the outcome of the consultation, these may not be the same as the present level and London Councils is keen to ensure consistency across London.

Yours faithfully

Rob Kidd
Transport Policy & Project Manager

Transport Plans for the 2012 Games A London Assembly Investigation

Sustrans Written Evidence

October 2010

Sustrans is the UK's leading sustainable transport charity. +

Our vision is a world in which people choose to travel in ways that benefit their health and the environment. We work on practical, innovative solutions to the transport challenges facing us all. Sustrans is the charity behind the award winning National Cycle Network, Safe Routes to Schools, Bike It, TravelSmart, Active Travel, Connect2 and Liveable Neighbourhoods, all projects that are changing our world one mile at a time.

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Summary of Written Evidence

1. Sustrans is the UK's leading sustainable transport charity. Our vision is a world in which people choose to travel in ways that benefit their health and the environment. Our mission is to work everyday on practical and imaginative solutions to the transport challenges affecting us all. Our aim is to transform the UK's transport system and culture, so that:
 - the environmental impacts of transport, including its contribution to climate change and resource depletion, are significantly reduced;
 - people can choose more often to travel in ways that benefit their health;
 - people have access to essential local services without the need to use a car; and
 - local streets and public spaces become places for people to enjoy.

Our work includes the National Cycle Network, Safe Routes to School and Bike It, Low Carbon Travel, Active Travel (to promote health) and TravelSmart (Individualised Travel Marketing).

Sustrans set out a vision for a pan-London greenways network in 2005 as a legacy of the 2012 Olympic and Paralympic Games. The initial focus of GOAL (Greenways for the Olympics and London) was potential walking and cycling routes to Olympic venues, and Sustrans identified the route corridors now being delivered through the Olympic Delivery Authority (ODA) Olympic Cycling and Walking Route Enhancements (OCWRE) programme. Sustrans has also been a member of the London 2012 Active Travel Advisory Group (ATAG) since its inception in 2006.

2. We welcome the opportunity to respond to the London Assembly's Investigation into Transport for the 2012 Games. London 2012 offers an important opportunity to promote healthier and more sustainable lifestyle choices through the development of conditions which make active travel a more attractive option for the general public, spectators and employees involved in the Games. A significant amount of effort has been put into making sure that active travel features within the Transport Plan for the Games. Sustrans supports the commitment to sustainable and active travel prioritization.
3. Transport planning has been identified as a crucial factor, central to the smooth-running of the Games. As concerns about the capacity of the transport system continue to feature highly among the 'risks' to the Games, it is evident that walking and cycling are not only beneficial to London 2012 but a necessary part of logistical transport planning.
4. In early planning stages it was estimated that a reduction in travel demand during the Olympics as a result of seasonality and the 'Games Effect' would sufficiently relieve the Olympic Road Network (ORN) and ensure an efficient transport system for London 2012. Although data is being refined, more recent indicators suggest a lesser demand reduction which may result in excessive levels of congestion. It is therefore vital that more work is done to ensure a larger mode share applies to active travel for journeys made in and around London during the Games.
5. However, current plans disincentivize active travel to the Games by including a travel card in the price of a ticket – a commendable attempt to ensure maximum use of public transport during London 2012. It is important that the ODA and LOCOG consider ways to encourage walking and cycling either through ticket pricing or other incentives. Additionally, continued encouragement for Londoners to walk and cycle more in the build-up to London 2012 will be an important part of 'leading by example' when visitors arrive for the Games.
6. This written evidence summarizes key areas in the Transport Plan which are supported by Sustrans before assessing the 'stumbling blocks' and finally making high-level recommendations on how best to move forward.

London 2012 – The Sustainable Games

London is the first summer Olympics Host City to embed sustainability into its planning from the outset.¹ Ensuring that planning, building, working and travelling for purposes related to London 2012 are carried out in sustainable ways is central to the development of the Games and provides a creditable contribution towards London's legacy of the Olympics.

The Transport Plan for the Games, currently in Second Edition Draft format, has been produced in-line with overarching commitments to sustainability and is, in many aspects supported by Sustrans. Within the Second Edition Draft, the Olympic Delivery Authority (ODA) outlines a number of 'sustainability principles' including a commitment to ensuring that:

- all ticketed spectators will travel to competition venues by non-car modes apart from some disabled spectators;
- the transport strategy makes best use of existing infrastructure;
- the need for transition between the Olympic Games and the Paralympic Games has been minimised;
- a compact Games means that the need for travel between venues is reduced and journeys are shorter; and
- the Active Travel Programme is promoted.²

In our response to the draft of the Second Transport Plan, the following areas were notably supported by Sustrans:

1. 100% of Travel by Sustainable Modes

By highlighting a commitment to encouraging 100% of spectators and workforce to travel by sustainable modes, namely public transport, walking and cycling (16.6) and by limiting public car parking provision at London venues, providing only blue badge parking (16.9) the plan supports the sustainable aims of the ODA strategy for the Games.

2. Recognition of the Benefits of Active Travel

Sustrans supports the recognition that walking and cycling can be beneficial to the delivery of the Games and more widely in several respects, including promoting health, inclusivity, reducing emissions and reducing public transport overcrowding.

Sustainability is a key part of the transport strategy. Walking and cycling play a major role in this respect as carbon-neutral modes for spectators and workforce travelling to Games venues. They also make significant contributions to a number of the ODA's sustainability objectives, including tackling climate change, promoting inclusivity and health and well-being. Walking and cycling will be practical and attractive ways for spectators to access Games competition and other venues. These modes have a role in helping to relieve pressure on other public transport systems during the Games. A

¹ <http://www.london2012.com/making-it-happen/sustainability/index.php>

² <http://www.london2012.com/documents/oda-transport/updated-olympictransportplanpart1-1-6.pdf>

significantly larger number of spectator trips will include walking, and to a lesser extent cycling, when combined with rail or other modes, for a part of their journey to the venue (section 6.195).

3. Active Travel Programme:

Sustrans is supportive of a number of elements in the proposed Active Travel Programme presented in section 6.218 of the Transport Plan, including:

- *“Games Journey Planner – Walking and cycling will be promoted as forms of transport for spectators travelling to competition venues through the Games journey planner.*
- *Games travel marketing and communication campaign – Walking and cycling will be fully promoted as part of the transport publicity campaign for spectators during the Games.*
- *Spectator guides – Routes and cycle parking locations will be promoted in the travel sections of spectator information on a venue by venue basis.*
- *Cycle hire – The potential scope for enhancing the central London cycle hire scheme is being investigated to understand whether it can be used by spectators cycling to Games competition venues.*
- *Traffic management arrangements – TfL and the ODA will explore opportunities with boroughs for road management around venues to facilitate improved pedestrian and cyclist access.*
- *The ODA will work with TfL and other stakeholders to align existing programmes that encourage the integration of walking and cycling with other public transport modes. For example, a review of the potential for providing cycle parking at relevant park-and-ride sites will be undertaken. Where opportunities exist, the ODA will look to work with Network Rail and others to develop cycle parking at key stations, such as Stratford Regional, for use during the Games and in legacy” (section 6.205).*

4. Focus on Greenways

Sustrans supports the prioritisation of off-road and quiet road routes (greenways) for spectator travel. Focusing on greenway provision will ensure that routes feel safe, pleasant and suitable for people to cycle who are new to cycling and/or unfamiliar with cycling in London.

“Existing on and off-road walking and cycling routes serving competition venues will be promoted for spectator access during the Games. In addition to the existing network, a strategic planning exercise has been undertaken for the Olympic Park and River Zone venues, involving the identification of potential new and improved routes focusing on off-road routes and quiet roads (greenways)...” (section 6.209).

Sustrans carried out the original scoping task for GOAL (Greenways for the Olympics and London) and made suggestions as to the most effective locations for greenways to and around Olympic venues.

We firmly believe that greenways hold the key to the next stage of cycling growth in London, and that the Games should be used as an opportunity to encourage more people to start to cycle

regularly. Sustrans' GOAL project, begun in 2005, aimed to use London 2012 as a catalyst to increase the number of greenways across London.

Monitoring of greenways across London has shown that they enhance health and quality of life, provide an inclusive environment for walking and cycling and reduce transport's contribution to climate change. The greenways also provide suitable conditions for those new to or returning to active travel.

5. Commitment to Legacy

Sustrans fully supports the plans that, wherever possible, permanent walking and cycling infrastructure will be delivered in preference to temporary facilities, in order to deliver lasting benefits to the area.

"..the ODA is fully committed to leaving long-term walking and cycling benefits by working with London local authorities and TfL's programmes such as the London Cycle Network+, Greenways programme and Strategic Walks" (section 17.12). "It is important to note that all route enhancements delivered through this investment [the Olympic Cycle and Walk Route Enhancements Programme] will be for permanent infrastructure that delivers benefits beyond the Games..."(section 6.214)

6. Improving Cross-River Facilities

Sustrans supports the commitment to review provision for crossing the Thames on foot and by bike in the interest of providing further crossing options.

"The options for promoting all relevant cross-river links for pedestrians and cyclists will be reviewed as part of the Games-time operations planning" (section 6.215).

Sustrans believes that the availability of good quality facilities for crossing the Thames east of Tower Bridge could have a key influence on modal choice for some spectator journeys to the Olympic Park and River Zone venues. Delivering permanent improvements to crossing facilities for pedestrians and cyclists could contribute to improving access and regenerating areas of east London in legacy.

Stumbling Blocks

As the Games approach, it is important to monitor progress of delivery against the aims and objectives outlined in the original strategy and in the draft Transport Plan. Although Sustrans was, on the whole satisfied with the original aims outlined by the ODA, progress to date has varied in success and a number of concerns have been raised.

1. Travel Demand

In 2005, the Transport Select Committee conducted an enquiry looking at the transport needs of the 2012 Games. The oral and written evidence they received helped to formulate an extensive report which was published in March 2006.

During the enquiry, the Committee established that “*unless traffic in London falls by 15 per cent during the Olympic Games the Olympic Route Network will be congested and Olympic athletes and others may be delayed*”.³

In their 2007 report looking at the first Transport Plan for the Games, the Committee returned to the topic, highlighting that the ODA was then working with an assumption that background traffic in London will decline by around 8% due to the summer holidays, and that a further 8% decline will occur as a result of people leaving London because of the Olympics.

At this point the Committee stated that they believed “*assumptions about the numbers of Londoners choosing to leave the city during the Olympics pose a significant risk to the Transport Plan,*” suggesting that “*The Olympic Transport Strategy must be robust enough to cope with the Olympic traffic in addition to the usual seasonal ‘background’ traffic of the city.*”⁴

The draft of the ODA’s Second Transport Plan states that demand data is being refined in order to make more accurate assumptions on the levels of demand during the Olympics, taking into account the impact not only of the Games but also of seasonality and of the ‘Games effect’.

In 2010, within the report which called for this investigation, the London Assembly compounded doubts surrounding the previous estimates of travel demand during the Games, citing a recent Ipsos Mori/BBC London poll which found four out of five Londoners planned to remain in the city during the Games and just 8% said they would leave.⁵

Although at this point adjusted estimates are not available, a number of sources suggest that demand will be higher than initially anticipated and that this could have a detrimental impact on the smooth-running of the Games and on the day-to-day lives of Londoners during the Games.

In previous literature the ODA has shown active travel to be “*beneficial*” to the transport system during London 2012. It is perhaps now apparent that walking and cycling will be necessary components of the system if it is to run effectively.

2. Disincentivizing Active Travel

Despite a worthy aim for 100% of spectators to get to the Games by public transport, or by walking or cycling, London 2012 is currently failing to sufficiently incentivize active travel. The price of all tickets to the Games are inclusive of a travel card for use on public transport,⁶ and are neither cheaper for those people choosing to walk or cycle nor valid for use on TfL’s bike hire scheme. It would therefore be more costly for visitors to cycle to the Games rather than use public transport.

In our response to the draft Second Transport Plan, it was disappointing to note the very low percentage of spectator and workforce journeys anticipated for the London Olympic venues as presented in the ‘*Typical mode share planning assumptions for the Olympic Park, River Zone and Central Zone*’. Figure 6.6 (on page 47) presents assumptions that only 1% or 2% of spectator and workforce journeys will be completed on foot and by bike.

It is understood that many spectator journeys to Olympic venues will be too long for walking and cycling to be viable options as the main journey mode but with adequate support and appropriate incentivisation mode shares significantly higher than 1% or 2% can be achieved. As the draft

³ <http://www.publications.parliament.uk/pa/cm200506/cmselect/cmtran/588/588i.pdf>

⁴ <http://www.publications.parliament.uk/pa/cm200607/cmselect/cmtran/199/199.pdf>

⁵ <http://www.london.gov.uk/moderngov/mgConvert2PDF.aspx?ID=748>

⁶ <http://www.london2012.com/>

transport plan sets out, it is predicted that significant proportions of spectators will be London residents and almost half (43%) of people will travel to venues from within London on the day of events.

The projected 1% mode share for cycling to the Olympic Park is well below the current mode share for cycling in this area of London. The four boroughs surrounding Olympic park have an average cycle mode share of 3%, with LB Hackney's being the highest at 8%⁷. Since levels of cycling are increasing year on year across most of London, by 2012 a 1% cycle mode share of journeys to Olympic Park would be significantly lower than the 'background' mode share for cycling in the area.

Recommendations

1. Greater Emphasis on Active Travel During the Games

Walking and cycling should be further encouraged for all relevant journeys both to and from the Games and around London for non-Games purpose during London 2012. Sustrans supports the recommendations of the Active Travel Advisory Group (ATAG) that significantly more ambitious mode share targets for active travel modes should be adopted for the London venues, with targets in the order of 5% for walking and cycling being appropriate.

In line with such a change, it is recommended that spectators and employees at London 2012 are further encouraged and/or incentivised to walk and cycle where possible. When determining a process of incentivisation, it is recommended that relevant stakeholders such as ATAG members are consulted to ensure that experience and knowledge in the field is best utilised.

Those choosing to travel actively to the Games should experience VIP treatment which encourages not only further active travel choices during the Games but also encourage wider modal shift following London 2012.

"Test Events" should be a priority in the lead-up to the Games to ensure that those choosing to travel using active transport modes have a reliable and consistent experience.

2. Wider Support for Active Travel Before and After the Games

In the lead-up to the Games, Londoners should continue to be encouraged to transfer to more active modes of travel. By investing in modal shift before the Games, Londoners will be more able to 'lead by example' when travelling to venues (need some evidence of modal shift and sustained change of modal choice). It is important that Londoners are able to buy into the message of a 'Sustainable Games' and should therefore be encouraged and incentivized to participate in the management of active travel during London 2012

There is an opportunity within the Transport Plan to recruit a network of volunteer active travel champions who could be called upon before, during and after London 2012 to facilitate access to walking and cycling both within their communities and for those travelling to and from the Games.

⁷ Travel in London, Transport for London, 2009.

It is hoped that work carried out will be linked with the processes and outputs of NHS Go London.⁸

3. Further Investment in greenways

Sustrans particularly supports the upgrades to the Elevated Greenway, which connects the Olympic Park to much of the London Borough of Newham and recommends that interventions of a similar quality are replicated across the remaining seven Olympic Greenways.

Although Sustrans is pleased with development across most of the project, concern has been noted about the limited scope of the greenway proposed across Wanstead Flats. Sustrans is keen that this greenway is developed further and that improved and new links to all greenways are developed to maximise their use. Although it is recognized that the ODA must focus on Olympic venues, TfL as part of the legacy should invest in creating safe and appealing environments for walking or cycling for leisure, commuting or play, so that the benefit of the Games can be maximized for all Londoners, not just those close to Olympic venues.

4. Promoting a Legacy

Sustrans notes that some key walking and cycling infrastructure is currently planned to be temporary, such as the footbridge over High Street Stratford at the south end of the Olympic Park. Sustrans recommends that the ODA should seek to deliver permanent infrastructure where it makes an improvement to pedestrian and cycle permeability and convenience.

In addition to ensuring a legacy of walking and cycling infrastructure, it is vital that efforts are directed towards ensuring a legacy of behavioural change and modal shift towards more active transport choices.

5. Minimizing the Impact of the Olympic Road Network

Whilst we reluctantly accept that additional road capacity in the form of the Olympic Road Network (ORN) is a necessary condition of the Host City contract, Sustrans would like to emphasize that this additional capacity should not be achieved at the disbenefit of active travel and its use should not be maintained beyond the timeframe within which the ORN is contractually required.

6. Investigate Extension of Bike Hire Scheme

TfL's Bike Hire scheme should be extended to outer London, and perhaps more specifically, eastwards to the Olympic park. Following the Comprehensive Spending review, the mayor's office noted that the Barclays Cycle Hire will be extended before the 2012 Games and all 12 Barclays Cycle Superhighways will be delivered by 2015. In order to ascertain the most valuable extension type for Bike hire in London leading up to, during and following the Games, it is important that a comprehensive investigation is conducted.

⁸ <http://go.london.nhs.uk/about-us/>

Transport Plans for the 2012 Games A London Assembly Investigation

Appendix A – Core Policy Background Supporting Sustainable Transport Choices

Climate change and energy security

The latest scientific information from the Intergovernmental Panel on Climate Change – the largest body of expert climate scientists from around the world - shows that climate change is the biggest challenge facing us all today.

Sustrans supports swift and decisive action to reduce greenhouse gas emissions, to prevent catastrophic climate change. The urgency of our work, to put in place low and zero carbon transport solutions, is informed by the ever-increasing scientific literature on climate change, and the moral imperative of adopting a precautionary approach, considering the global impacts of catastrophic climate change. The rate of change in predictions as to what degree of greenhouse gas emission reductions we need, and by when, is alarming, and only serves to increase the urgency for change.

The need to transform travel behaviour towards low and zero carbon solutions is only made more urgent by the data surrounding peak oil – by some predictions, we have already passed the point where conventional oil production has peaked; by other predictions, we will pass this point before or by 2015. As oil becomes ever more expensive as supply declines compared to demand, this has the potential to increase pressures on more climate- polluting sources of fossil fuels, such as coal, or marginal oil production methods such as tar sands. The sooner we reduce our oil dependency for transport, the faster we can reduce our contribution to catastrophic climate change.

Technological improvements alone will not be enough to deliver the scale of emissions reductions we need to see from the transport sector, especially in the face of a continuing growth trend in motor travel. Even if real reductions through technology can be achieved, they will be no more than a welcome addition to the more immediate reductions that can be accomplished by restraining motorised transport and encouraging a shift towards more sustainable modes.

Significantly, the risks associated with not taking action swiftly to reduce greenhouse gases are not just environmental - as clearly stated in the Stern Review on the economics of climate change, “the benefits of strong and early action far outweigh the economic costs of not acting”. The overall costs and risks of climate change were evaluated as being equivalent to losing at least 5% of global GDP each year, now and forever, and this could rise to 20% of GDP or more if a wider range of risks and impacts is taken into account. By comparison, the cost of reducing greenhouse gas emissions to avoid the worst impacts of climate change can be limited to around 1% of global GDP each year. The Stern Review concluded that a range of options already exists to cut emissions, but that “strong, deliberate policy action is required to motivate their take-up. Climate change demands an international response, based on a shared understanding of long-term goals and agreement on frameworks for action”. Building on the Stern Review, the Eddington Transport Study concluded that the transport sector needs to play its role in economy-wide reductions in greenhouse gas emissions. For economic reasons as well as social or environmental, Eddington concluded that all transport users should meet all their external economic, social or environmental costs.

Public health

Sedentary lifestyles contribute to the current obesity epidemic and increase the risk of health problems such as diabetes, heart disease, stroke, cancers and osteoporosis. One of the easiest ways to increase physical activity is to incorporate walking and cycling into the daily routine, such as during the journey to work or school.

Being active has many benefits for our health, both physical and mental. Having an active lifestyle, by incorporating walking and cycling into our everyday lives, can be the easiest way to remain healthy throughout life. Regular moderate physical activity, including walking and cycling, can help

reduce and prevent the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, musculoskeletal health – osteoporosis and osteoarthritis, and cardiovascular disease.

The recommended daily amount of physical activity for adults is 30 minutes on five or more days of the week - for children it's one hour. Physical activity levels are currently low in the UK – in England, according to Statistics on Obesity, Physical Activity and Diet in January 2008, only 40% of men and 28% of women meet the recommended physical activity target (which is defined as participating in activity of at least moderate intensity on at least 5 days a week); in Scotland, the Scottish Health Survey 2003 found that only 44% of men and 33% of women met the recommended physical activity target; while in Wales, the Health Survey 2005-06 found that only 38% of men and 25% of women reported meeting the guidelines for physical activity.

However, one of the major obstacles to increasing physical activity through active travel choices is the obesogenic environment we live in. In January 2008, the National Institute for Health and Clinical Excellence (NICE) issued guidance on 'Physical activity and the environment' which offered the first national evidence-based recommendations on how to improve the physical environment to encourage physical activity. It demonstrated the importance of such improvements and the need to evaluate how they impact on the public's health. Providing an environment conducive to active travel is critical for future generation, since it is forecast that nearly 60% of the population will be obese by 2050, if we don't take action now to change behaviour. The cost of this obesity epidemic is forecast to be £49.9 billion per year by 2050.

Communities and social inclusion

There is a growing body of evidence that demonstrates the impact transport policy can have on social interaction and social cohesion within urban communities, and the desirability of moving away from our current over-reliance on private motorised transport.

Studies from as far back as the 1970s show that lower motor traffic levels are associated with significantly higher levels of social interaction, and that in neighbourhoods that are conducive to walking and cycling people are more likely to know their neighbours, participate politically, trust others and be socially engaged.

By increasing levels of walking and cycling within urban areas, urban transport policy can make a vital contribution to social cohesion, neighbourhood revitalisation and community well-being.

Transport policy needs to be well integrated with land use, development and zoning policy, so that journey distances are not made longer than they need to be. Wherever possible, the goods and services which citizens need should be accessible by walking or cycling from their residential neighbourhoods.

We can reduce the need for motorised transport by encouraging the local production and consumption of goods, which encourages local patterns of travel for both freight and people. This can also contribute to a sense of community identity within neighbourhoods and support the local economy.

Sustrans overview

Sustrans works everyday on practical and imaginative solutions to the transport challenges affecting us all. Our main activities in the UK include:

- the UK National Cycle Network, which carried over 338 million zero-emission journeys in 2006; 80% of these trips were on urban traffic-free routes. The Network continues to expand,

and usage has grown faster than route length for each of the last five years; we expect further significant growth in coming years

- TravelSmart, a programme of individualised travel marketing that works with households by offering tailor-made information and support, enabling people to walk, cycle and use public transport more often - this programme has achieved reductions in car travel of between 9 and 14% in every UK project
- Bike It, a ground-breaking schools project which has already quadrupled the number of children cycling to its target schools, and is transforming attitudes and behaviour in schools through innovative approaches which aim to overcome the obstacles to cycling to school, with practical solutions
- the Safe Routes to Schools programme, which enables 100,000s of children to walk or cycle to school, reduces carbon emissions and prevents ill-health, for the present and the future
- the Liveable Neighbourhoods programme, regenerating residential zones dominated by the car, using techniques proven in central and northern Europe, to permit more local access and non-motorised travel
- the Active Travel programme, which has been at the forefront of work promoting cycling and walking as effective ways of reducing physical inactivity and obesity, which costs the UK an estimated £10.7 billion (€15 billion) a year
- the Research and Monitoring Unit, which provides the statistical results of each project and, through analysis, advises on future actions.
- Our programmes help to deliver on government policies and strategies in areas including climate change, public health, community regeneration and quality of life. We would be pleased to provide further information as required.

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22 October 2010

Dear 

London Assembly Transport Committee's investigation into transport for the 2012 Games

Thank you for your letter to the Mayor of 30 September 2010.

We are grateful for the opportunity to contribute to the Transport Committee's investigation.

Londoners are already benefiting from the transport legacy of the London 2012 Games. Many transport projects brought forward by London's successful bid have already been delivered and the bidding process helped to ensure a long-term funding settlement for Transport for London's (TfL's) Investment Programme in 2004. In the current fiscal climate, it is worth considering how many of these schemes previously planned for after 2012 might never have been delivered had London not secured the Games. TfL's settlement in the 2010 Comprehensive Spending Review means that it will deliver all its transport commitments for the Games. Many of these projects are now up and running, connecting some of the Capital's poorest communities with greater employment and leisure opportunities.

Delivering transport for the Games and leaving a lasting legacy for London is a priority highlighted both in the Mayor's Transport Strategy and TfL's Business Plan. TfL shares London 2012's commitment to make these the 'public transport' Games, which will be achieved through a combination of additional capacity and service enhancements for spectator transport, information provision and demand management. The ODA is making a full submission to

your inquiry. This letter sets out how TfL is working with the ODA, LOCOG, the GLA and boroughs on securing a lasting legacy from the Games.

In common with other host cities, London is now moving from a construction and building stage to developing the operational strategies and structures needed to make London 2012 a success. Although TfL will continue to pursue the delivery of infrastructure projects on time and on budget, emphasis is rightly now focusing on how the Capital will keep moving, transporting spectators to and from the Games, while continuing with day-to-day business.

TfL continues to work well with the Olympic Delivery Authority and the London Organising Committee of the Olympic and Paralympic Games. As well as liaising closely on progress in delivering the background infrastructure schemes and schemes funded by the ODA, TfL has provided support for LOCOG in procuring Games Family vehicles and spectator ticketing and is achieving good integration with the ODA on travel demand management and Games Family transport as well as wider operational transport planning issues. In addition, we are working with the GLA to ensure London continues to operate around the Games and can maximise the opportunities that hosting the Games brings to businesses.

Infrastructure projects

The total value of schemes in TfL's Investment Programme that are related to the Games is around £6.5bn – these are known as background schemes. In addition, ODA has contributed to around £0.6bn of Games-specific improvements. The following 'background' schemes have been completed, with 2010 so far shaping up to be a real year of delivery for Games transport:

2005

- Extension of DLR to London City Airport

2006

- Addition of seventh car to every Jubilee line train
- Enlargement and refurbishment of Wembley Park Tube station
- Central line upgrade
- A13 improvements

2007

- North Greenwich Tube station congestion relief
- Refurbishment of DLR railcars
- Waterloo and City line upgrade
- Second platform at Stratford DLR station

2008

- Extension of Piccadilly line to Heathrow Terminal 5

2009

- Extension of DLR to Woolwich Arsenal
- Additional 33 DLR railcars for three-car services

2010

- DLR delta junction grade separation
- DLR three-car project (Bank to Lewisham)
- Phase 1a of the East London Transit
- Network instrumentation on the Olympic Route Network/Paralympic Route Network
- Extension and reopening of the East London Line
- New rolling stock for East London Line and North London Line
- DLR three-car project (Poplar to Stratford)
- Step-free access at Southfields Tube station used for Wimbledon 2010
- King's Cross St Pancras redevelopment completed

In 2011, TfL will have also delivered the upgrade of the Jubilee line, the upgrade of stations on the North London Line and step-free access at Green Park Tube station, while further station modernisations on the Tube will continue into early 2012. In addition to these projects, the ODA has provided funding towards schemes that are specifically beneficial to Games transport. The following ODA-funded schemes have been delivered by TfL:

- Resilience of DLR west route (Bank to Lewisham) in March 2010
- DLR three-car extension (Polar to Woolwich Arsenal) in June 2010

Further projects to which the ODA has contributed funding to be delivered in the next 18 months include:

- Upgrade of Stratford Regional Station
- Extension of the DLR to Stratford International;
- Additional 22 rail cars on the DLR;
- DLR three-car extension (Custom House to Beckton);
- Implementation of the Transport Coordination Centre;
- Enhancements to the London Cycling Network
- Enhancements to walking routes into the Olympic Park.

City Operations

In 2012, it will be 'business as *unusual*' in the Capital. To ensure London can make the most of the Games and all the events and festivities, including Live Sites, happening in 2012, TfL – through GLA City Operations – is working with the Mayor and boroughs so that businesses and residents can plan ahead effectively, drawing on integrated sources of information. A particular focus in

recent months has been work with the freight logistics sector so firms are prepared to adapt their delivery pattern, keeping the Capital working in 2012.

Olympic Route Network and Paralympic Route Network

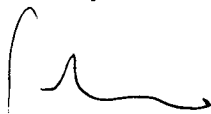
The ORN/PRN, which was announced by TfL and the Olympic Delivery Authority in July 2010, is a temporary network of principal roads along which athletes and officials will travel and has been designed to help the people who are essential to the successful delivery of the Games get to the venues. It will also ensure that millions of Londoners are able to go about their business with as little disruption as possible during the Games. TfL has been working closely with the ODA on the detail of the ORN/PRN not least to ensure the two and a half per cent of London's roads have been designated as part of the ORN/PRN will be roadwork free for the duration of the Games.

TfL is working with the relevant London Boroughs, highways authorities and major utility companies on Project Clearway 2012 to ensure there are no disruptive planned roadworks on the Olympic Route Network and Paralympic Route Network (ORN/PRN) and key diversion routes from the beginning of June 2012 and for the duration of the Games. Project Clearway 2012 involves the preparation of contingency plans between utility companies and highway authorities for unforeseen emergency roadworks, such as a burst water main, during the Olympic period. These plans will ensure that any emergencies that do occur are dealt with promptly, with engineers attending on site to repair and return roads to use as quickly as possible.

Locking in the Games legacy

Many of the Games-related and Games-specific schemes complement other TfL priorities. The Mayor's Transport Strategy (MTS) has a commitment to produce a Transport Legacy Action Plan and monitoring programme to ensure the benefits of the legacy of the 2012 Games are fully maximised and that transport interventions support the principle of convergence. For example: ensuring that enhanced cycling routes into the Olympic Park and new Barclays Cycling Superhighways and Cycle Hire, will bring about a cycling revolution in London; and improvements to the West, North and East London Lines and the further extension of the East London Line to Clapham Junction leave London with a long-awaited orbital railway, linking 20 of London's boroughs. TfL has started to produce this action plan in consultation with the Host Boroughs and wider east London boroughs.

Yours sincerely



Peter Hendy



Metropolitan Police Authority

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Fax: 020 7202 0200
Email: Caroline.Tranter@mpa.gov.uk**

Valerie Shawcross
Chair of the Transport Committee
London Assembly
City Hall,
The Queen's Walk
London, SE1 2AA

22 October 2010

Dear Valerie

I write in response to your request for submissions to the London Assembly Transport Committee's investigation in to transport for the 2012 games. You will not be surprised to hear that the MPA/S has a particular interest in delivering for a safe and secure London 2012 Olympic games and has taken a lead role in the planning on behalf of the Home Office.

As a Police Service the responsibility for 2012 Olympic transport security has been led nationally by the Olympic Transport Security project under the direction of ACC Steve Thomas (BTP). This project has recently been assisting venue delivery teams in the planning and risk assessment of transportation to and from individual venues. This work is due to be complete in June 2011.

In order to better focus on individual and sometimes distinct issues of different types of transportation the Transport Security Project has commissioned four "transport modal groups". These groups are Rail, Maritime, Air and Road and each is led by an experienced senior officer of ACPO rank who has a specific knowledge and portfolio for that mode. For example the Air group is led by the ACPO lead for Air, the Maritime group by the ACPO Maritime lead and the Rail group is headed by ACC Thomas himself with his BTP/rail hat in place. These groups have all been meeting for some time, consulting with partners, assessing risks and advising on mitigations – this includes areas both within London and nationally.

The issue of the roads has always been one of the most complex to consider, in terms of scale, diversity of type of road, lack of formal controls of users already being in place (an issue not present in the other modal types) and potential vulnerability. The Roads modal group was originally led by Commander Shabir Hussain and a decision was taken earlier this year to divide the responsibilities of the group between Commander Mark Gore (STC formerly TOCU) and ACC Stuart Donald (Humberside Police – ACPO lead for Olympic Roads).

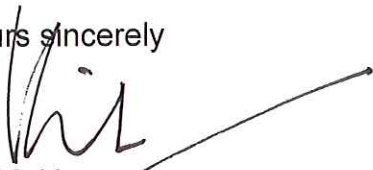
There are clear benefits to this division of responsibility as the issues on the roads within London are likely to be somewhat different to those affecting other parts of the country. The two leaders are keeping in close contact and sharing their work moving forward. Issues which affect policing of the roads in general, as opposed to the Olympic Route Network, are likely to be progressed through the normal ACPO roads channels.

The Olympic Policing Co-ordination Team have also responded to the ODA Transport Plan giving their views from a policing and safety and security perspective and will also be providing a detailed response to the future iterations of the plan.

You will be aware that the MPA has an Olympics sub-committee, chaired by Dee Doocey. Out of necessity, in recent months this committee has had to focus on ensuring there is effective scrutiny of the business cases being submitted to the Home Office to ensure the necessary infrastructure is in place in order to deliver the security plan. However, in future, as their agenda becomes more flexible, scrutiny of transport security plans will be undertaken.

In your letter you invite contributors to raise any concerns they may have with regards to the issues covered by your investigation. It is true to say that the MPAS do have some concerns in relation to transportation at the time of the Olympics and we are primarily seeking to address the safety and security issues through the processes outlined above.

Yours sincerely



Kit Malthouse
Chair of the Metropolitan Police Authority

*Do let me know if you need
anything else.
Best
K.*



Hugh Sumner
Director of Transport
Olympic Delivery Authority
Level 23, One Churchill Place
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E14 5LN

Reply To: Cllr Terence Neville
Cabinet Member for Environment
and Street Scene
Members Room, Civic Centre
Silver Street
Enfield EN1 3XD

Tel: 020 8351 1352

Fax:

Minicom: 020 8379 4419

Email:

My ref:

Your ref:

Date: 16th March 2010

Dear Hugh,

Consultation on the Transport Plan for the London 2012 Olympic and Paralympic Games (Second Edition)

Thank you for the opportunity to comment on the above Transport Plan.

In general, the Council supports the staging of the Games in London and is committed to playing its part in making the event and the supporting cultural activities a success.

Transporting the Games family and the spectators to and from the various venues is clearly a huge challenge and there are many aspects of the Plan that appear well designed to meet this challenge. I am also pleased to see that one of objectives of the Transport Strategy is to keep London and the UK moving during the Games. This is clearly, important to us as it is vital to ensure that residents and businesses in Enfield can continue to move about with as little inconvenience as possible.

However, there a number of particular issues that I would like to highlight:

The Olympic Route Network (ORN)

We raised a number of queries and made a number of suggestions about the ORN back in 2009. I am pleased that many of these were accepted and the ORN subsequently amended. I understand that our suggestion of using the A10 and A121 (rather than the A1055 and A1010) as the Alternative ORN for the White



Water Canoe Centre in Broxbourne is also likely to be accepted. However, in case there is an uncertainty, I want to reiterate the need to amend the ORN Designation Order to make the above change. Bullsmoor Lane (the A1055) is the only link between the M25 and one of London's major employment and logistics centres in Brimsdown. This route to the M25 is already severely congested and any measures that reduced the capacity along this corridor, even for short periods of time, would have a severe impact on local businesses.

Enfield also has a number of Training ORN routes. Of these, Fore Street (A1010) is the greatest concern as it passes through a District shopping centre and needs to cater for on-street parking, loading and unloading, as well as the movement of traffic and buses. It is essential that the ODA therefore continue to liaise with officers at Enfield to ensure that any additional measures are proportionate and do not adversely affect the ability of residents and traders to go about their daily business.

Car Parking

I entirely support the idea of everyone travelling to the Olympic Park by public transport. However, I remain doubtful whether this is a realistic objective and am concerned that some 'railheading' will occur involving people driving into Enfield and completing their journey to the Olympic Park using the Lee Valley Line. Whilst I appreciate that the number of people driving to stations in Enfield maybe hard to predict, I do think that the Transport Plan needs to consider possible mitigation measures for discussion with our officers.

The provision of the strategic Park and Ride sites at Redbourne in Hertfordshire and at Lakeside and Bluewater are welcome and will provide a realistic option for many travelling from outside the Greater London area. I also note that "some form of temporary, bus-based park-and-ride operation" is proposed as part of the transport proposals for the White Water canoe Centre in Broxbourne. Given their proximity, it is essential that Enfield is fully consulted as these proposals evolve.

Rail Strategy

The Plan correctly emphasises the importance of rail in transporting people to and from the Games Venue, particularly the Olympic Park itself. Whilst I welcome the planned infrastructure improvements I am not convinced that enough is being done to ensure that local people will be provided with attractive rail services during the Games. In particular, I note that the Plan seems to suggest (in Figure 6.10) that frequency of local services will not be improved during the Games period.

In my view, the off-peak frequency on the line between Enfield Town and Liverpool Street (2 per hour) and the local service on the Lee Valley Line (2/3 per hour) are currently inadequate. Serious consideration therefore needs to be given to improving these local services to ensure that local residents have good access to the Games by rail.

Cycle Links

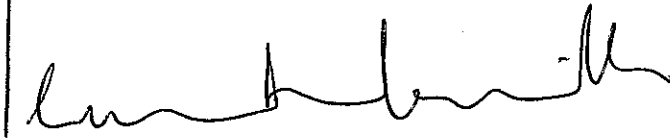
Whilst I do not expect a large number of people to cycle to the Games venues from Enfield, I am pleased with TfL's recent decision to fund improvements to the section of National Cycle Route 1 that runs through the borough. We will work with British Waterways and other partners to ensure that the towpath improvements are in place to provide this high quality cycle route to both the Olympic Park and the White Water Centre in Broxbourne.

Size of the Games Family

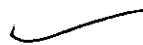
Enfield raised concerns in its response to the ORN consultation about the size of the Games Family and the additional, unnecessary, impact this could have on traffic movement across London. I remain of the view that a Games Family of 77,000 people is excessive and, in particular, that the number of 'Marketing partners' included in the Games Family (25,000) should be reduced.

Finally, I look forward to continuing to work with the ODA as the Transport Plan evolves so that we can play our part in ensuring that the Games are a success. In the meantime, please contact David Taylor (tel: 020 8379 3576 or email: david.b.taylor@enfield.gov.uk) if you want to discuss any of the above issues further.

Yours sincerely



**Councillor Terence Neville OBE JP,
Cabinet Member for Environment and Street Scene**



London Assembly Transport Committee's investigation into transport for the 2012 Games

Submission by Islington Council

Islington Council is a strong supporter of the London 2012 Olympic and Paralympic Games. It has recently signed an agreement for the Sobell leisure centre to be a training venue for Olympics volleyball.

The core Olympic Route Network (ORN) does not go through Islington. City Road and Pentonville Road are included in the alternative ORN. St Paul's Road, Balls Pond Road and Holloway Road from Highbury Corner to Seven Sisters Road are part of the training ORN; this is for athletes and officials travelling to and from the Sobell leisure centre. Newington Green Road and Newington Green form part of the training ORN for athletes and officials travelling to and from the Clissold leisure centre in Hackney.

Islington Council is an active member of the Clearway 2012 group, which is made up of network managers across the London boroughs and the utility companies and whose aim is to keep all Olympic routes open. The group coordinates advanced utility and highway works as well as drafting options to clear street obstructions and manage the routes.

Earlier this year the council responded in detail to the second edition of the Olympic Transport Plan.

Islington council has four concerns about the current transport plans:

1. There is a lack of information about the impact of the Games on transport in London, despite requests for it
2. Insufficient planning has been undertaken about the impact of the Games on transport in London
3. The cost to local authorities of the Games
4. The adverse impact on other transport priorities.

Lack of information

There is a lack of adequate information about how the core, alternative and training Olympic Route Networks will operate and how they will be enforced. Although no part of the core ORN is located within Islington, we are concerned that traffic and parking will be displaced from the ORN onto our already highly congested streets. It is therefore crucial that the ODA fully engages with the relevant London local authorities including Islington Council.

There is a lack of information regarding the timing and routes of on-street events and the torch routes, which is severely hampering planning of works, diversionary routes and the preparation of traffic orders. Delegates at Clearway conferences regularly ask the Olympic Delivery Authority (ODA) about these routes. The ODA representatives always reply that this information should come from the London 2012 Organising Committee for the Olympic and Paralympic Games (LOCOG), but it still has not been given.

Clearway 2012 was promised that this information would be available in April 2010 but it has still to be delivered.

Although we have established a single point of contact for highway related issues, the various departments within ODA continue to send letters concerning routes and related matters to a variety of officers.

Insufficient planning

The alternative ORN is wholly under the jurisdiction of Transport for London (TfL) and, although severe congestion will be inevitable because of insufficient road widths, this will be managed by TfL, who have yet to predict the impact on local roads.

We are concerned that St. Pauls Road, Balls Pond Road, Newington Green Road and Newington Green cannot be both a dedicated Games route on the training ORN and a “business as usual” route. Alternative routes have been suggested but were rejected by the Department for Transport in a report dated 15 June 2009.

The North London Line stations within Islington will provide direct access to the Olympic Park in a journey that will take less than 20 minutes. The council is therefore concerned that parking pressures around these stations may be exerted during the Games. This particularly applies to Highbury and Islington station. Though we recognise that the Games’ organisers aim for spectator travel to be car free, nevertheless we believe that spectators travelling 100 to 200 miles will come by car, ignore the out of town Park and Ride schemes, and will attempt to park at a convenient station such as Highbury & Islington, which is a prominent station on the A1.

It is recognised that the ORN is time affected and Clearway 2012 has always asked that they be kept informed of ticket sales at each venue. There is little merit in targeting resources at events which will not attract large crowds. Similarly venues which regularly host major events such as Lord’s and Wimbledon will already be well versed in dealing with large numbers of spectators. Their existing crowd control measures should be adopted as they are tried, tested and found to be successful.

Joint planning is needed with the sponsors of large scale construction projects including Crossrail particularly where routes for construction traffic have been agreed. Construction routes are agreed to keep traffic away from sensitive areas, and it is important that the implementation of the ORN does not displace construction traffic into these areas.

Cost

If the London councils incur any costs associated with the implementation of the ORN or mitigation of its impacts, we expect these costs to be reimbursed by the ODA or TfL.

We are concerned that all local highway authorities involved in any on-street London 2012 event are expected to pay for traffic orders and all traffic management, which includes placing and maintaining signs and barriers. This will probably run into a six figure sum for most London councils.

Adverse impact

Preparation for the Games means that key local transport priorities including the removal of the gyratories at Highbury Corner and King's Cross have been put on hold. The council is extremely disappointed by this. It is crucial that planning for the Games does not get in the way of delivering longer term priorities, and adequate resources need to be provided for both.

ENVIRONMENT AND REGENERATION DEPARTMENT

Chris Lee, Director of Environment and Regeneration

Laura Warren
Scrutiny Team
6th Floor
City Hall
The Queens Walk
London SE1 2AA

Sustainable Communities
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX

Direct Line: 020 8545 3830
Fax: 020 8[Type fax no here]

My Ref : ES/CGC
Please Ask For: Chris Chowns
Your Ref: [recipient's reference]

Date: 28 October 2010

Dear Laura Warren

Re: London Assembly Transport committee's Investigation into Transport for the 2012 Games

I refer to your letter dated 30th September 2010 seeking comments from boroughs and other stakeholders into the preparation of the Games Transport Plan.

Overall the scale and impact of the Games in Merton is expected to be relatively modest compared the five main Olympic boroughs. Therefore the level of contact to date with the ODA and other delivery teams has probably been commensurate with our needs.

That said, Merton is fortunate as the Wimbledon Tennis Tournament venue is already a world class sporting event/brand in its own right. As a result transport management practices are well established and tested. Mechanisms are also in place to review operations on a yearly basis. Therefore, given the reduced scale of the tennis event compared to the annual Wimbledon Tournament, no significant problems are expected around the actual venue. However, transport management of the Games event will take on a different appearance as spectators will be encouraged to make greater use of public transport facilities in accordance with the Games vision of a "green" Olympics. Therefore it is vital that these impacts are properly understood and arrangements modified accordingly to ensure traffic continues to flow.

Although Wimbledon Station is not the primary destination for tennis spectators (this role is taken by Southfields Station on the District Line) considerable numbers are still expected to choose Wimbledon as their arrival point due to its interchange opportunities with National Rail, underground and

the Tram services. Wimbledon is also a shopping/leisure destination in its own right.

The situation is further complicated by ongoing Council proposals to deliver major accessibility and public realm improvements to the Station forecourt and its immediate highway environment to make Wimbledon a gateway fit for the Olympics.

Although the proposed Merton scheme is being designed to be a flexible space in respect of potential Games issues. The borough now requires greater clarity as to how the temporary shuttle bus services to and from the tennis venue will operate and their frequency together with how this will operate alongside the adjacent taxi rank within the changed arrangements.

There has also been some discussion regarding the possible closure of Church Road (adjacent to the venue site), which may cause us unforeseen problems in respect to the planned Shuttle buses and coach parking operations. It is therefore important that this option is clarified quickly and included within the event testing next year.

So as not to compromise an already demanding delivery timetable for the Council's town centre improvements any live event testing needs to be co-ordinated to coincide or immediately follow the Wimbledon Tennis.

Penalty Charge Notice (PCN) Enforcement of ORN

The potential issues here relate not so much to the physical enforcement of the Games themselves, but to ensure the correct legislative and procedural processes are in place so that boroughs have sufficient time to procure and modify their management systems. Whilst it is accepted that a lot good work has already been done or is being progressed, the timescale for this is rapidly slipping away.

More specifically the concerns which indirectly link to this issue can be broadly summarised as follows:-

- Lack of clarity regarding progression/cost of Olympic PCN's to Charge Certificate stage – A new progression path will be required that does not follow the same price increases with time (Notice to Owner, Charge Cert).
- Variation of Procedures - Unless separate legislation is being set up there are legislative procedures in place that Council's are required to follow (NtO, Charge Cert) before our final option of passing the debt onto the bailiff service.
- There are issues surrounding the availability of PCN contravention codes and/or suffixes, which are closely associated to short comings identified with the existing processing systems. Specific problems revolve around the possibility of allowing dual suffix codes (currently a single lower case letter) or the processing systems being able to recognise upper and lower case letters and concerns that this would confuse both the public and enforcement officers.

The Council has recently expressed these issues within its response to the ODA's recent PCN consultation on the ORN.

Although I understand that discussions are ongoing with London Council's in respect to the above PCN processing concerns they nevertheless need early clarification.

I hope you will find the above comments/observations helpful in your deliberations. However, if you have any further queries please do not hesitate to contact me colleague Chris Chowns on 0208 545 3830 or email: chris.chowns@merton.gov.uk

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Yours sincerely

Chris Chowns
Principal Transport Planner



Federation of Small Businesses
2 Catherine Place
London
SW1E 6HF

T: 020 8532 2270

M: 07595 284 292

E: Hannah.holdroyd@fsb.org.uk

DATE October, 2010

Re: London Assembly Transport Committee's investigation into transport for the 2012 Games

We write in response to your call for evidence for the transport plans for the London 2012 Olympic and Paralympic Games.

The Federation of Small Businesses is the UK's largest campaigning pressure group, promoting and protecting the interests of the self-employed and owners of small firms. It is non-profit making and non-party political. Formed in 1974, it has 215,000 members across 33 regions and 230 branches.

In London, the Federation's policy work is overseen by the London Policy Unit which consists of members who are interested in the development of policy issues and lobbying, to secure a better deal for London's small business community. In London we represent the views of the 7,000 FSB members in Greater London, drawn from London's micro and small business communities, as well as the wider community of 600,000 self employed and small businesses owners.

We are and have been extremely supportive of the Olympic and Paralympic Games and the unique opportunities they can bring to London.

However, we believe there are a number of issues outstanding, particularly relating to transport, which we believe need greater clarification and transparency in order for the business community to best prepare for the Games. With less than two years to go until the Games, now is the time for businesses to start thinking about how they can best plan, to both take advantage of the many benefits the Games will bring, and to mitigate for the impact the Games will have on everyday life.

We would appreciate it if the committee could, in order to identify the impact of the Games, help bring clarification to some key issues about which many businesses still have concerns. This will help avoid confusion during Games time.

- The Olympic Route Network and its impact. The confirmed route and implementation times of the ORN are still very unclear.
- Penalty notices on the ORN. Many businesses are concerned about how penalties will be collected and what the appeal process will be.

- We would appreciate an insight into whether excessive provision is being made for the Olympic family. The majority of athletes will be based very close to the main venues, and whilst we fully appreciate the need to ensure the safe and quick transportation of officials, we are concerned that unnecessary provision is being made for associated dignitaries, who are not actually involved in the Games.
- Movement of goods and freight. We are concerned that any restrictions and limitations made on deliveries assume a 24 operations culture that does not exist for many of London's businesses. Night time deliveries are useful for taking the pressure off daytime delivery slots, but should not be seen as a one size fits all solution.
- Additionally, the concern for many businesses is how they will transport goods and services, rather than freight, and we fear insufficient provision is being made for this,
- We also remain concerned about how information about travel and movement of goods, services and freight during the Olympics is being disseminated to businesses.

We would be happy to survey our members as necessary to provide information on these issues, and particularly on the issue of how much information they feel they have received about travel planning for the Olympics, as we feel that would be particularly helpful.

We hope that you will consider our attendance at the meeting on November 3, where we can represent the views of our members, including our survey work and evidence to help shape your thoughts on further steps needed, and the further questions that will need to be put to the ODA and other related organisations on 12 January.

We look forward to hearing from you, and if you have any questions please do not hesitate to contact us.

Kind regards

Hannah Holdroyd
London Policy Officer
Federation of Small Businesses

The potential impact on public transport and how demand for public transport should be managed

- The Games are an ideal time to encourage regular tube and bus users to walk for more of their journey. The Transport for London statistic about [109 journeys between central London tube stations being quicker to walk](#) is a good one to deploy here. Living Streets and perhaps others such as walkit.com would be likely to be interested in promoting this messaging, and this should be integrated into journey planners and publicity

The transport arrangements for spectators of the 2012 Games including the 'park and ride' service and encouraging more walking and cycling

- It was unwise to promise such short journey times across London which are now only going to be possible with lanes that deliver consistent high speeds without interruptions, causing considerable disruption to pedestrians.
- All pedestrian crossings suspended should be reinstated immediately after the Games. Pedestrian crossings should only be permanently removed in order to replace them with facilities that offer a clearly improved, safer experience to all pedestrians and which have been designed and sited in consultation with pedestrians.
- Some pedestrian crossing timings are going to be reduced and this is only 'likely' to be limited to the TfL standard minimum, which itself is not always adequate for vulnerable road users. A commitment should be made that no pedestrian crossing timings will be reduced below the TfL standard minimum timing, and that all pedestrian phase timings will be reinstated to their original time or an increased time after the Games.
- Adequate space for walking must be maintained. The available space can particularly be increased at minimal cost and without negative impacts on the ORN by a programme of decluttering - the removal of unnecessary signs and street clutter as recently called for by Secretary of State for Communities and Local Government – on all footways alongside ORN routes.
- Signage should be placed well in advance of any planned diversions or disruptions to pedestrian routes in order to minimise inconvenience. Signage, and associated communications and publicity, should convey to pedestrians why they are having to change their route, clearly signal alternative routes and encourage them to continue to walk.
- Traffic free routes like the Jubilee Greenway should be adequately promoted before, during and after the Games.



22nd October 2010

Valerie Shawcross AM
Chair of the Transport Committee
London Assembly
City Hall
The Queens Walk
London
SE1 2AA

Dear Valerie Shawcross

Ref: London Assembly Transport Committees investigation into transport for the 2012 Games

Thank you for providing British Waterways with an opportunity to provide information which may help support your investigation into transport planning for the 2012 Games.

British Waterways (BW) owns and manages 110 miles of inland waterways and docks (including London Docklands) in London and is navigation authority for the tidal River Lea between Canning Town and Three Mills in the London Borough of Newham. I attach a map which identifies the waterways under BW's jurisdiction.

Over the past five years BW has overseen over £60m of infrastructure investment in the Lower Lea Valley to support the regeneration of the inland waterways of the East End. Work has included building a new lock and water control structure to support the regeneration of the Olympic Park at Three Mills, towpath resurfacing to improve opportunities for walking and cycling, dredging the rivers of contaminated silt and refurbishing locks and waterway walls to improve the area for visiting boats, water buses, water taxis and freight.

Currently BW is undertaking over £2m of towpath refurbishment (part of TfL's Strategic Olympic Cycling and Walking Route Enhancement programme) immediately adjacent to the Olympic Park on the River Lee Navigation towpath and Hertford Union Canal to improve cycling and walking routes to the Olympic Park venues.

1) Cycling and Walking to the Games using riverside paths.

The towpaths closest to the Games venues have been fully refurbished to provide safe, flat, accessible and attractive routes from the north – (Tottenham) from the south (Docklands and Limehouse) and the west from Kings Cross, Paddington and beyond. The towpaths at their widest are c. 2.5m and at their narrowest c. 1.5m. Safe and responsible cycling is promoted through BW's code of conduct and the 'Two Tings' campaign supported by Sustrans and TfL. Increasingly the towpaths are being used by cyclists riding bikes from the Barclays Cycle Hire Scheme.



Six million people live within 15 minutes walk of London's towpaths, over one million cyclists use the towpaths each year, a number which is growing as routes are improved and awareness of the towpath network increases. Over 34 million visits to London's canals are made each year.

Key Issue

The River Lee Navigation and Limehouse Cut towpath are key strategic north south routes stretching from the Thames to Hertford (through Hackney, Haringey, Enfield and Broxbourne) and used by many thousands of people each day to get to work, to get to points of interest and used as a safe, healthy recreational route. It has come to the attention of British Waterways that the Metropolitan Police Authority (MPA) and Olympic Delivery Authority (ODA) security are considering closing the towpath which runs adjacent to the Olympic Park for the duration of the Games due to security concerns. Closing and thus severing this continuous route for the duration of the Olympic and Paralympic Games will have a significant negative consequence on those people that regularly use the towpath, especially the residents of Hackney, Tower Hamlets and Newham. The experience of cycling and walking adjacent to the Park is part of the Games experience and should be a memorable opportunity for many thousands of people.

Whilst BW is fully cognisant of terrorism/ security risk, we believe the default position should be that the towpath remains open during peak times and is closed when mitigation measures are unable to counter the danger to people or property or are too costly to implement. The suitability of mitigation measures should be fully assessed and the probability and consequence of possible attack managed and reviewed before and during the Games. A decision to close the towpath should be taken by the police and security services with the support of the Greater London Authority and British Waterways in the event the risk of attack is too great for it to remain open.

Recommendation

A comprehensive risk assessment is undertaken to investigate risk, probability, consequence, mitigation and cost / benefit to determine whether or not the towpath adjacent to the Park / boundary fence should be closed at any time.

Mitigation measures should be considered which could include security officers stationed along the boundary fence, rigid inflatable boats patrolling the waterways adjacent to the Park, security screening at either end of the towpath prior to entry, closure of the towpath during night time hours.

2) Water Transport

Transport to the Games by water on London's canals can never be described as a mass transport option. However, both the ODA and BW recognise that it provides one of the quickest, safest, accessible and most reliable and enjoyable transport options to the Games.

The time it takes from Limehouse (adjacent to the Thames) to the Olympic Stadium is 30 minutes (4.5km) with no locks to transit. This could make it the transport of choice for people with reduced mobility, press and visitors / Olympic family wanting to make the journey to the Games a memorable and enjoyable experience.

This year British Waterways will install mooring infrastructure to accommodate a 30 minute scheduled water bus service operating between Limehouse Basin next to the Thames and Old Ford Lock adjacent to the Olympic Stadium. Called Water Chariots (a new venture

between Thames Executive Charters and Phoenix Properties) four boats will operate from Limehouse Basin each boat scheduled to carry c. 70 passengers. In addition, other boats will be berthed available for charter / private hire.

Routes to the Games also include options from King's Cross in the west c. 2hrs 20 mins (7 locks) along the Regent's and Hertford Union Canals and from Tottenham in the north 1hr 15mins (no locks) south along the River Lee Navigation. Whilst these routes may be attractive as recreational routes or used for corporate hospitality (restaurant boats), unlike the Limehouse option BW has currently had no interest from operators to use these routes.

Outside of the interest surrounding the Games, residents living on boats in the Lower Lea Valley and visiting boats to London use the canals on a regular basis.

In addition to the canals mentioned above, larger passenger boats can operate the tidal section of the River Lea between Greenwich and Three Mills Lock, a journey time of c. 30mins, however unless water levels in the River Thames are managed using the Thames Barrier, tide times will restrict the passage of boats along the Lea and Thames to times when navigation is possible (in the River Lea's case c.2hrs either side of high tide).

Key Issue

It has come to the attention of British Waterways that the Metropolitan Police Authority (MPA) and Olympic Delivery Authority (ODA) security are considering closing the River Lee Navigation which runs adjacent to the Olympic Park for the duration of the Games due to security concerns. This will have a significant detrimental impact on resident boats, visitors from the UK and abroad and businesses wanting to provide a Games water transport experience e.g. Water Chariots.

Whilst BW understands the security concerns we believe that the perceived threat has not been fully assessed and mitigation measures have not been fully considered. Access to and along the waterways is significantly different from access to roads. Access for larger boats can be fully controlled either at locks or using booms across the waterway. BW is prepared to delegate its statutory powers to the police to enable boats to be stopped and searched. Small rigid inflatable craft can be used for surveillance and boarding other boats. Larger vessels can be tracked and currently travel at no more than c. 4mph. Prior booking of passengers and vessels during the Games, exclusion or temporary restrictions on some vessel movement can be implemented.

Passengers on scheduled services can book in advance and be screened prior to boarding. Once in transit, boarding / alighting will not be permitted.

Private boats wanting to travel past the Park (onward journeys) could be screened and accompanied at set times.

BW is also concerned that a route into the Park for passengers alighting from the passenger vessels has not yet been identified. BW believes the ramp access from the River Lee Navigation at Old Ford to the Greenway would provide a safe and accessible entry point.

Recommendation

A comprehensive risk assessment is undertaken to investigate risk, probability, consequence, mitigation and cost / benefit to determine whether or not the River Lee Navigation adjacent to the Park / boundary fence should be closed at any time.

Summary

Walking, cycling and river trips to the Games are all soft modes of transport and will not have a significant impact on Games transport logistics. They do however contribute to visitors' enjoyment of the Games, the Games experience and the perception that the UK supports modes of transport which are healthy and sustainable.

Local people living close to or on the waterways in the Lower Lea Valley have a strong affinity for them and rely on them for recreation and regular journeys e.g. to work and centres of interest.

Prior to any decision on limiting the opportunity to access the waterways or towpaths adjacent to the Park, a full comprehensive risk assessment should be undertaken with the cost of mitigation and benefits being assessed. This should be undertaken with the involvement of key stakeholders to enable a measured and full accurate assessment.

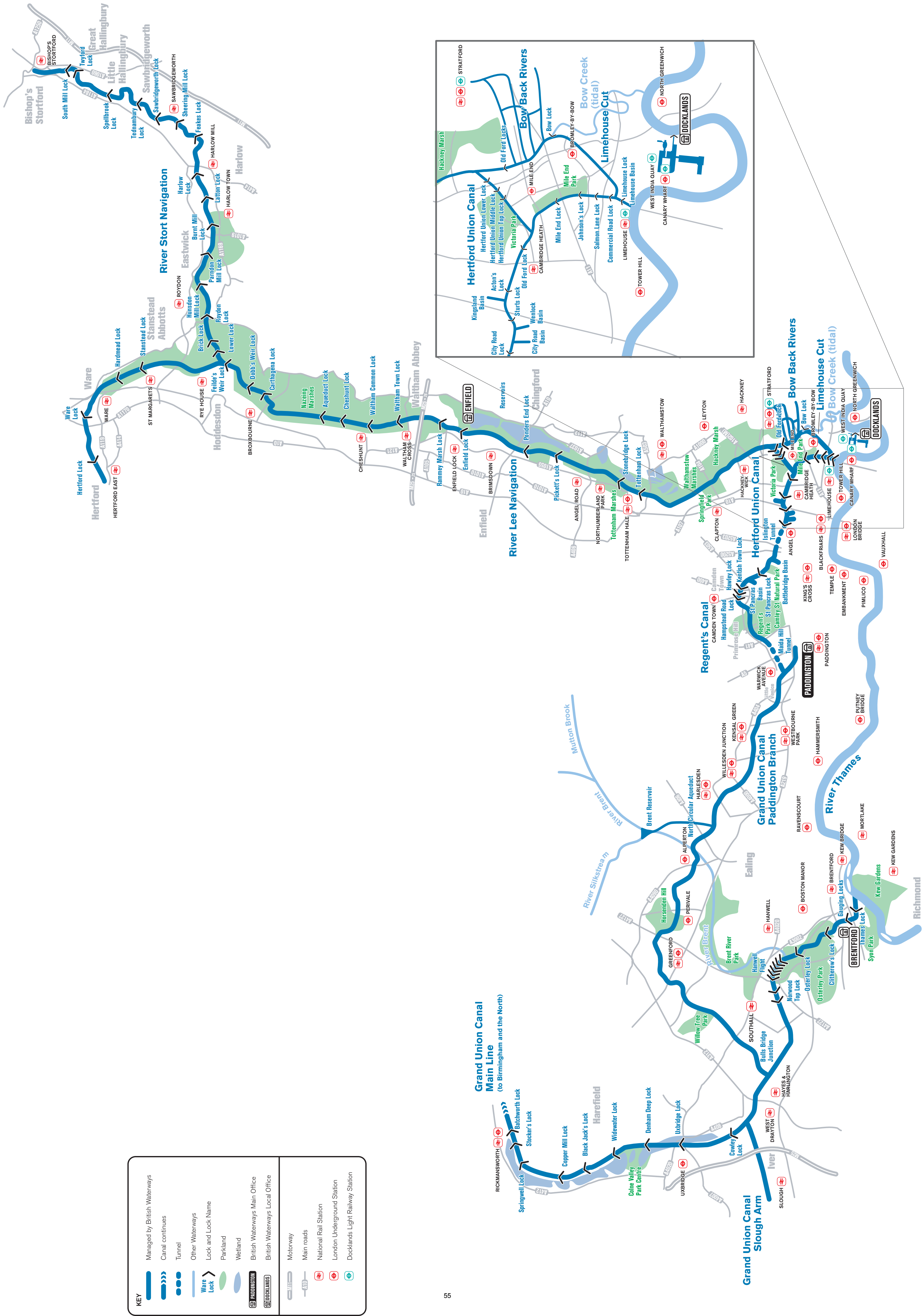
If you require any further information, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Rutter', with a horizontal line extending to the right.

Richard Rutter
Head of Regeneration – South

LONDON WATERWAYS



KEY	
	Managed by British Waterways
	Canal continues
	Tunnel
	Other Waterways
	Lock and Lock Name
	Parkland
	Wetland
	British Waterways Main Office
	British Waterways Local Office
	Motorway
	Main roads
	National Rail Station
	London Underground Station
	Docklands Light Railway Station

Updated ODA, TfL and LOCOG response to Transport Committee's request for further information, January 2011

The specific information requested by the Committee after its meeting in November is shown below in bold. The ODA has provided the responses relating to public and sustainable transport. TfL and LOCOG have provided the responses relating to the Olympic Route Network and Paralympic Route Network (ORN/PRN).

Further information on public and sustainable transport

An update on the ODA's assumptions for (a) overall travel demand on the public transport network and (b) demand around each London venue, for the 2012 Games, and the assumptions underlying these estimates.

Based on the latest LOCOG ticketing information, there will be an estimated 8.8 million tickets made available during the Olympic Games period, with around 800,000 tickets available on the busiest day. A further 2 millions tickets are expected to be made available during the Paralympics Games.

Of the 8.8 million tickets, approximately 70% comprise of tickets for London based venues (of which 33% of all tickets are for the Olympic Park), 19% comprise of tickets for football stadiums based around the UK (these include Hampden Park, St James' Park, Old Trafford, Coventry City and the Millennium Stadium) and 11% comprise of tickets for other UK venues (including Weymouth and Portland).

The key assumptions used to generate forecasts of the volume of spectators attending different competition venues are:

- The Competition schedule (including event start and end times at each venue across all game days);
- Venue gross seating capacities;
- Available spectator tickets per session;
- Venue arrival and departure profiles (based on transport capacities); and
- The likely proportion of spectators holding tickets for more than one session/venue per day (for Olympic Park and ExCeL) – Multi-ticketing.

The Office of National Statistics (ONS) undertook a quality assurance review on estimates for Games-time visitor numbers. They found that *'The ODA is currently the best source of forecasts with the only credible model for producing and updating overall estimates of visitor numbers* (London 2012 Games Time Visitor Numbers Prepared for the Government Olympic Executive: 5 May 2010). We therefore believe that that the forecasting approach is both reliable and robust.

The ODA along with TfL, Network Rail, central Government and other transport providers are also investing billions of pounds into London's transport system in order for it to cope with these additional numbers. However there are still going to be significant challenges in certain areas. This is where the Travel Demand Management (TDM) project sets out "to influence enough people, enough" in order to free up capacity on the transport system to accommodate the increased demand generated by the Games. Through the travel demand management programme, non-essential journeys will need to be significantly reduced in certain areas by reducing, rerouting, retiming or revising. The travel advice to business programme was launched on the 24 November 2010 and will work with businesses to reduce the number of trips that employees need to make. Those travelling to the Games will also be provided with travel information so that the routing of spectators can be managed.

The Transport Coordination Centre is a centralised facility that will coordinate Games time transport across the nations for the Games. This will help transport operators to effectively manage the transport network during Games time and ensure that spectators travelling to the Games arrive safely and securely.

Through the transport Games readiness programmes operators will ensure that all organisations, people and processes associated with transport operations for the Games are tested appropriately. Transport safety and security arrangements and aspects will also be tested and put in place to ensure that the transport network is able to cope with the additional people.

The contingencies being put in place to deal with any variance from these estimates.

Demand forecasts are built up from a series of assumptions about the numbers of spectators on each day, and their behaviour (as set out above). Whilst the assumptions used draw upon evidence and experience at previous Games and other sporting events, it is recognised that the London Games is a unique event, and the forecasting should reflect the risks associated with this.

The approach that has been adopted is to generate a *series of scenarios* that are believed to represent a range of outcomes. This has led to the creation of high, central and low forecast scenarios with the central case considered to be the best estimate based on information available at that time. It is also recognised that the high and low cases are plausible outcomes, and all three should be assessed during the planning of infrastructure and operations.

Whilst all three cases are based on an assumption that all tickets are sold and taken up, the variation between the forecasts is due to differences in assumptions relating to the numbers of spectators with tickets for more than one event on the same day, length of stay in London and the propensity for people to travel into London in the day of competition. There are also some differences in the arrival and departure profiles assumed at individual venues.

An update on the overall targets for walking and cycling, including specific targets for each venue.

The ODA has set mode share forecasts for walking and cycling and these vary from competition venue.

An overall target of 5% has been set for the Olympic Park.

Mode shares are based on a number of factors, which include:

- An assessment of available walk/cycle capacity and facilities at the relevant venues both existing and temporary;
- Observations of numbers of spectators cycling and walking to a range of sporting and entertainment events in UK and other Olympic events. This includes observations at stadia and events where cycle parking provision, routes and travel information is well provided for, such as the Emirates Stadium, St. Mary in Southampton and the World rowing championships at Dorney Lake amongst others;
- An understanding of Olympic spectator origins based on ticket sales. This relates to data on both spectator journey origins on the day of travel to a venue, and an appreciation of the geographical region where a spectator is travelling from to reach accommodation around a venue (e.g. within London, within the rest of the UK, rest of the world);
- An estimation of likely target market for spectator cycling based on the above; and
- Observations of the prevailing demand for cycling in areas with venues/where competitions are taking place, but particularly for those local cycling trips made to sports events and matches.

It should be mentioned that the forecast mode shares for walking and cycling are for journeys made ***all the way*** from spectators' accommodation to a competition venue. In addition to these journeys made

all the way as a single mode journey, some cycle journeys will be made combined with other forms of transport, particularly rail journeys.

We are strongly promoting and providing for spectators to walk and cycle to all venues. We hope that this will result in a significant increase in demand for cycle journeys compared to the number of cycle journeys currently made to major sporting events, even at those stadia where cycle parking and travel information is provided. We expect the Games to be used as an example of best practice in the future when planning for cycling journeys for major sporting events.

Any estimate on the number of visitors from other parts of the UK which the ODA is expecting to travel to London during the 2012 Games.

Appendix 1 shows maps that present the estimated regional distribution of tickets from the ODA forecasting Model and LOCOG's pre-registration for tickets registration.

London and the South East are expected to account for 65% to 70% of tickets, with the rest of the UK forecast to have 30% to 35 % of tickets.

Further information on the ORN/PRN

An update on (a) the likely overall levels of traffic across London and (b) the levels expected around individual venues during the 2012 Games, and the assumptions underlying these estimates.

As with all traffic management 'interventions', the success of the Olympic Road Network (ORN) and Paralympic Road Network (PRN) is based on the output of a strategic traffic model, informed by background traffic levels predicted for 2012 and predicted demand by Games family vehicles and from spectators. During the school summer holiday period, traffic on London's roads typically reduces by **approximately** 10%. The Games will introduce up to 3 million additional **trips** per day with an estimated **total** additional 20 million trips during the Games period. This increase in demand will be compensated for by a programme of travel demand management measures, the first of which were launched to businesses on 24 November 2010. TfL is planning for these measures to achieve a 20% reduction in background traffic levels, in order to achieve 'normal' traffic conditions in Zones 1 and 2, even with the additional trips the Games will generate. The assumptions represented by these analyses include the expected growth in traffic volumes between now and 2012, as well as the anticipated impacts of construction of large scale infrastructure projects, such as the Victoria Station upgrade and Crossrail.

Specific impacts at individual venues are being determined in order to inform the development of specific traffic management plans. TfL and LOCOG estimate that these impacts will be known by April 2011.

The specific commitments made to the IOC about Games Family travel, including journey times in between accommodation and venues, the number of cars that are going to use the ORN including a breakdown of the number of vehicles being provided by the ODA and the number of private vehicles being brought over for Heads of State; and how many of those vehicles will be low-emission.

In response, LOCOG has advised:

- the specific commitments made to the IOC about Games Family travel are set out in the candidate file from 2005, which after London won the Games becomes part of the Host City Contract between the Mayor and the IOC. The transport chapter of the file is available online at: <http://www.london2012.com/documents/candidate-files/theme-14-transport.pdf>. This is detailed and sets out the plans for Olympic Family transport. This includes journey times.

- Its whole fleet – car, bus and coach – are low-emission. They all meet the Euro VI emissions early.
- Less than 5% of journeys by all its client group will be by car. The car fleet is being supplied by BMW as part of their LOCOG sponsorship and provides LOCOG with 4,112 vehicles. These are leading-edge on emissions – BMW beat LOCOG’s target of 120g CO2/km. The Commission for a Sustainable 2012 Games has credited LOCOG’s deal with BMW as excellent. The fleet will also include 1,295 buses and coaches.
- At this stage, it only has a broad estimate of the number of Heads of State and Government expected to visit the UK for the Games – which is ‘more than 100’. They are invited by their respective National Olympic Committee or National Paralympic Committee nearer the time so LOCOG will not know the arrangements until much later.

The extent of some of the likely features of the ORN including the number of pedestrian crossings that are likely to be removed, and traffic lights re-sequenced.

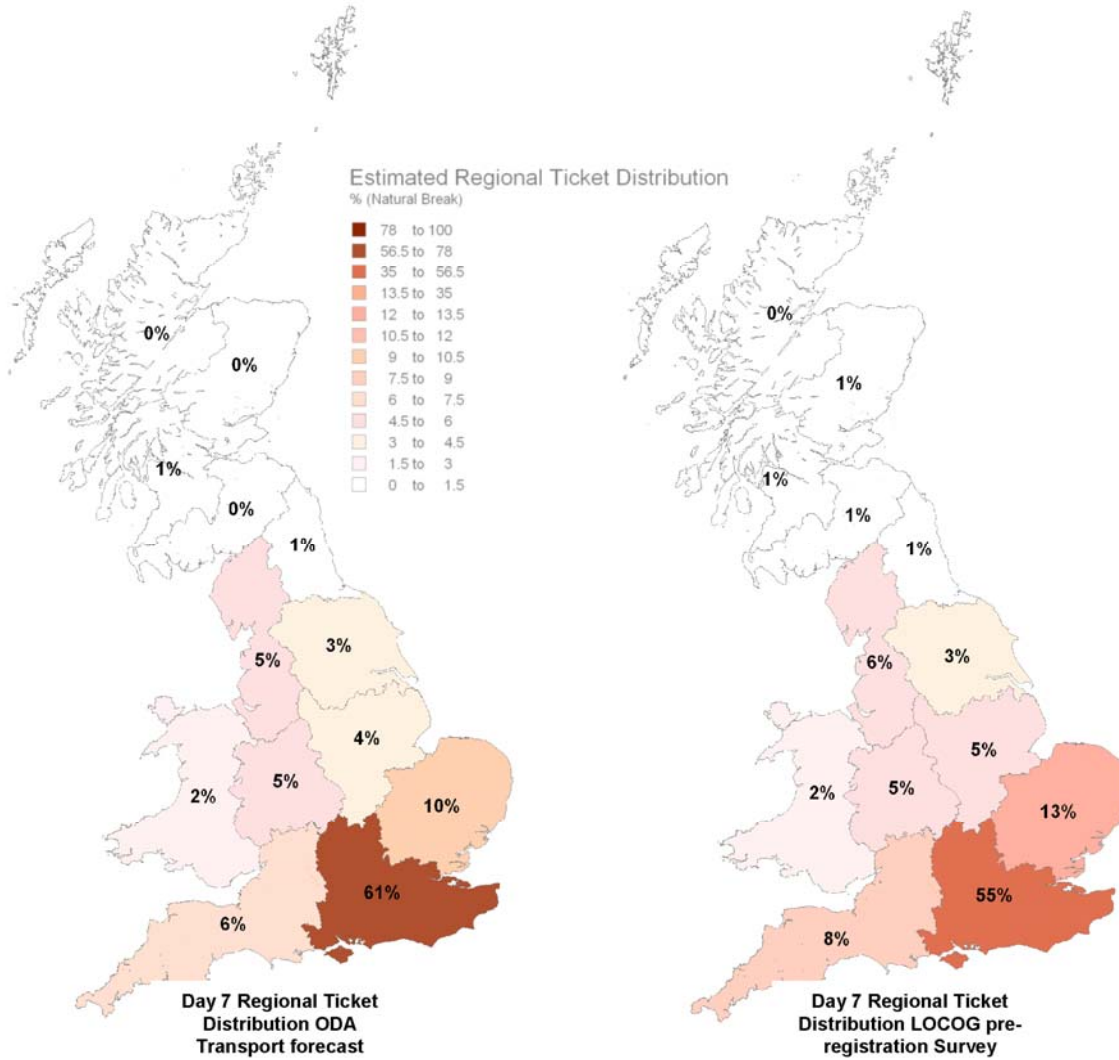
Details of the ORN measures required, such as Games lanes were published in July 2010 as part of the ongoing consultation on the ORN/PRN, in the “On Time” publication. Relevant documents are available on the 2012 website (www.london2012.com).

The principle ORN traffic engineering measures will include: traffic lanes solely for Games accredited vehicles, movement restrictions at some junctions, modification of traffic signal arrangements, closure of pedestrian crossings and the further sharing of bus lanes. The status of the current design is subject to alteration, through safety and modelling audits, consultation with stakeholders and continuing interface with other London 2012 event projects. Through this work TfL will need to ensure that the ORN delivers the journey time commitments made to the IOC. All traffic signals on the Olympic Route Network (ORN) currently operate under SCOOT (Split Cycle Offset Optimisation Technique) control, which means that timings dynamically alter minute by minute to cater for shifts in traffic patterns. In addition, further timing changes specific to the London 2012 Games will be required. To ensure the success of the ORN/PRN measures, a significant amount of manual intervention will be needed to traffic signal timings through TfL’s London Streets Traffic Control room. The control room will operate 24 hours a day with enhanced staffing throughout the Games period.

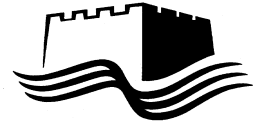
The maximum amount of time that temporary traffic orders will be in place for and the areas of the ORN/ PRN which will be affected for this length.

The time necessary for each ORN/PRN traffic order will be predicated on the needs of each road in the network. However TfL predicts that the maximum required will be from mid June to late September 2012. For the core and venue network used for both the Olympic Games and Paralympic Games, it is envisaged the network would be operational for the vast majority of this time. It is feasible that parts of this network could be stood down between the inter-Games period, however this decision is subject to Games Family needs, and is yet to be determined. It is anticipated that the Venue ORN required for the Olympic Games will be introduced a number of days prior to each event, which will be subject to the operational needs of the particular venue. It will be removed once the event is completed, which in some cases would be during the Olympic Games period.

Appendix 1 – estimated regional distribution of tickets from the ODA forecasting Model and LOCOG’s pre-registration for tickets registration.



LBTH Officer Response to the London Assembly's investigation into transport for the 2012 Olympic and Paralympic Games



These Tower Hamlets Council Officer comments are given 'without prejudice' to any other matters related to the 2012 Olympic and Paralympic Games.

Tower Hamlets Council welcomes the opportunity to assist with the London Assembly's investigation into transport for the 2012 Olympic Games.

The response below comprises officer comments.

1) Overall Strategy

Tower Hamlets Council is supportive of the ODA's aim of 100% of spectators travelling to and from the Olympic venues by walking, cycling and public transport.

To help achieve this aim, we welcome the investments in transport infrastructure that the ODA has made including:

- DLR three car extension project;
- East London line extension;
- Jubilee line upgrades; and
- NR Great Eastern line capacity enhancements.

These improvements will provide a lasting legacy of enhanced public transport for many of our residents and visitors and help deliver Tower Hamlets Council's sustainable transport and quality of life agenda.

However, we have concerns that elements of the Olympic Transport Plan may compromise the achievement of that objective and that the ODA could do more to mitigate the impact of Olympic Games spectator traffic on residents of Tower Hamlets.

2) Olympic Route Network

Tower Hamlets is dissected by the core ORN and temporary measures proposed to be introduced in the Borough include 24/7 Olympic Lanes throughout, modifications to traffic signals timing, changes to waiting and loading restrictions and many changes to permitted manoeuvres. In particular, the current proposals will ban all right turns on and off The Highway throughout Wapping that may force traffic to take lengthy detours. Officers have serious doubts as to the feasibility of these proposals and have requested that more robust proposals are developed which will facilitate better compliance and make diversion routes easier to understand.

Strategic modelling of the proposed changes to network capacity have indicated increases in traffic congestion are likely in the borough around Aspen Way, which is a main access for Canary Wharf, and that traffic will be displaced throughout Poplar with Devons Road identified as experiencing increased traffic flow. The modelling has also demonstrated that a reduction in background traffic of up to 30% is essential to enable the network to continue to operate efficiently yet no evidence has yet been provided of how this reduction can be achieved.

The Council is therefore extremely concerned about the following impacts on residents and local access:

- restricted vehicular access particularly to/from Wapping and the Isle of Dogs;
- traffic displaced onto local roads particularly in Poplar;
- congestion on DLR and underground services throughout longer periods of the day according to event start/finish times;
- reducing parking availability along The Highway;
- tighter enforcement of parking restrictions including along other TLRN routes;
- reduction in pedestrian crossing facilities along The Highway increasing road safety risk; and
- reduction in residential amenity if more night-time operations and deliveries take place.

In addition, Tower Hamlets Council officers would like to engage more fully with the ODA and TfL on the modelling of the ORN and would welcome greater input to ensure that the model gives an adequate representation of transport and traffic in conditions in Tower Hamlets.

The Council is also focused on maintaining its normal business operations and has the following concerns about impacts on Council Services and businesses:

- longer journey times for movement across the borough may require more resource to maintain the level of service for meals on wheels and Social care visits;
- restricted access causing changes to standard routes for regular transport related operations adding extra mileage costs;
- re-timing construction work, especially those affecting the public highway, to avoid peak times;
- changing operations and delivery times to night-time with associated impacts on noise pollution;
- potential need to set up local satellite offices to reduce additional costs on services and facilitate ease of local access avoiding ORN; and
- maintaining services whilst encouraging more flexible working patterns to facilitate the required 30% reduction in background travel, for example working from home, compressed hours etc.

3) TfL London Cycle Hire scheme

Since opening in July 2010 the TfL Cycle Hire Scheme has proved to be an extremely popular new form of public transport in London. The ODA should revise their Olympic Transport Plan to fully integrate the potential of the TfL Cycle Hire Scheme to transport spectators to the Olympic venues, not just in central London but to the Olympic Park. Such a measure could reduce strain expected on the rail lines serving the Olympic Park and introduce a much wider audience to the TfL Cycle Hire Scheme and cycling in London

4) Cycle Parking and related facilities

Tower Hamlets Council officers have concerns over the provision, access and arrangements for cycle parking at the Olympic Park.

The ODA estimate for the number of daily cyclists to the Olympic Park (which is arguably low anyway given the strong growth in cycling in London in recent years) (3,455) exceeds the provision of cycle parking in the two transport malls located on the Olympic Park by over 50% (2,200 spaces). Alternative provision is provided in the form of 5,000 spaces in Victoria Park.

Tower Hamlets Council officers anticipate that cyclists will choose the cycle parking located in the transport malls at the Olympic Park before other locations, the ODA should strive to ensure that spectators will have sufficient information before making their journeys regarding the alternative cycle parking facilities located in Victoria Park.

For cyclists who travel to the cycle parking in the two spectator transport malls, an adequate number of 'Games makers' should be trained and available on-site to effectively direct cyclists to the cycle parking provision in Victoria Park.

In addition, there is currently a lack of information on the route the ODA expect cyclists to use when travelling from the Olympic Park to Victoria Park, how much traffic is expected on that route and how it will be managed in the most optimum way.

We are also concerned that as this route is also designated as a key pedestrian route into the Olympic Park, high volumes of cyclists may conflict with pedestrians.

5) Electric Vehicles

While 100% of spectators will hopefully travel to Games venues by public transport, walking or cycling, a significant amount of car traffic will be generated by the travel needs of the 'Games Family.' The Olympic Transport Plan currently has no details on how the environmental externalities of this traffic will be mitigated.

To help tackle the environmental impacts of this traffic, the fleet used to provide car services to the Games Family should be of the highest environmental standard, in particular, the potential for electric vehicles to form a significant part of this fleet should be explored.

In support of electric vehicles in the Games Family fleet, and to allow blue badge holders with electric vehicles to charge their vehicles while they attend events, the ODA should consider installing electric vehicle charging facilities at all Transport Malls at the Olympic Park.

Contact officers

Richard Finch, Strategic Transport Planning Team Leader, Major Project Development, Planning & Building Control, Development & Renewal, Tower Hamlets Council / email: richard.finch@towerhamlets.gov.uk / tel: 020 7364 2541

Jack Ettinger, Strategic Transport Planning, Major Project Development, Planning & Building Control, Development & Renewal, Tower Hamlets Council / email: jack.ettinger@towerhamlets.gov.uk / tel: 020 7364 2542

02 November 2010

Comments from officers at the London Borough of Camden, 24 December 2010

Hi Laura,

I am writing in regards to an email sent out by Dominic from London Councils (on 10 December) re the investigation of the transport arrangements for 2012.

Camden Council has been working with London 2012 for some time and the borough certainly welcomes this regular engagement and we look forward to this continuing. However we would note the following points (they are officer level comments) that are still of some concern to Camden:

- Improved information – Although we have received some traffic modelling results from London 2012, it would be beneficial to obtain information that is both up to date and in a format that is much more easily understood. Thus far we have received SATURN plots and TRANSYT modelling results, with little accompanying documentation to explain the inputs (such as traffic flows), the assumptions (such as increases in traffic flows, signal change/signal gating assumptions, etc), and comparisons between existing and future traffic flows (especially the knock-on impacts on to borough roads). This makes it difficult to provide meaningful information on the likely impacts to pass onto Members, the public, and other Council officers.

- Expected Javelin queues at St Pancras station – Camden very much welcomes the joint working with London 2012 that has been happening but we do have some concerns about potential queues at St Pancras station. We are aware that ODA and Network Rail have a queuing strategy in place; however this is based on no queue being longer than 30 minutes (or about 5 trains). The strategy is that if a queue becomes longer than 30 minutes then passengers will be advised to take an alternative route to the Olympic Park. However, there is a possibility that many people will see travelling on the Javelin as part of their 'Games' experience and will be happy to queue for longer than 30 minutes which will take up more of the public highway than anticipated. Indeed we expect the Javelin service to be extremely popular and are not convinced that directing people to other forms of transport will be effective in the case of excessive javelin queues. In Vancouver there were often queues for anything 'Games' related and people were happy to wait despite the length of the queue. If this is the case for the Javelin service, it is possible that queues will be similar to those experienced recently for the Eurostar (which was running at a reduced service due to adverse weather conditions). This queue stretched around the station from Pancras Road and along Euston Road. It would be useful for a contingency plan (aside from suggesting patrons take other modes) to be in place in the case of excessive queuing for the Javelin, particularly for the many people and media who may be staying close by in Bloomsbury.

Russell Square – Camden would like some clarification on what happens if objections are received in regards to the TMO's and how will the processing of any objections be managed. Whilst it is recognised that Russell Square is not an event venue and thus may not be the highest priority location, Camden would appreciate any clarification on when the Local Area Traffic Management plan will be developed for this area.

Please let me know if you have any queries regarding any of the above.

Regards,

Simon Piper
Acting Manager, Transport Policy and Projects
Public Realm and Sustainability
Culture and Environment
London Borough of Camden

Comments from officers at the London Borough of Hackney, 24 December 2010

Dear Laura

I have been passed your details from Dominic Curran at London Councils. I understand that you are looking for submissions for the London Assembly's Transport Committee regarding local borough issues surrounding transport arrangements for 2012.

I will put together a formal submission for you regarding Hackney's position. However so you can get a flavour of our issues, see below details of an email from October which outlines some of our current concerns regarding games time operations and the ORN.

Regards
Jonathan

Jonathan Tan

Principal Transport Planner - 2012 | Neighbourhoods and Regeneration | London Borough of Hackney

In advance of our next meeting to discuss the games time operation of Homerton Road and Ruckholt Road, the London Borough of Hackney wishes to outline some of the issues and concerns we have regarding the current proposals. We understand that the plans are still being developed however there are several fundamental issues which we wish to resolve now to aid in our games time planning. We are very concerned about the impact on residents and businesses within the borough. It is also very important that drivers, passengers and other road users get enough notice and that local people who going to ASDA and that shopping centre as well as the Leyton Tube know about the implications of the proposals at the earliest possible time and that the message is given several times over. It is easy to see that without this planning that there will be chaos in Hackney Central, Homerton and further across the borough.

- We understand that currently there are no plans to restrict general traffic travelling east along Homerton Road towards the Lea Interchange. This traffic will however be subject to gating at the junction of Homerton Road and Ruckholt Road in order to give more priority to traffic flowing on the ORN. We are still unclear of the impacts that this gating will have on general traffic flows on both Homerton Road and the surrounding area.
- We strongly oppose the current proposals by LOCOG to limit the right turn from Ruckholt Road to Homerton Road to buses and cycles only. This is an important connection for Hackney Wick and Kings Park residents to access local amenities east of Ruckholt Road. Given that Eastway will close during the games, this movement will be the only east-west connection into Hackney south of Lea Bridge Road apart from the A12 which will be subject to ORN restrictions. We understand that LOCOG wish to ensure that turning traffic does not block the ORN however we also understand that there is an opportunity to limit these traffic flows by re-phasing the signals at the Orient Way junction hence ensuring that right turning traffic is limited. We appreciate that this would likely cause a back-up of traffic into Leyton and may encourage drivers to use the alternative route by Orient Way and Lea Bridge Road.
- The latest plans for the Lea Interchange show that general traffic will be able to access the A12 in a northerly direction only. Both off-slips and the south bound on-slip will be Olympic related traffic only. We are still unclear of the impacts that this proposal will have on the surrounding network both in terms of how our residents and businesses will access the A12 and also the impacts of non-VAP vehicles being rejected from the ORN and diverted down Homerton Road (especially HGVs). We need to be clear of these impacts and how any adverse impacts will be mitigated.

- The ODA have informed us that currently the proposals will not adversely affect bus routes around the park and that discussions with TfL are on-going regarding increasing the number of buses on the Leyton Ladder, Stratford High Street and Ruckholt Road. We would like reassurances that bus journey times for our local routes will not be adversely impacted and details of bus stop locations in areas affected by the ORN particularly Ruckholt Road.
- We are strongly opposed to any plans for Homerton Road to be used for coach parking by LOCOG. Although these plans have yet to formally come forward from LOCOG, we wish to make clear that we will oppose any proposals for coach parking on Homerton Road. The Council has aspirations for events to take place on Hackney Marshes during games time and the main access to these events will be Homerton Road. As such, Homerton Road will not be a suitable location for coach parking or coach stands. Additionally, Homerton Road is currently undergoing a major public realm transformation with carriageway space being removed in sections. This scheme has not been designed to cater for coach parking and is due for completion by February 2011. Further, on coach parking could we ask whether you have fully modelled the possibility of keeping coaches on the northern transport mall. It would obviously cut down on congestion if that is where they could stay. If this is confirmed not to be the case have you modelled the impact of these coaches leaving and returning to the Mall when not in use and their impact for these movements on the local road network. Please confirm that these vehicles will not be using the limited capacity proposed for Homerton Road and Ruckholt Road at Orient Way imposed by the gating.
- We are still unclear what supporting evidence there is for forecasting a drop in background traffic flows during the Games. We understand that there will be an "Olympic Effect" and TDM however we are unclear what this means in real terms and also the reliability of depending on these measures.
- We still have concerns over increased traffic flows on Chatsworth Road as a result of the diversion route via Lea Bridge Road. This concern is supported by the traffic modelling results. Chatsworth Road is not suitable for diverted traffic and we do not want to see increases in traffic flows on this local road. This concern is further enhanced by any lack of detail of the proposed signing within the area to promote the diversions and ensure that other traffic not unknowingly divert onto the local roads to the detriment of local residents, businesses and services. We need assurances that suitable mitigation will be provided to protect our local roads.

Comments from officers at the London Borough of Redbridge, 24 December 2010

Laura

I am writing in response to Dominic Curran's suggestion that you be notified of Borough concerns re the above in connection with the London Assembly's Transport Committee investigation.

In Redbridge, we remain concerned about the potential impact on our residential streets of carborne Games visitors - especially those from outside London - leaving their cars on-street locally and proceeding to the Games via trains towards Stratford and Central London, thus adding considerably to local parking pressures to the detriment of local residents and businesses.

The location of the Borough at the foot of the M11 corridor and its easy access from the A12 East Anglia catchment makes its streets particularly vulnerable to this visitor parking, particularly around the number of Central Line stations there are within the Borough, given the direct link to Stratford for the Olympic Village that this line offers. The stations on the Great Eastern line which similarly offer quick access to Stratford are also attractive destinations en route to the Games.

The ODA's guidance for local authorities document dated November 2010 regarding Railheading during the Games period has been noted. We are currently exploring installation of permanent resident permit parking arrangements around our stations, and seeking to implement before the Games these facilities in those areas we consider most at risk from Games railheading.

Indications up to now have been that ODA would appear uninterested in financially contributing to such permanent measures, but given our desire to install the measures in many areas pre July 2012 to offset the Games effect, we consider there are legacy benefits to which an ODA contribution would be appropriate.

Please bear this in mind in the context of the investigation.

Regards

Glen

Glen Richards
Head of Transportation
Highways and Engineering Services
London Borough of Redbridge

East London Small Business Centre's comments on 2012 transport

Received by telephone on 14 December 2010

The ODA and LOCOG's materials are well produced and feature a lot of useful information but there are concerns about how relevant this will be to 'micro-businesses' who may not have the capacity to plan and engage with the changes. (Clear definition must be made between Micro businesses & SMEs. Micro-businesses typically employ 5 or less people. SME's can employ up to 250 staff)

There will be some micro and small businesses right up until the beginning of the Games period who will remain unaware (deliberately or otherwise) of the potential difficulties caused by changes to the transport network.

ODA and LOCOG need to ensure that local micro and small businesses (eg corner shops, restaurants) are engaged at the right time. Many will be unable to plan 12 - 18 months before the Games due to the volatility of their business or the belief that it is not yet important. It is probably better to approach them roughly six months before the Games to ensure they plan appropriately.

For those businesses in and around the Olympic Park, it won't just be the Games time that will need to be planned for, but also the testing period before the Games when various event and security simulations will be run.

Though preliminary talks have taken place between the Centre and the ODA, at present there is no funding for groups to run dedicated engagement seminars & roadshows etc for small businesses in the area. There are concerns about how to facilitate the type of sharing of resources amongst local businesses as recommended by the ODA.

Perhaps a copy of the LOCOG/ODA materials should be distributed to all businesses in London on distribution of the Business Rates demands in 2011 and in 2012 and these be followed up by a series of regular and very localised roadshows, seminars and workshops.

Small businesses also will find it difficult to change existing supply chains, modify logistics plans, provide flexible working to staff and deal with any potential loss of revenue through things like shoplifting and sudden loss of additional revenue when the Games end.

Equally, many businesses will need to understand the positive benefits of the Games will have on their business in the few weeks building up to, during and immediately after the Games

The ideal situation would include as much face-to-face time with micro and small businesses as possible to ensure they understand the changes in their area and to help them plan appropriately. It will not be enough to rely merely on internet dissemination of information as levels of web usage will vary amongst individual businesses.

Providing businesses with Games Specific business support well in advance of the Games would provide an excellent opportunity to also get them thinking about the broader positive effects of the Games on their business. (e.g improving customer service, applying for CompeteFor contracts, stocking new products, improving their marketing and image to generate publicity etc)

The basic information needed by small businesses to make their plans include knowledge of where the real pinch points, traffic and pedestrian flows will be. The specific effects of the Games Time activity on businesses, especially examples/case studies on how others coped during previous Winter and Summer

Games (ie sharing best practice from other countries) and providing a basis for allowing companies to help each other will be of enormous value.

Regular messaging of these impacts must take place and cannot be seen as a one-off “tick-box” exercise.

Across a wider geography, we work with business in other London Boroughs that are likely to be impacted by Games Time Transport issues. The key one is the effects of parking provision around rail stations in the Outer Boroughs. What’s being done about ensuring that local authorities don’t just increase parking restrictions around Tube & Overground stations? This will have a huge impact on local businesses in those boroughs. (e.g. Staff parking ability, customer parking, supply chain logistics etc) and restrict accessibility to the Games.

The Olympic Route Network & Paralympic Route Network must be made very visible and signposted long before it is implemented so that it does not become a shock to local or to national businesses. All businesses across the UK need to be aware of the ORN/PRN well in advance of the implementation so they are well aware of the traffic implications it will have on everyday businesses trying to reach the venue zones fed by the ORN/PRN. It will add to delivery times and general journey times and if people are made aware of it well in advance, they will make provision accordingly.

Comments from James Mark, Services and 2012 Games Director, Excel Centre, 22 December 2010

After an initial period where it was felt that the ODA and LOCOG were slow to engage with representatives from the Excel on transport concerns, the last six months has seen a good level of engagement. A working group has been established for the past six months which is looking at transport concerns and is considered a good forum to tackle issues.

DLR resilience – there is a specific concern about the resilience of the DLR operating at peak capacity for the duration of the Games. Though improvement works have taken place on the service, it is the primary public transport mode serving the Excel Centre and would cause significant disruption if it were to go down. The team believe that further work is required to develop contingencies, such as shuttle bus and walking routes to help plan for any break-down.

Canning Town – this station is a major hub for venues in South East London. As a major bus, DLR and Jubilee Line interchange, it helps to serve the Olympic Park, Woolwich, the O2 as well as Excel. There have been historical difficulties with Canning Town operating at high capacity for long periods of time, and especially how the various modes are coordinated within the station. This is an issue which has been raised in the working group and work is ongoing to find satisfactory solutions.

Business and residents – Excel is a 100 acre site which contains hotels, businesses, restaurants and bars and residential communities. These groups are concerned about the impact of transport and security on their ability to go about their daily routine. During the G20 meeting in 2009, many businesses were closed for security reasons, which would not be possible for the length of time of the Games. Communication with site residents is at a very early stage – this needs to ramp up significantly early in 2011, with a stakeholder engagement plan giving a detailed break-down of how the site will be controlled and managed.

More broadly, there is apprehension about the possible negative impact on the reputation of the Excel Centre should there be any transport issues. It has taken Excel 10 years to build its reputation as a viable event and conference venue, encouraging people to come to East London rather than more central sites. Transport reliability has been a major part of this. But if the transport network fails, or people have major complaints about its operation, then the reputation on Excel will be severely impacted, which could have a severe effect on the local economy and business tourism for London.

Further comments from the Federation of Small Businesses, 20 December 2010

Dear Ian

Now more information has been released to businesses we are still concerned that whilst some detail has been released, not all details of the ORN have been (full operation times etc).

In terms of our engagement with the ODA on their working streams such as travel advice for business, we have struggled to get small business case studies included. In the recent tool kit published in November, there were no small business case studies. We appreciate that there is a need for the ODA and LOCOG to be sensitive to their sponsors, but feel that an anonymous case study from a small retail outlet does not bear too much threat.

We are also concerned how London will realistically operate during Games time across the transport network. This is supposed to be a public transport games, but public transport is not accessible to many people with mobility problems. Public transport is not suitable (and would not be appropriate during Games time) for the transportation of goods (even small scale).

Hannah Holdroyd
London Policy Officer
Federation of Small Businesses



Ms Laura Warren
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4th February 2011

Dear Ms Warren

**Transport for the 2012 Olympic and Paralympic Games:
BRC Response to London Assembly Transport Committee Investigation**

The British Retail Consortium (BRC) is pleased to contribute to the London Assembly Transport Committee's investigation into transport for the 2012 Olympic and Paralympic Games. Our response will focus on the potential impact of the 2012 Games on the road network including the operation of the Olympic Route Network (ORN) and Paralympic Route Network (PRN).

The BRC is the voice of the retail sector, representing small and independent stores through to the large multiples, food and non-food, operating on the High Street, out of town, in community and rural shops and online. Retailers employ around 2.9 million people and are growing new jobs even in the current difficult trading environment. The health of retail directly affects 1 in 8 households with a shop worker as a bread winner. And the services we provide in communities across the country deliver many wider social as well as economic benefits.

The BRC recognises 2012 Olympic and Paralympic Games in London is a hugely important opportunity for businesses across the UK, with Oxford Economics having estimated that an additional 908,000 visitors are expected to come to London for the Games. Retailers across the capital and beyond are playing a key role in ensuring the success of the Games.

We recognise that effective, reliable transport is crucial to the successful delivery of the 2012 Games, for participants, spectators and the businesses involved. At the same time, retailers are keen to minimise any potential adverse impacts that the Games will have on their ability to deliver goods to store premises, especially as retailers attempt to provide the goods and services which customers across London will require during the period in question.

There is a need for a more consistent and coordinated approach to be applied across London and in other parts of the UK hosting Olympic events so that businesses have greater clarity about what they can and cannot do regarding deliveries during the Games.

It is vital that retailers are given timely and accurate information about changes to the road network in order to plan and alter their deliveries scheduled around the Games and to feed into forthcoming consultation processes. More information is required about the scale of the road works and the road restrictions and embargoes that might apply on the ORN and PRN and around each of the Olympic venues.



Over the last few months, the BRC has been working with key personnel at the Olympic Delivery Authority (ODA) to better understand the road network. However, until the final ORN and PRN plans are published later this year it is very difficult for the BRC and our members to understand the exact impact that the road network will have on their business and identify any specific problems. Our specific comments below are therefore provided in this context.

1) Impact of the Olympic and Paralympic Road Networks

The ORN and PRN present a significant risk to deliveries during the 2012 Games with planned road closures, waiting and loading restrictions and road and street work embargoes. This will create problems for retailers trying to deliver goods to their store premises during the Games, requiring different ways of working. It will mean that retailers will have to give further consideration to re-timing their deliveries and altering their existing delivery schedules.

To minimise the impact that the ORN/PRN could have on retail deliveries, the London Assembly Transport Committee should consider the following options for recommendation:

- Using the ORN and PRN outside its hours of operation – i.e. from midnight to 6.00am – as a dedicated freight lane; or
- Reducing, where possible, the size of the ORN and PRN by limiting the number of sponsors and Games Family permitted to use the dedicated roads.

There are also existing night-time restrictions imposed by local authorities at the point of delivery. The success of the ORN and PRN will depend on the removal of local delivery restrictions so that retailers are able to deliver through the night. We understand that the ODA and Department for Transport are currently conducting separate pilots to determine the impact that night-time deliveries will have on local residents. We welcome the pilots and, if they prove successful, we would support a re-examination of night-time delivery restrictions in the longer term to take account of recent technological advances in this area.

A specific concern raised by a BRC member relates to pharmacy provision and how it will be maintained throughout the Games. Pharmacists and retail pharmacies are duty bound to provide urgent prescription drugs during the day which means that night time deliveries will not be an option for these goods. There is also an issue around the deliveries of 'dangerous' drugs if existing 'drop off' points are moved, requiring these types of drugs to be carried over longer distances.

2) Enforcement of Olympic and Paralympic Road Networks

We recognise it is important that illegal driving and parking does not adversely affect traffic flow on the road network during the Games.

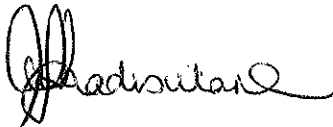
The ODA proposes a single penalty of £200 for all traffic contraventions on or off the ORN or PRN, both in London and in other parts of the UK where Olympic events will take place. Due to the severity of the penalty, it is important that the enforcement of the ORN and PRN is not used by the boroughs as a revenue-raising measure. Many retailers have suggested that should the Secretary of State for Transport approve the £200 penalty amount the revenue subsequently collected by boroughs over the course of the Games should be used to fund a lasting sports legacy.

It is currently proposed that a number of different agencies will play a role in the enforcement of the ORN and PRN. We have some concerns about this approach. The different ways in which boroughs operate their traffic management and penalty

management systems could have a significant financial impact on freight deliveries. Retailers require assurance that a consistent and coherent approach is going to be applied to traffic enforcement across highway authorities and boroughs in the capital and beyond. Therefore, effective engagement with the affected boroughs is going to be crucial to the success of the Olympic transport network. It would be helpful to businesses if a code of practice could be agreed between boroughs in relation to how they will operate their respective traffic and penalty management systems during the Games.

We would be very pleased to discuss any of the issues highlighted in this letter. Please do not hesitate to contact me directly if I can be of any assistance to you in the future.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Maria Hadisutanto', written in a cursive style.

Maria Hadisutanto
Property, Energy and Transport Policy Adviser
British Retail Consortium



**RMT response to the GLA Transport Committee
investigation: Transport for the 2012 Olympic
and Paralympic Games**

January 2011

The National Union of Rail, Maritime and Transport Workers (RMT) welcomes the opportunity to contribute written evidence to the Greater London Authority Transport Committee's investigation into transport for the 2012 Olympic and Paralympic Games.

The RMT is the largest of the rail unions on both the national rail network, the London Underground (LU) and the Docklands Light Railway (DLR). RMT also organises taxi drivers in London as well as bus workers at Weymouth, the 2012 venue for sailing.

An effective public transport system will be vital in the delivery of a successful 2012 London Olympic and Paralympic Games (2012 Games). The Olympic Delivery Authority (ODA) envisages 100% of ticketed spectators travelling to venues using public transport or alternatively walking and/or cycling. The Transport Plan explains "Car parking for spectators will not be provided at competition venues except for some Blue Badge parking".

Self-evidently, transport workers will have an important role to play in delivering the ODA's plan. The skills, competencies and experience they hold in crowd management and safe evacuation procedures from busy rail/tube stations as well their knowledge of health and safety rules in relation to safety critical aspects of operating a safe railway will be essential during the 2012 Games.

These skills are already regularly deployed, both to prevent incidents from developing, in the case of controlling passenger flows into busy station concourses and ticket office halls and in responding quickly, calmly and safely when an incident or accident occurs.

Alongside the Trades Union Congress and sister unions, RMT has met with Olympic Delivery Authority (ODA) officials on a number of occasions over the past four years to discuss areas of common interest and concern. We have, throughout these meetings, raised a series of issues including those of security, safety, training, the role of volunteers and the staffing of stations; progress in addressing these concerns has been slow. We therefore welcome the opportunity to put these matters in front of your committee for consideration in your inquiry.

Transport Security

Regrettably, the 2012 Games could provide a focus for terrorist attack; security issues are key concerns for Games' organisers. Policy makers will need to strike the right balance between the legitimate right and expectation that spectators, other visitors to the capital

and Londoners themselves, should be able to move freely about the city during the course of the Games, with appropriate levels of security.

In the immediate aftermath of the appalling terrorist attacks on London's public transport system on 7th July 2005, RMT held positive discussions with the then Mayor of London about transport security matters.

Despite repeated requests made by RMT, including raising the issue via our parliamentary group in a House of Commons adjournment debate, the train operators refused to meet collectively with the trades unions to discuss security arrangements following the attacks. It was not until June 2006 – eleven months after the bombings – that the train operators finally came to the table, at a meeting facilitated by the Department for Transport, to discuss the issue. Progress was made at that meeting and RMT now sits on the Department for Transport National Rail Security Committee (NRSC).

In a succession of meetings with Olympic Delivery Authority officials, RMT and the TUC have consistently requested the ODA to facilitate a meeting between the trades unions, the train and bus operators and all other appropriate organisations, to establish a framework within which security arrangements for the 2012 Games can be dealt with.

In correspondence to the ODA, the TUC has repeatedly made the point that whilst trades unions are not seeking to substitute existing negotiating arrangements, the 2012 Games are a unique complex event where security arrangements cannot be left to fragmented discussions company by company or simply as an agenda item at the NRSC. Useful as discussions at the NSRC are, transport security arrangements for 2012 will be multi-modal in character, due to spectators switching between transport modes when travelling to and from Olympic venues. Despite these representations by RMT and the TUC, the private operators will not countenance a multi-modal forum.

RMT would urge the Committee to call on the transport operators to see sense and establish robust, multi-modal security arrangements involving transport providers, the trades unions, the British Transport Police and other appropriate bodies and organisations.

Safe Staffing Levels during the 2012 Games

London's transport infrastructure is groaning under the strain of moving millions of passengers into and around the capital every day. To compound the strain on the infrastructure, one of the results of the disastrous Public Private Partnership on the London Underground is that the upgrade of the signalling system on the Northern Line, which will increase capacity on the line by around 20%, will not now be ready in time for the 2012 Games.

Every day millions of passengers make use of London's rail and underground network. Eight of the ten busiest stations on the national rail network are in the capital. On average, 2.7 million passenger journeys are made every day on the London Underground. Additionally, the DLR now carries around 190,000 passengers a day and Transport for London estimates that, by 2012, the London Overground could be carrying 100million passengers a year (273,000 a day). Finally, Eurostar continues to dominate the London-Paris/London-Brussels market, as passengers abandon short haul flights for more environmentally sustainable, high-speed rail routes; 2010 saw Eurostar carry 9.2 million passengers; a 3% increase from 2009.

During the course of the 2012 Games, it is also entirely possible that, to cope with the rail network's share of the anticipated 500,000 daily spectators, Transport for London and/or the train operating companies, will introduce special timetables that will see London Underground, London Overground and DLR services starting earlier and ending later than usual. The existing users of the London Underground expect services to run smoothly and that there a staff presence to issue tickets and to advise on the best and quickest route to take to destinations.

Your committee will be aware that RMT and TSSA took four days strike action in 2010 in defence of public safety and service standards and in opposition to LU management plans to cut 800 station staff posts.

In the period before 2010, the Mayor of London, his transport advisor and Transport for London/London Underground Ltd bosses have made repeated claims – set out in the box - that tube stations will be fully staffed during the time of traffic.

"...all stations will continue to be staffed at all times..."¹

"We need to change, but we will do so without compromising safety, without compulsory redundancies, and in a way that means all stations will continue to be staffed at all times..."²

"...that every station that has a ticket office will retain one, and that every station will remain staffed at all times."³

"...and with no stations unstaffed at any time"⁴

"All stations will be staffed at all times when trains are running"⁵

"... and means that stations will be remain staffed at all times".⁶

These assurances now ring very hollow indeed. RMT is aghast that London Underground has plans to make the following 76 stations – around 30% of the network – periodically unstaffed during the time of traffic;

Barkingside, Buckhurst Hill, Chigwell, Debden, East Acton, Epping, Fairlop, Grange Hill, Greenford, Hanger Lane, Leyton, Loughton, North Acton, Perivale, Roding Valley, Ruislip Gardens, Snaresbrook, South Ruislip, South Woodford, Theydon Bois, West Acton, West Ruislip, Canons Park, Dollis Hill, Mill Hill East, Totteridge & Whetstone, West Finchley, Woodside Park, Alperton, Boston Manor, Ealing Common, Hounslow Central, North Ealing, Osterley, Park Royal, South Ealing, South Harrow, Sudbury Hill, Sudbury Town, Goldhawk Road, Latimer Road, Paddington (suburban), Royal Oak, Shepherd's Bush Market, Westbourne Park, Wood Lane, Becontree, Bromley-on-Bow, Chiswick Park, Dagenham East, Elm Park, Hornchurch, Ravenscourt Park, Stamford Brook, Upney, Amersham, Chalfont & Latimer, Chesham, Chorleywood, Croxley, Eastcote, Hillingdon, Ickenham, Manor Park, North Harrow, Northwick Park, Northwood, Northwood Hills, Pinner, Preston Road, Rickmansworth, Ruislip, Ruislip Manor, Watford, West Harrow.

To leave 30% of stations on the London Underground periodically unstaffed will discourage network use and is wholly unacceptable in the run up to the 2012 Games. The plans should

¹ Richard Parry, LU Acting Managing Director, Quoted on BBC News, 30th March 2010

² Howard Collins, LU Chief Operating Officer, The Guardian, 25 August 2010

³ Mike Brown LU Managing Director, TfL press release, 7 September 2010

⁴ Boris Johnson, Mayor of London speech to Conservative Party conference, 4 October 2010

⁵ Kulveer Ranger, Mayor's Transport Advisor quoted on BBC News, 17 March 2010

⁶ Peter Hendy, Transport Commissioner, TfL press release 1 October 2010

be reversed and safe staffing levels, which include stations being staffed at all times during the time of traffic, restored across the whole of the London Underground network.

London Underground is not alone attempting to cut station services to the travelling public. In 2009, South West Trains drastically reduced ticket office opening times at over 25 of their Greater London stations. In the same year, First Capital Connect attempted to cut ticket office opening times at 26 of London train stations, including Elephant & Castle, Finsbury Park, Loughborough Junction, Alexandra Palace and Haringay. Thanks to widespread opposition and a campaign which included, rail users, trade unions and some members of your Committee most of the proposed changes were withdrawn. RMT is of the view that it is unacceptable, at a time when the national rail network is carrying a record number of passengers, for the train operating companies to reduce station services. It will not reflect at all well on London, should spectators, and other visitors to the capital in summer 2012, be left at unstaffed train stations with little or no information about the services they want to use.

Volunteers/Agency staff

RMT recognises that volunteers will have a necessary role to play in delivering the 2012 London Games. Volunteers will enable thousands of people to participate in and enjoy the Olympic experience.

However, RMT has raised concerns about the role of unpaid and partially trained volunteers being deployed at rail and tube stations. It is our view that it should be for existing, well trained rail and tube staff to deal with the huge number of additional passengers that will be using London's transport network during the course of the Games. If additional staff numbers are required, they should be recruited as directly employed staff on the same terms and conditions as existing staff. We would be particularly concerned should transport operators attempt to recruit agency staff for use at stations.

During a Unions 2012 meeting, London Organising Committee (LOCOG) representatives assured the RMT that no LOCOG volunteers would be working on the London Underground or on railway stations.

London Ambassadors

Despite the welcome assurances from LOCOG, RMT remains concerned about the role on non-LOCOG volunteers.

The case of London Ambassadors, whose partner organisations are Transport for London, the Mayor of London and the London Development Agency, illustrates our point. Their website explains "London Ambassadors will welcome visitors from all over the world during the 2012 Olympic and Paralympic Games". The site goes on to call for volunteers to work for the programme.

RMT was extremely disappointed to see on the London Ambassadors website images/cartoons showing Ambassadors deployed on a London Underground platform, making an approach to a passenger, who in this instance was not travelling to an Olympic venue, and then issuing travel information and advice and information to the passenger.

RMT would re-iterate in the strongest terms that this task during the Games, and at all other times for that matter, is one for London Underground station staff to undertake and should not be the business of inadequately trained volunteers.

After the TUC made representations to London Ambassador, RMT was given assurances on 8th December 2010 that London Ambassadors would not be deploying staff on any Tube stations, that they recognised their website was inaccurate and therefore the images/cartoons would be removed in a "couple of days". At the time of writing (January 24th) the assurance has not been met and the images remain on the website. The RMT will continue to pursue this matter separate from your committee's investigation.

Taxis

RMT organises taxi drivers in the capital. London taxis are an integral, fully accessible part of the capital's transport infrastructure. During the course of the Games it will be essential that substantial taxi ranking facilities are provided at Olympic venue sites and at London rail termini, especially Kings Cross, where the Javelin trains will arrive and depart.

Shared taxi schemes already operate at certain events in the capital, as well as during periods of especially high demand, an example being Paddington Station in the morning peak. Transport for London/Network Rail should consider shared taxi facilities at key termini during the 2012 Games, particularly at Kings Cross.

RMT also trusts that the rights of taxis, and not of mini-cabs/private hire vehicles, to rank and 'ply for hire' are rigorously enforced during the 2012 Games.

Conclusion

RMT welcomes the opportunity to contribute to the committee's investigation. Transport provision for the Games is a key challenge for 2012 organisers. Our main policy concerns at this stage are;

- Little progress has been made in establishing a multi-modal framework within which transport security matters can be discussed and resolved.
- London Underground's planned cull of 800 station staff posts, their plan to leave 30% of stations on the network periodically unstaffed during the time of traffic and recent reductions in ticket office opening times on the national rail network, will leave stations with inadequate staffing levels for the 2012 games.
- Volunteers or poorly paid and only partially trained agency staff should not be used at rail or tube stations to manage crowd numbers or issue advice on travel options. Rather, these tasks are for trained railway staff to undertake.
- Substantial taxi ranking facilities should be provided at venues and rail termini, taxi sharing schemes should be encouraged.

VISITORS TO THE 2012 OLYMPIC AND PARALYMPIC GAMES

Overview

This note provides an update on the number of visitors expected to visit the 2012 Olympic and Paralympic Games. As the events are in the future, there is inevitably a lot of uncertainty around the estimates presented here. However, they represent the best available estimates, based on the June 2010 Olympic and Paralympic event schedules.

The note is made up of three sections:

1. Attendance at Olympic and Paralympic venues;
2. Estimates of the Olympic Games time population in Greater London (from the Office of National Statistics, ONS); and
3. Estimates of the number of Olympic and Paralympic visitors to events in the South East staying in different parts of the country (from the Olympic Delivery Authority, ODA)

The main findings of the ONS work were:

- Numbers of Games-time visitors cannot be quantified with any satisfactory scientific measure of certainty
- Main estimates used to date have been used for capacity planning and form the upper bound of the estimates presented in this report.
- Games visitors will displace some usual August visitors to London with hotel accommodation a particular constraint
- The increase in population is greatest in Newham; at least 50% higher throughout most of the Games, but considerably higher on Days 7, 8, 10 and 11
- The central London population is higher than usual for August, but the upper estimate is rarely 5% above the annual average weekday totals.
- The population in Greenwich is 5-10% higher than the annual average for the first week and about 25% higher on Day 3.

The ODA estimates update last year's Olympic figures, and provide equivalent numbers for the Paralympic games. These figures have been set deliberately high, as they are used to test the robustness of the transport system. However, they estimate that the number of people visiting Olympic sporting venues across London will peak on 4 August. The note contains estimates of the number of visitors staying in each SHA, as well as in the different PCTs within East of England, London, South Central and South East Coast.

ODA estimate that roughly 62.5% of the non-resident visitors to attend events in the South East will come from elsewhere in the UK, 32.5% from elsewhere in northern Europe, and the remaining 5% from elsewhere.

Attendances at venues

Information on the schedule of Olympic events, the individual Olympic and Paralympic sports and venues can be found in *The Games* section of the London 2012 website, <http://www.london2012.com/index.php>.

ODA has provided estimated attendances at each non-football venue for both the Olympic and Paralympic Games, which reflect their most recent best assessment. The final Games schedule has not yet been agreed and announced so the figures are subject to change. It should be noted that these figures do not immediately correspond to the numbers of individuals who will attend the Games as people may attend more than one event over the course of the Games.

These figures have been set deliberately high, as they are used to test whether the transport system will be able to cope. However, they estimate that the number of people visiting Olympic sporting venues across London will peak on 4 August when around 670,000 people are expected to attend across the venues.

The estimated maximum attendance at each venue on each day during the Olympics appears in Table A1 in Appendix A, and the corresponding total arrivals appears in Table A2. (These figures include the start/finish of road events, but exclude live sites and cultural events.)

ODA also estimate that:

- 100,000 will attend each day's sailing at Weymouth (although these visitors will be spread between the ticketed and non-ticketed areas);
- The capacity at the live sites that the Greater London Authority is managing will be 40,000 at Hyde Park; 40,000 at Victoria Park; and 4,500 at Potters Field.
- The estimated attendance along the route of Olympic road events is as follows (attendance at the start and finish is included in the venue attendances at Tables A1 and A2):

Venue	Event	Time	Olympic Day	Estimated Spectators along Route
Road Cycling Start/Finish	Road Cycling	09:00-15:30	1	160,000
		09:00-12:30	2	160,000
		10:00-11:30	5	135,000
		13:00-16:30	5	135,000
Hyde Park	Triathlon	12:00-14:40	8	70,000
		12:00-14:30	10	70,000
The Mall	Walk	10:00-12:00	7	5,000
	Marathon	17:00-21:00	9	195,000
	Walk	10:00-12:00	10	5,000
	Walk	10:00-12:00	14	5,000
	Marathon	17:00-21:00	16	195,000

The estimated attendance at each venue on each day during the Paralympics appears in Table A3, and the corresponding total arrivals appears in Table A4. (These figures include the start/finish of road events, but exclude live sites and cultural events.)

Olympic Games Time Population in Greater London

The Department of Health, along with some other Government Departments, sponsored ONS to estimate the population in Greater London during the main competition period of the Olympic Games. This proved to be a very challenging task.

A summary of the work, provided by ONS, appears at Appendix B.

ONS made a number of assumptions as part of their modelling. Some key assumptions are:

- Overnight visitors to all Olympic venues in the South East except Eton Dorney and Hadleigh Farm would stay in Greater London, and visitors to these two venues would not enter Greater London;
- 15% of visitors to these venues will buy tickets as part of a package through their (non-EU) National Olympic Committee, and stay in hotels in Greater London;
- 60% of visitors live within a three-hour journey from London, and will make a day trip from home to visit the Games (taken from expressions of interest in tickets);
- The remaining 25% will arrange their own accommodation in Greater London to visit the Games. One fifth of them (5% of visitors) will stay in hotels, the rest with friends and family. Of the 25%, three fifths are from elsewhere in the UK, two fifths from other countries within the EU, in line with expressions of interest in tickets;

- Since there is insufficient information about cultural events other than the three “live sites” managed by GLA, the working assumption is that they will not lead to any extra visitors in London;
- Visitors would stay in London only for the night before they attend an event at a venue;
- Some residents of Newham and Greenwich may be away during the course of the Games, but other Londoners will remain in the city; and
- 90% of the LOCOG workforce will be London residents, and the other 10% will travel into London each day.

A fuller list of assumptions, including some of different assumptions for the central, upper and lower population estimates, appears in Appendix C.

ONS found that numbers of Games-time visitors cannot be quantified with any satisfactory scientific measure of certainty. They expect that Games visitors will displace some usual August visitors to London, with hotel accommodation a particular constraint. Newham is expected to show the greatest increase in population, at least 50% higher through most of the Olympics and considerably higher on 3, 4, 6 and 7 August; Greenwich is expected to be about 25% higher than its annual average on 30 July and 5-10% for the rest of the first week; while Central London’s population is expected to be higher than usual for August, but even the upper estimate is rarely 5% above its normal weekday level for the year as a whole.

They provided estimates of the number of people in London by day, time of day, and area (Newham, Greenwich and Central London, as well as Inner and Outer London), and upper and lower bounds for these estimates.

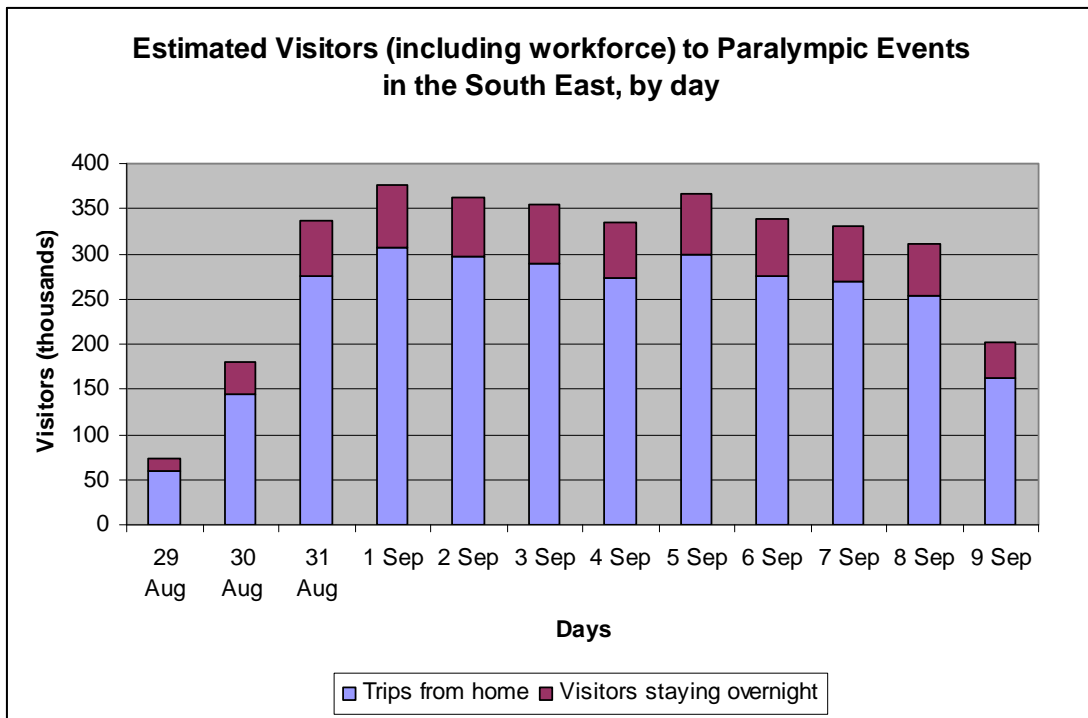
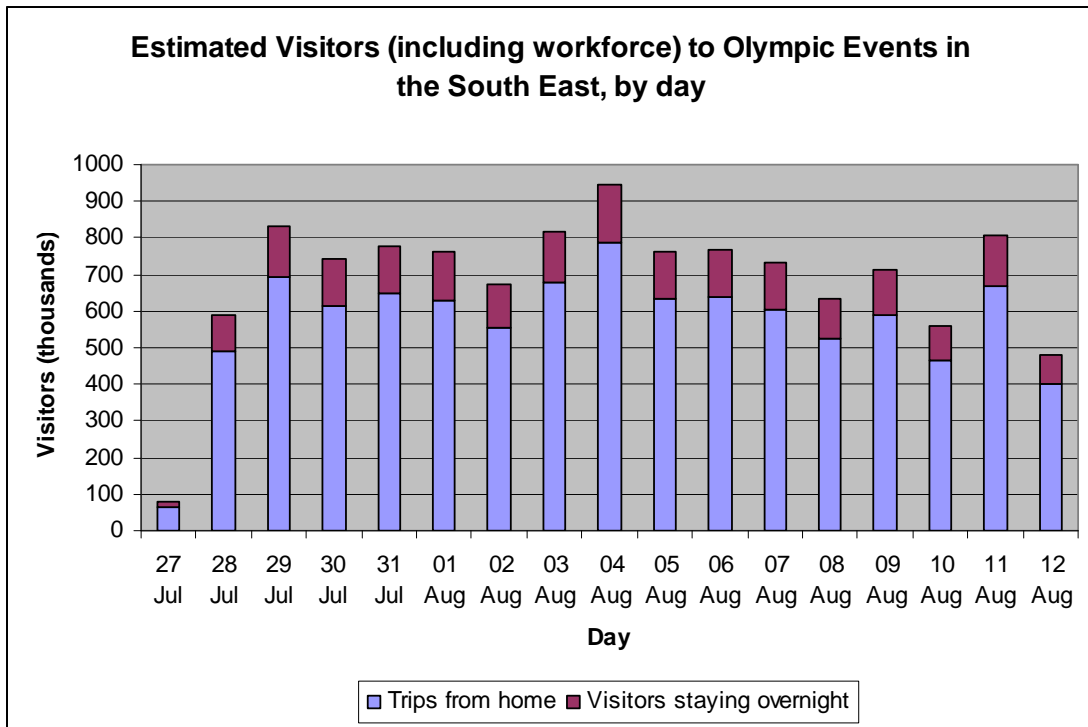
The resulting estimates for the number of Games visitors, and overall population in Greater London, are shown at Appendix D.

Olympic Visitors – ODA Estimates

ODA have produced estimates of how many visitors will be travelling from different parts of the country to the South East to attend Olympic events. These estimates include visitors to live sites and cultural events, but do not include visitors to road events or Olympic and Paralympic Family members.

These estimates assume that visitors living within three hours of London will generally make a day trip from home, but with some travelling from further away. They also assume that all visitors who stay away from home will spend the night before their event at that accommodation, which will be within two hours of London.

The following graphs shows how the number of people (spectators and volunteers) travelling to events in the South East varies over the competition period, first for the Olympic and then the Paralympic Games.



Appendix E shows estimates of how visitors to events in the South East staying away from home will be distributed across the country. This contains information for both the Olympic and Paralympic Games, first at SHA level, and then at PCT level for East of England, London, South East Coast and South Central SHAs.

ODA estimate that 62.5% of the non-resident visitors will come from elsewhere in the UK, around 32.5% will come from elsewhere in Northern Europe¹, and the remaining 5% from elsewhere.

There is little evidence to predict what these numbers of visitors mean in terms of population change. However, we would expect these numbers to be at the top end of the change in population, and the actual change in population could be nearer three-quarters of these figures.

¹ Northern Europe here means foreign areas from which travellers might realistically undertake day trips to London. This would include places such as Paris, Lille, Lyon, Brussels, Frankfurt, Hamburg, Stuttgart, Amsterdam, Geneva, Zurich, Dublin and Cork.

APPENDICES

Appendix A Olympic and Paralympic Venue Attendance Estimates

Appendix B Summary of Findings of ONS Population Estimation

Appendix C Assumptions made by ONS to Estimate Population in Greater London

Appendix D ONS Estimates of Population in Greater London

Appendix E ODA Estimates of Olympic and Paralympic Visitors staying in different SHA Regions.

Olympic and Paralympic Venue Attendance Estimates

This appendix contains four tables:

Table A1. Maximum attendance at sporting venues during the Olympic Games

Table A2. Total arrivals at sporting venues during the Olympic Games

Table A3. Maximum attendance at sporting venues during the Paralympic Games

Table A4. Total arrivals at sporting venues during the Paralympic Games

These tables present estimated attendances by members of the general public at the various venues. They include attendances at ticketed locations at the beginning and end of road events, but do not include spectators lining the route.

The information, other than for Olympic football venues, has been provided by the Olympic Delivery Authority. Dates of football matches have been taken from the Olympic Sport Competition Schedule on the London 2012 website, and spectator numbers taken as 80% of the capacity listed on the website.

It should be noted that these figures do not immediately correspond to the numbers of individuals who will attend the Games as people may attend more than one event over the course of the Games.

Totals may not appear to equal the sum of component parts because numbers have been rounded to the nearest thousand.

Table A1: Maximum attendance (spectators, in thousands) at Olympic venues during the Olympic Games, by day

Location	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
East of England																			
Broxbourne	0	0	0	0	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0
Hadleigh Farm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
London																			
Stadium	0	0	46	0	0	0	0	0	0	72	72	72	72	72	72	72	72	72	46
Aquatics Centre	0	0	0	13	14	14	14	16	13	14	14	16	16	16	14	14	16	14	0
Basketball Arena	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BMX Circuit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0
Handball Arena	0	0	0	5	5	5	5	5	5	5	5	5	5	5	0	0	0	5	5
Hockey Centre	0	0	0	0	14	14	14	14	14	14	14	14	14	14	14	14	14	14	0
Velodrome	0	0	0	0	0	0	0	0	5	5	5	5	5	5	0	0	0	0	0
Water Polo Arena	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
<i>Total Olympic Park</i>	<i>0</i>	<i>0</i>	<i>46</i>	<i>28</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>50</i>	<i>52</i>	<i>125</i>	<i>125</i>	<i>127</i>	<i>127</i>	<i>127</i>	<i>115</i>	<i>120</i>	<i>122</i>	<i>116</i>	<i>65</i>
ExCeL	0	0	0	28	28	28	24	33	28	33	28	33	28	14	17	17	21	17	17
Greenwich Park	0	0	0	23	23	23	23	0	23	23	23	23	23	23	23	23	0	23	23
North Greenwich Arena	0	0	0	13	13	13	13	13	13	13	13	13	13	13	17	17	17	17	17
Royal Artillery Barracks	0	0	0	13	13	13	13	7	13	13	13	7	0	0	0	0	0	0	0
<i>Total River Zone</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>77</i>	<i>77</i>	<i>77</i>	<i>74</i>	<i>53</i>	<i>77</i>	<i>82</i>	<i>77</i>	<i>76</i>	<i>64</i>	<i>50</i>	<i>58</i>	<i>58</i>	<i>39</i>	<i>58</i>	<i>58</i>
Earls Court	0	0	0	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Horse Guards Parade	0	0	0	13	13	13	13	13	13	13	13	13	13	13	13	13	0	13	13
Hyde Park	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	3	0	0
Lord's Cricket Ground	0	0	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0
The Mall	0	0	0	0	0	0	0	0	0	0	72	72	0	0	0	0	0	72	72
Road Cycling Start/Finish	0	0	0	5	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
<i>Total Central London</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>35</i>	<i>35</i>	<i>30</i>	<i>30</i>	<i>35</i>	<i>30</i>	<i>30</i>	<i>101</i>	<i>98</i>	<i>29</i>	<i>26</i>	<i>26</i>	<i>29</i>	<i>16</i>	<i>98</i>	<i>98</i>
Wembley Arena	0	0	0	6	6	6	6	6	6	6	6	6	0	0	0	6	6	6	6
Wembley Stadium	0	0	0	0	72	0	72	72	0	0	72	0	72	72	0	72	0	72	0
Wimbledon	0	0	0	26	26	26	26	26	26	26	26	26	0	0	0	0	0	0	0
<i>Total Other London</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>32</i>	<i>104</i>	<i>32</i>	<i>104</i>	<i>104</i>	<i>32</i>	<i>32</i>	<i>104</i>	<i>32</i>	<i>72</i>	<i>72</i>	<i>0</i>	<i>78</i>	<i>6</i>	<i>78</i>	<i>6</i>
Total London	0	0	50	173	264	187	256	242	191	269	407	333	291	275	199	285	182	349	227

Table A1 (continued): Maximum attendance (spectators, in thousands) at Olympic venues during the Olympic Games, by day

Location	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
North East																			
St. James' Park	0	42	0	0	42	0	42	42	0	42	42	0	0	0	0	0	0	0	0
North West																			
Old Trafford	0	61	0	0	61	0	61	61	0	0	61	0	61	61	0	0	0	0	0
South Central																			
Eton Dorney	0	0	0	30	30	30	30	30	30	30	30	0	30	30	30	30	30	30	0
South West																			
Weymouth Portland	0	0	0	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0
West Midlands																			
City of Coventry Stadium	26	26	0	26	26	0	26	26	0	26	0	0	0	0	0	26	0	0	0

Table A2: Total Arrivals (spectators, in thousands) at Olympic venues during the Olympic Games, by day

Location	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
East of England																			
Broxbourne	0	0	0	0	21	10	10	10	0	0	0	0	0	0	0	0	0	0	0
Hadleigh Farm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
London																			
Stadium	0	0	46	0	0	0	0	0	0	144	144	72	144	144	144	144	72	72	46
Aquatics Centre	0	0	0	26	41	41	41	42	26	41	27	30	30	45	14	39	30	32	4
Basketball Arena	0	0	0	31	31	31	31	31	31	31	31	31	31	21	42	21	21	21	21
BMX Circuit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0
Handball Arena	0	0	0	14	14	14	14	14	14	14	14	14	14	19	0	0	0	5	5
Hockey Centre	0	0	0	0	42	42	42	42	42	42	42	42	42	42	42	42	42	42	0
Velodrome	0	0	0	0	0	0	0	0	5	5	10	10	5	10	0	0	0	0	0
Water Polo Arena	0	0	0	0	13	9	13	9	13	9	13	9	13	9	9	9	9	0	9
<i>Total Olympic Park</i>	<i>0</i>	<i>0</i>	<i>46</i>	<i>72</i>	<i>141</i>	<i>137</i>	<i>141</i>	<i>139</i>	<i>132</i>	<i>286</i>	<i>282</i>	<i>209</i>	<i>280</i>	<i>289</i>	<i>251</i>	<i>259</i>	<i>179</i>	<i>172</i>	<i>84</i>
ExCeL	0	0	0	66	77	77	77	71	56	77	66	71	61	38	48	38	47	38	26
Greenwich Park	0	0	0	23	23	23	23	0	23	23	23	23	23	23	23	23	0	23	23
North Greenwich Arena	0	0	0	40	53	13	13	13	13	13	13	26	13	13	35	35	35	35	35
Royal Artillery Barracks	0	0	0	13	13	13	13	7	13	13	13	7	0	0	0	0	0	0	0
<i>Total River Zone</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>142</i>	<i>165</i>	<i>126</i>	<i>126</i>	<i>91</i>	<i>105</i>	<i>126</i>	<i>115</i>	<i>127</i>	<i>97</i>	<i>74</i>	<i>106</i>	<i>96</i>	<i>81</i>	<i>96</i>	<i>84</i>
Earls Court	0	0	0	39	39	39	39	39	39	39	39	39	39	26	26	26	26	26	26
Horse Guards Parade	0	0	0	39	39	39	39	39	39	52	52	26	26	26	13	13	0	0	0
Hyde Park	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	3	0	0
Lord's Cricket Ground	0	0	8	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0	0
The Mall	0	0	0	0	0	0	0	0	0	0	72	72	0	0	0	0	0	144	72
Road Cycling Start/Finish	0	0	0	5	5	0	0	10	0	0	0	0	0	0	0	0	0	0	0
<i>Total Central London</i>	<i>0</i>	<i>0</i>	<i>8</i>	<i>91</i>	<i>91</i>	<i>86</i>	<i>86</i>	<i>96</i>	<i>86</i>	<i>99</i>	<i>166</i>	<i>137</i>	<i>68</i>	<i>52</i>	<i>39</i>	<i>42</i>	<i>29</i>	<i>170</i>	<i>98</i>
Wembley Arena	0	0	0	18	18	18	18	12	12	18	12	12	0	0	0	6	6	6	6
Wembley Stadium	0	0	0	0	72	0	72	72	0	0	72	0	72	72	0	72	0	72	0
Wimbledon	0	0	0	26	26	26	26	26	26	26	26	26	0	0	0	0	0	0	0
<i>Total Other London</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>44</i>	<i>116</i>	<i>44</i>	<i>116</i>	<i>110</i>	<i>38</i>	<i>44</i>	<i>110</i>	<i>38</i>	<i>72</i>	<i>72</i>	<i>0</i>	<i>78</i>	<i>6</i>	<i>78</i>	<i>6</i>
Total London	0	0	53	349	514	393	470	436	361	555	673	511	517	488	396	474	295	516	272

Table A2 (continued): Total Arrivals (spectators, in thousands) at Olympic venues during the Olympic Games, by day

Location	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
North East																			
St. James' Park	0	42	0	0	42	0	42	42	0	42	42	0	0	0	0	0	0	0	0
North West																			
Old Trafford	0	61	0	0	61	0	61	61	0	0	61	0	61	61	0	0	0	0	0
South Central																			
Eton Dorney	0	0	0	30	30	30	30	30	30	30	30	0	30	30	30	30	30	30	0
South West																			
Weymouth Portland	0	0	0	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0
West Midlands																			
City of Coventry Stadium	26	26	0	26	26	0	26	26	0	26	0	0	0	0	0	26	0	0	0

Table A3: Maximum attendance (spectators, in thousands) at Paralympic venues during the Paralympic Games, by day

Location	29 Aug	30 Aug	31 Aug	01 Sep	02 Sep	03 Sep	04 Sep	05 Sep	06 Sep	07 Sep	08 Sep	09 Sep
London												
Stadium	46	0	66	66	66	66	66	66	66	66	66	66
Aquatics Centre	0	18	18	18	18	18	18	18	18	18	18	0
Basketball Arena	0	10	10	10	10	10	0	10	10	10	10	10
Eton Manor	0	0	0	9	9	9	9	9	9	9	9	0
Handball Arena	0	7	7	7	7	7	7	7	7	7	0	0
Hockey Centre	0	0	4	13	4	13	4	13	4	13	4	13
Velodrome	0	6	6	6	6	0	0	0	0	0	0	0
<i>Total Olympic Park</i>	46	41	111	129	121	123	104	123	115	123	108	90
ExCeL	0	24	23	21	20	20	22	27	22	22	22	0
Greenwich Park	0	0	5	5	5	5	5	5	0	0	0	0
North Greenwich Arena	0	18	18	18	18	18	18	18	18	18	18	0
Royal Artillery Barracks	0	13	13	13	13	13	13	7	0	0	0	0
<i>Total River Zone</i>	0	55	59	57	56	56	58	57	40	40	40	0
Hyde Park	0	0	0	0	0	0	0	0	0	0	0	3
Regent's Park	0	0	0	0	0	0	0	3	3	3	3	0
<i>Total Central London</i>	0	0	0	0	0	0	0	3	3	3	3	3
Total London	46	96	170	186	177	180	162	183	157	166	150	92
South Central												
Eton Dorney	0	0	5	5	5	0	0	0	0	0	0	0
South West												
Weymouth Portland	0	0	0	17	17	17	17	17	17	0	0	0

Table A4: Total Arrivals (spectators, in thousands) at Paralympic venues during the Paralympic Games, by day

Location	29 Aug	30 Aug	31 Aug	01 Sep	02 Sep	03 Sep	04 Sep	05 Sep	06 Sep	07 Sep	08 Sep	09 Sep
London												
Stadium	46	0	133	133	133	133	133	133	133	133	133	112
Aquatics Centre	0	35	35	35	35	35	35	35	35	35	35	0
Basketball Arena	0	17	17	17	17	17	0	17	17	17	25	8
Eton Manor	0	0	0	9	9	9	9	9	9	9	9	0
Handball Arena	0	21	21	21	21	21	21	21	14	14	0	0
Hockey Centre	0	0	8	26	8	26	8	26	8	26	8	26
Velodrome	0	12	12	12	12	0	0	0	0	0	0	0
<i>Total Olympic Park</i>	46	85	226	252	235	240	206	240	216	233	210	146
ExCeL	0	59	59	59	52	52	56	68	50	50	50	0
Greenwich Park	0	0	12	12	12	12	12	12	0	0	0	0
North Greenwich Arena	0	54	54	54	54	54	54	54	54	54	54	0
Royal Artillery Barracks	0	10	10	10	10	10	10	5	0	0	0	0
<i>Total River Zone</i>	0	123	135	135	128	128	132	139	104	104	104	0
Hyde Park	0	0	0	0	0	0	0	0	0	0	0	3
Regent's Park	0	0	0	0	0	0	0	6	6	6	6	0
<i>Total Central London</i>	0	0	0	0	0	0	0	6	6	6	6	3
Total London	46	208	361	388	363	368	338	385	326	343	320	149
South Central												
Eton Dorney	0	0	6	6	6	0	0	0	0	0	0	0
South West												
Weymouth Portland	0	0	0	17	17	17	17	17	17	0	0	0

Summary of Findings of ONS Population Estimation

Main findings:

- Numbers of Games-time visitors cannot be quantified with any satisfactory scientific measure of certainty
- Main estimates used to date have been used for capacity planning and form the upper bound of the estimates presented in this report.
- Games visitors will displace some usual August visitors to London with hotel accommodation a particular constraint
- The increase in population is greatest in Newham; at least 50% higher throughout most of the Games, but considerably higher on Days 7, 8, 10 and 11
- The central London population is higher than usual for August, but the upper estimate is rarely 5% above the annual average weekday totals.
- The population in Greenwich is 5-10% higher than the annual average for the first week and about 25% higher on Day 3.

This report attempts to provide estimates of the number of people in London by day, time of day, and area (Newham, Greenwich, Central and Inner London) during the period of the Games. It also gives upper and lower bounds for these estimates.

This has been very challenging and the estimates contained within the report are at best scenarios based on multiple and often arbitrary assumptions. The number of assumptions, paucity of data and complexity and interactions of different components has made most methods of measuring uncertainty impractical. The uncertainty around our central estimates, presented as upper and lower variants, have only very limited scientific interpretation. All they do is give some indication of the sensitivity of the central estimates to different assumptions about some of the key components.

The analytical framework used is based on the counterfactual – how many people would be in London (and variants of this question) during Games time if the Olympics were not being held. This can be estimated by looking at past trends and the pattern of travel and tourism during previous Augusts.

The counterfactual gives the baseline from which we can estimate changes due to the Olympics taking place. These are twofold; we add in estimates of Games visitors on a daily basis over the course of the Games and we subtract the effect of displacement – those people that would otherwise be in London were the Olympics not taking place.

An advantage of this approach is that it incorporates an implicit supply and demand model. For example, by feeding in information about the overall hotel capacity of Games time London, we can see within our model the extent to which that capacity is utilised.

The most comprehensive visitor number calculations and most widely used among planners are those produced by ODA. They are used for capacity planning and are based on high assumptions. They form the upper bound of our estimates. These assumptions result in a total attendance of 5.3 million people to the Games, with a peak of 508,000 on Day 8. On 9 separate days there are estimated to be more than a million Olympic related journeys on public transport. These numbers are partially offset by the displacement effects of people not being in London or making journeys because of the Games.

Potential supply side constraints come into play. In March 2010 there were an estimated 272,000 beds in the hotel sector (including B&Bs and serviced and non-serviced accommodation). And in a typical August there is an 82% occupancy rate. Games time visitors are predicted to take up a significant proportion of supply meaning that a lot of the 'usual' August visitors will be displaced.

A study by Atkins showed that 50,000 'Games Family' visitors and 500,000 overseas visitors over the course of the Games stretched airports close to their capacity (assuming 33% use sea ports or Channel Tunnel rail services), although they represent only a relatively small overall increase in the number of passengers using airports, e.g. 3.5% for Heathrow. Our analysis suggests that the number of international Games visitors may be higher than Atkins has assumed, although pressure on London accommodation also means that this would lead to higher levels of displacement.

Our central estimates for Games time visitors are generally lower than those used by ODA. In particular, they do not assume that all seats will be filled in all venues for all events and assumptions about the number of spectators for road events are considerably lower.

The picture that emerges for Games time London is rather more muted than has previously been the case. There will be very large day time increases in concentrations of people in Newham. The day time population of Greenwich will be high for the first week of the Games. However, while numbers in central London are estimated to be higher than usual for August most of the time during the Games, even the upper estimate is rarely more than 5% above the annual average population levels.

Assumptions made by ONS to Estimate Population in Greater London

This Appendix presents some of the assumptions that ONS made to reach their estimates of the population of Greater London during the 2012 Olympic Games. These fall into two categories, namely those made in all their estimates, and the specific ones which determine the central, upper and lower estimates.

Assumptions used in All Estimates

Assumptions that are used within all of the estimates are:

- Visitors to all Olympic venues in the South East except Eton Dorney and Hadleigh Farm would stay in Greater London, and visitors to these two venues would not enter Greater London;
- 15% of visitors to these venues will buy tickets as part of a package through their (non-EU) National Olympic Committee, and stay in hotels in Greater London;
- 60% of visitors live within a three-hour journey from London, and will make a day trip from home to visit the Games;
- The remaining 25% will arrange their own accommodation in Greater London to visit the Games. One fifth of them (5% of visitors) will stay in hotels, the rest with friends and family. Three fifths are from elsewhere in the UK, two fifths from other countries within the EU;
- Visitors would stay in London only for the night before they attend an event at a venue;
- 90% of the LOCOG workforce will be London residents, and the other 10% will travel into London each day;
- The hotel accommodation available in Greater London will grow to 150,000 rooms by 2012, with an average of 1.9 beds per room;
- Visitors staying with friends and family will be spread across Greater London in proportion with the resident population;
- If more than one session is taking place at a given venue, then 10% of the ticket holders will attend more than one session. (For this purpose, the Olympic Park and ExCeL are each regarded as a single venue);
- The proportion of visitors making a specific trip to view a road event is 25% on a weekday and 60% at a weekend;
- The three GLA live sites will be full to capacity;
- Since there is insufficient information about cultural events other than the three “live sites” managed by GLA, the working assumption is that they will not lead to any extra visitors in London;
- The only boroughs affected by extra residents being away to avoid the Games are Newham and Greenwich.

Numbers of people in Olympic client groups are assumed to be as follows:

	Numbers	Accommodation
Athletes	20,700	Olympic Village
Technical Officials	2,600	Olympic Village
Broadcasters	24,000	Hotels
Press	5,700	Hotels
Games Family	5,100	Hotels
Marketing partners	10,000	Hotels
Total	68,100	Olympic Village 23,300 Hotels 44,800

The maximum attendances at road events, provided by ODA, were as follows:

Road Event	Session Time	Maximum attendance (ODA Sept 2010)
Road cycling / cycle time trials	09:00 to 15:30 (D 1)	280,000
	09:00 to 12:30 (D 2)	400,000
	10:00 to 11:30 (D 5)	280,000
	13:00 to 16:30 (D 5)	400,000
Triathlon	12:00 to 14:40 (D 8)	75,000
	12:00 to 14:30 (D 10)	75,000
Marathon	17:00 to 21:00 (D 9)	400,000
	17:00 to 21:00 (D 16)	500,000
Walk marathon	10:00 to 12:00 (D 7)	10,000
	10:00 to 12:00 (D10)	10,000
	10:00 to 12:00 (D14)	10,000

The following further assumptions were made to create the central, high and low forecasts:

	Central forecast	'High' case	'Low' case
Resident population of Newham	10% of population away for duration of the Games	No change	20% of population away for duration of the Games
Resident population of Greenwich	5% of population away for duration of the Games	No change	10% of population away for duration of the Games
Overnight visitors staying in 'paid' accommodation	Reduction varies by day according to demand from Games visitors. Largest reduction from 82% of hotel capacity to 27%	Reduction varies by day according to demand from Games visitors. Largest reduction from 82% of hotel capacity to 34%	Reduction varies by day according to demand from Games visitors. Largest reduction from 82% of hotel capacity to 20%
Overnight visitors staying in 'unpaid' accommodation	Reduced by 50% of equivalent Games visitors	Unchanged	Reduced by 90% of equivalent Games visitors
Day visitors: net commuting into London	Reduced by 2%	Reduced by 1%	Reduced by 3%
Day visitors – net business and leisure trips to London	Reduced by 15%	Reduced by 5%	Reduced by 25%
Travel into and out of Central London	Reduced by 6%	Reduced by 4%	Reduced by 8%
Ticketed spectators	Reduced proportion of available seats occupied varies according to sport	All available tickets sold and all available seats occupied for all events	Further reduced proportion of available seats occupied varies according to sport
Attendance at Road events	50% of maximum attendance	Maximum attendance (ODA, Sep 2009)	25% of maximum attendance

ONS Estimates of Population in Greater London

This appendix presents the following results of the ONS work to estimate the population of Greater London during the Olympic Games:

- Number of Games Attendees by Time and Region (table);
- Total Games Time Population by Time and Region (table);
- Population of Greater London at night, morning, afternoon and evening (graphs);
- Population of Inner London at night, morning, afternoon and evening (graphs);
- Population of Central London at night, morning, afternoon and evening (graphs);
- Population of Newham at night, morning, afternoon and evening (graphs); and
- Population of Greenwich at night, morning, afternoon and evening (graphs).

Table O: Total Games Time Population by Time and Region
(in thousands)

		Fri 27/7/12 Day 0	Sat 28/7/12 Day 1	Sun 29/7/12 Day 2	Mon 30/7/12 Day 3	Tue 31/7/12 Day 4	Wed 1/8/12 Day 5	Thu 2/8/12 Day 6	Fri 3/8/12 Day 7	Sat 4/8/12 Day 8	Sun 5/8/12 Day 9	Mon 6/8/12 Day 10	Tue 7/8/12 Day 11	Wed 8/8/12 Day 12	Thu 9/8/12 Day 13	Fri 10/8/12 Day 14	Sat 11/8/12 Day 15	Sun 12/8/12 Day 16
Central Estimate																		
Greater London	Overnight	7,648	7,666	7,678	7,673	7,675	7,673	7,667	7,682	7,686	7,673	7,679	7,678	7,671	7,680	7,664	7,672	7,659
	Morning	8,328	7,924	8,004	8,498	8,514	8,502	8,467	8,566	8,043	7,950	8,543	8,535	8,489	8,541	8,432	7,939	7,858
	Afternoon	8,698	8,230	8,300	8,887	8,888	8,881	8,838	8,925	8,356	8,268	8,905	8,902	8,856	8,905	8,811	8,269	8,178
	Evening	8,011	8,010	8,098	8,170	8,193	8,178	8,133	8,235	8,142	8,077	8,234	8,227	8,175	8,242	8,133	8,063	7,975
Inner London	Overnight	3,144	3,152	3,156	3,154	3,155	3,154	3,152	3,158	3,159	3,154	3,157	3,156	3,154	3,157	3,151	3,154	3,149
	Morning	4,067	3,602	3,688	4,242	4,241	4,276	4,205	4,299	3,682	3,598	4,276	4,289	4,244	4,296	4,177	3,593	3,529
	Afternoon	4,318	3,744	3,781	4,439	4,480	4,510	4,449	4,516	3,767	3,744	4,518	4,500	4,455	4,504	4,438	3,696	3,687
	Evening	3,661	3,531	3,568	3,814	3,794	3,798	3,792	3,884	3,667	3,677	3,843	3,840	3,832	3,830	3,781	3,576	3,578
Central	Overnight	2,013	2,018	2,021	2,019	2,020	2,019	2,018	2,021	2,022	2,019	2,021	2,021	2,019	2,021	2,017	2,019	
	Morning	2,978	2,401	2,476	3,045	3,045	3,078	3,011	3,043	2,392	2,385	3,042	3,034	3,009	3,043	3,012	2,368	2,343
	Afternoon	3,199	2,513	2,511	3,218	3,254	3,285	3,227	3,289	2,515	2,472	3,291	3,272	3,246	3,291	3,221	2,436	2,423
	Evening	2,466	2,295	2,319	2,603	2,584	2,591	2,582	2,616	2,346	2,378	2,578	2,577	2,559	2,555	2,510	2,259	2,356
Newham	Overnight	230	231	231	231	231	231	231	231	231	231	231	231	231	231	231	231	231
	Morning	237	345	359	348	348	355	348	410	425	350	386	407	387	405	315	356	324
	Afternoon	243	343	377	353	357	362	354	354	357	378	354	355	338	340	345	365	374
	Evening	325	344	360	341	342	343	342	400	427	419	400	398	408	412	406	425	343
Outer London	Overnight	4,503	4,515	4,522	4,519	4,520	4,519	4,515	4,524	4,527	4,519	4,523	4,522	4,518	4,523	4,513	4,518	4,510
	Morning	4,261	4,322	4,316	4,257	4,273	4,226	4,262	4,267	4,361	4,351	4,267	4,246	4,244	4,245	4,255	4,346	4,329
	Afternoon	4,380	4,486	4,519	4,448	4,408	4,371	4,390	4,409	4,588	4,524	4,387	4,402	4,401	4,401	4,372	4,573	4,491
	Evening	4,350	4,479	4,531	4,356	4,400	4,380	4,342	4,351	4,474	4,401	4,391	4,388	4,342	4,413	4,352	4,488	4,396
Greenwich	Overnight	203	204	204	204	204	204	204	204	205	204	204	204	204	204	204	204	204
	Morning	193	229	229	200	219	197	218	219	223	221	216	196	195	196	196	200	214
	Afternoon	199	215	217	267	215	213	214	213	220	228	216	235	236	224	201	222	230
	Evening	197	213	224	198	197	196	197	198	203	199	196	196	208	224	224	230	199

Table O (continued): Total Games Time Population by Time and Region
(in thousands)

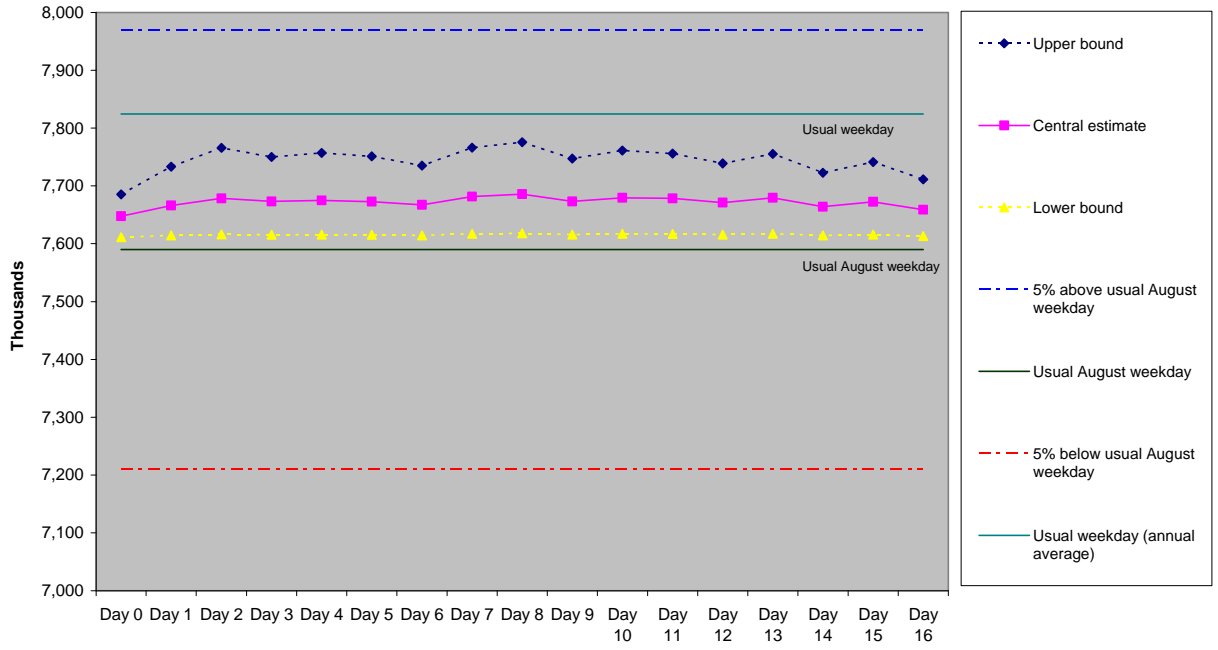
		Fri 27/7/12 Day 0	Sat 28/7/12 Day 1	Sun 29/7/12 Day 2	Mon 30/7/12 Day 3	Tue 31/7/12 Day 4	Wed 1/8/12 Day 5	Thu 2/8/12 Day 6	Fri 3/8/12 Day 7	Sat 4/8/12 Day 8	Sun 5/8/12 Day 9	Mon 6/8/12 Day 10	Tue 7/8/12 Day 11	Wed 8/8/12 Day 12	Thu 9/8/12 Day 13	Fri 10/8/12 Day 14	Sat 11/8/12 Day 15	Sun 12/8/12 Day 16
Lower Estimate																		
Greater London	Overnight	7,611	7,614	7,616	7,616	7,616	7,615	7,615	7,617	7,618	7,616	7,617	7,617	7,616	7,617	7,614	7,616	7,614
	Morning	8,264	7,842	7,897	8,387	8,396	8,386	8,366	8,451	7,943	7,868	8,434	8,431	8,395	8,437	8,345	7,864	7,804
	Afternoon	8,594	8,112	8,163	8,733	8,731	8,725	8,699	8,771	8,214	8,148	8,757	8,757	8,722	8,761	8,684	8,155	8,087
	Evening	7,953	7,922	7,984	8,065	8,080	8,068	8,040	8,127	8,030	7,977	8,130	8,127	8,086	8,141	8,051	7,975	7,901
Inner London	Overnight	3,121	3,122	3,123	3,123	3,123	3,122	3,122	3,123	3,124	3,123	3,123	3,123	3,123	3,123	3,122	3,123	3,122
	Morning	4,021	3,522	3,581	4,161	4,158	4,180	4,135	4,219	3,612	3,532	4,201	4,219	4,180	4,226	4,117	3,543	3,479
	Afternoon	4,254	3,651	3,687	4,350	4,382	4,397	4,363	4,422	3,689	3,666	4,423	4,412	4,373	4,416	4,359	3,636	3,622
	Evening	3,623	3,467	3,493	3,742	3,726	3,728	3,728	3,813	3,593	3,577	3,780	3,780	3,775	3,772	3,729	3,523	3,491
Central	Overnight	2,012	2,013	2,013	2,013	2,013	2,013	2,013	2,013	2,014	2,013	2,013	2,013	2,013	2,013	2,013	2,013	2,012
	Morning	2,954	2,345	2,394	2,998	2,995	3,014	2,971	2,999	2,357	2,348	2,998	2,993	2,973	3,002	2,978	2,346	2,317
	Afternoon	3,162	2,448	2,455	3,166	3,193	3,207	3,175	3,233	2,471	2,430	3,232	3,221	3,198	3,238	3,177	2,411	2,389
	Evening	2,451	2,261	2,277	2,564	2,549	2,552	2,549	2,578	2,307	2,304	2,546	2,548	2,532	2,528	2,488	2,238	2,284
Newham	Overnight	208	209	209	209	209	209	209	209	209	209	209	209	209	209	209	209	208
	Morning	217	318	330	319	319	326	322	379	393	321	359	383	364	381	292	331	299
	Afternoon	223	316	344	324	327	333	327	326	329	348	326	327	311	313	318	337	345
	Evening	304	316	329	313	314	315	315	372	397	391	373	372	381	386	380	398	323
Outer London	Overnight	4,491	4,492	4,493	4,493	4,493	4,493	4,492	4,494	4,495	4,493	4,494	4,494	4,493	4,494	4,492	4,493	4,492
	Morning	4,243	4,320	4,316	4,225	4,239	4,205	4,231	4,231	4,330	4,335	4,234	4,212	4,214	4,211	4,229	4,321	4,325
	Afternoon	4,340	4,462	4,476	4,384	4,350	4,328	4,336	4,349	4,525	4,482	4,334	4,345	4,349	4,345	4,326	4,519	4,465
	Evening	4,330	4,455	4,491	4,323	4,354	4,340	4,312	4,314	4,437	4,400	4,350	4,347	4,311	4,369	4,322	4,452	4,410
Greenwich	Overnight	193	193	193	193	193	193	193	193	193	193	193	193	193	193	193	193	193
	Morning	184	215	215	189	206	187	206	206	209	208	205	185	185	185	186	189	204
	Afternoon	189	203	204	245	202	200	201	199	206	212	203	220	222	211	191	207	217
	Evening	187	201	210	187	186	186	186	186	192	189	185	185	196	210	210	216	190

Table O (continued): Total Games Time Population by Time and Region
(in thousands)

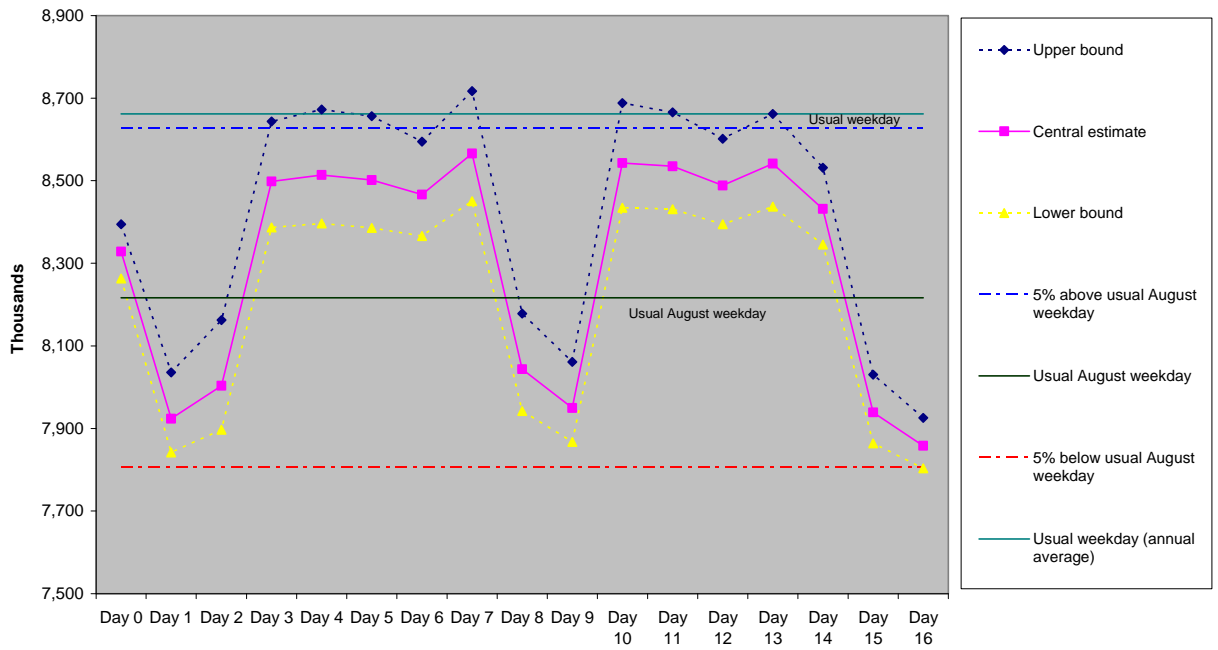
		Fri 27/7/12 Day 0	Sat 28/7/12 Day 1	Sun 29/7/12 Day 2	Mon 30/7/12 Day 3	Tue 31/7/12 Day 4	Wed 1/8/12 Day 5	Thu 2/8/12 Day 6	Fri 3/8/12 Day 7	Sat 4/8/12 Day 8	Sun 5/8/12 Day 9	Mon 6/8/12 Day 10	Tue 7/8/12 Day 11	Wed 8/8/12 Day 12	Thu 9/8/12 Day 13	Fri 10/8/12 Day 14	Sat 11/8/12 Day 15	Sun 12/8/12 Day 16
Upper Estimate																		
Greater London	Overnight	7,685	7,733	7,766	7,750	7,757	7,751	7,735	7,766	7,776	7,747	7,761	7,756	7,739	7,755	7,723	7,741	7,711
	Morning	8,395	8,036	8,162	8,644	8,672	8,656	8,595	8,717	8,178	8,061	8,688	8,666	8,602	8,661	8,531	8,030	7,925
	Afternoon	8,803	8,377	8,482	9,073	9,086	9,076	9,005	9,114	8,531	8,417	9,091	9,074	9,010	9,066	8,951	8,400	8,285
	Evening	8,071	8,122	8,257	8,306	8,346	8,324	8,252	8,376	8,286	8,211	8,374	8,355	8,282	8,359	8,227	8,167	8,068
Inner London	Overnight	3,168	3,187	3,200	3,194	3,196	3,194	3,188	3,200	3,204	3,193	3,198	3,196	3,189	3,196	3,183	3,190	3,178
	Morning	4,114	3,723	3,862	4,345	4,353	4,409	4,295	4,404	3,777	3,696	4,379	4,377	4,320	4,374	4,245	3,652	3,601
	Afternoon	4,382	3,879	3,914	4,549	4,605	4,662	4,552	4,630	3,877	3,855	4,643	4,607	4,550	4,603	4,528	3,765	3,771
	Evening	3,700	3,618	3,677	3,905	3,881	3,890	3,871	3,976	3,763	3,833	3,927	3,911	3,901	3,895	3,840	3,637	3,722
Central	Overnight	2,014	2,026	2,034	2,030	2,032	2,030	2,026	2,034	2,036	2,030	2,033	2,032	2,027	2,031	2,024	2,028	2,021
	Morning	3,004	2,496	2,617	3,102	3,109	3,170	3,059	3,098	2,438	2,442	3,101	3,085	3,051	3,088	3,051	2,395	2,390
	Afternoon	3,237	2,619	2,594	3,280	3,328	3,396	3,286	3,355	2,577	2,535	3,365	3,333	3,297	3,348	3,271	2,466	2,473
	Evening	2,481	2,348	2,389	2,655	2,633	2,647	2,625	2,668	2,398	2,510	2,623	2,613	2,592	2,586	2,538	2,286	2,493
Newham	Overnight	252	253	254	254	254	254	254	254	255	254	254	254	254	254	253	254	253
	Morning	256	377	399	389	389	395	385	452	468	390	423	437	416	430	340	384	353
	Afternoon	263	374	421	391	396	398	388	391	398	424	394	391	371	371	376	396	407
	Evening	346	376	396	373	374	374	372	432	463	449	432	427	437	440	433	453	362
Outer London	Overnight	4,517	4,546	4,566	4,556	4,561	4,557	4,547	4,566	4,572	4,555	4,563	4,560	4,550	4,560	4,540	4,551	4,533
	Morning	4,280	4,313	4,301	4,298	4,320	4,247	4,299	4,314	4,402	4,365	4,309	4,289	4,281	4,288	4,286	4,379	4,324
	Afternoon	4,420	4,498	4,568	4,524	4,481	4,414	4,452	4,485	4,654	4,562	4,447	4,467	4,460	4,463	4,423	4,635	4,514
	Evening	4,371	4,504	4,579	4,401	4,465	4,434	4,381	4,400	4,523	4,379	4,447	4,444	4,382	4,464	4,387	4,531	4,346
Greenwich	Overnight	214	215	216	216	216	216	215	216	217	216	216	216	216	216	215	216	215
	Morning	203	245	245	211	233	208	231	233	237	234	228	207	206	207	206	211	223
	Afternoon	210	227	230	288	227	224	226	228	233	244	228	249	251	236	213	239	249
	Evening	207	225	236	209	209	207	208	210	216	208	208	208	221	238	238	245	206

Population of Greater London

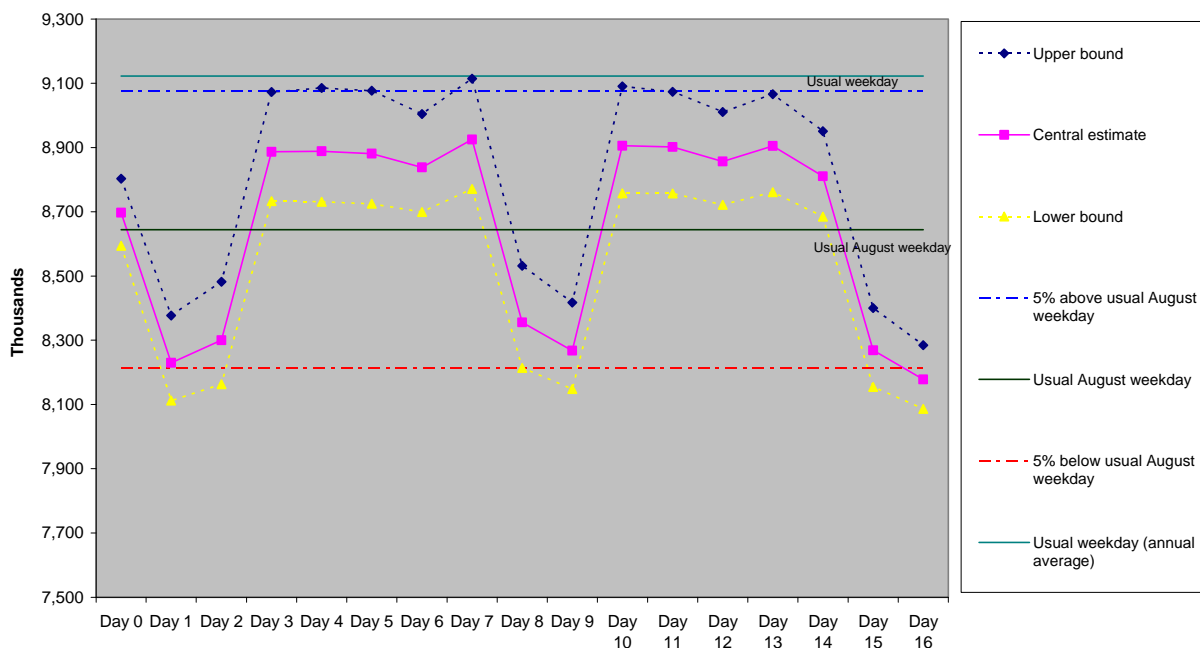
Population of Greater London - Night



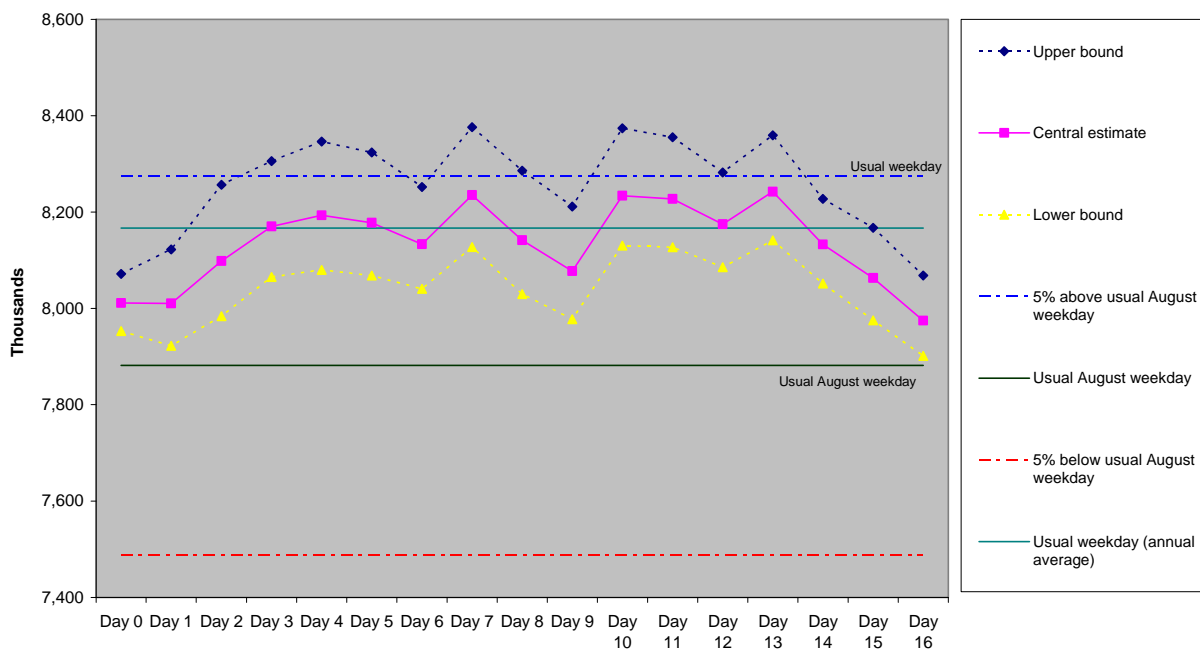
Population of Greater London - Morning



Population of Greater London - Afternoon

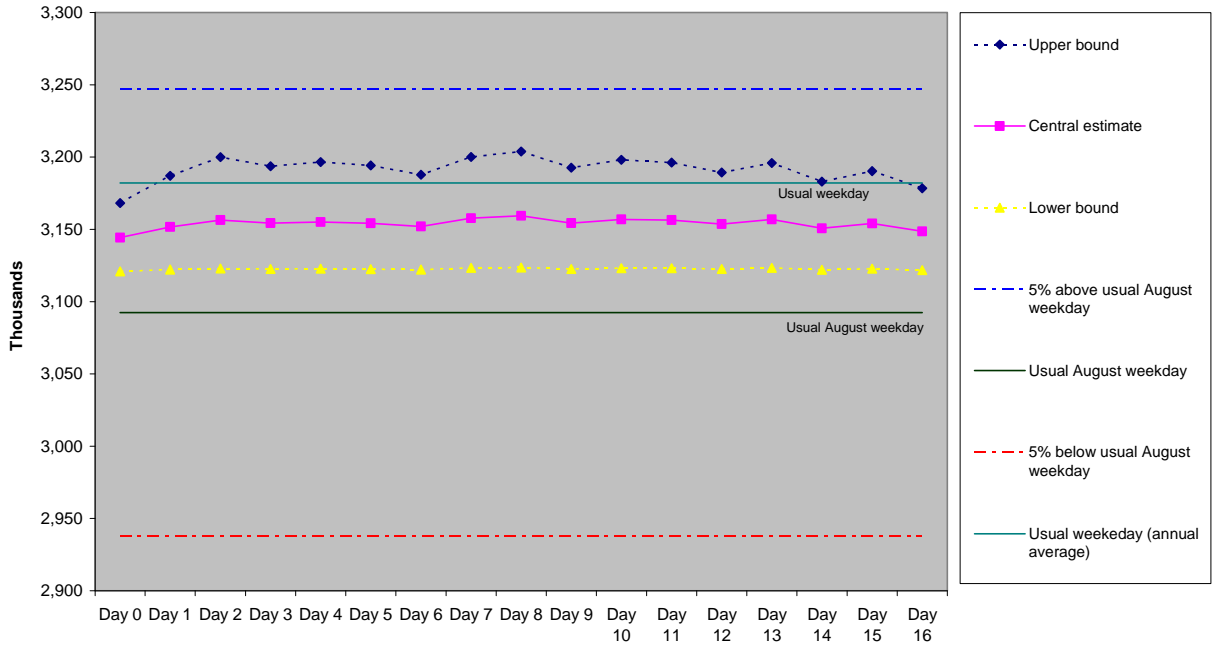


Population of Greater London - Evening

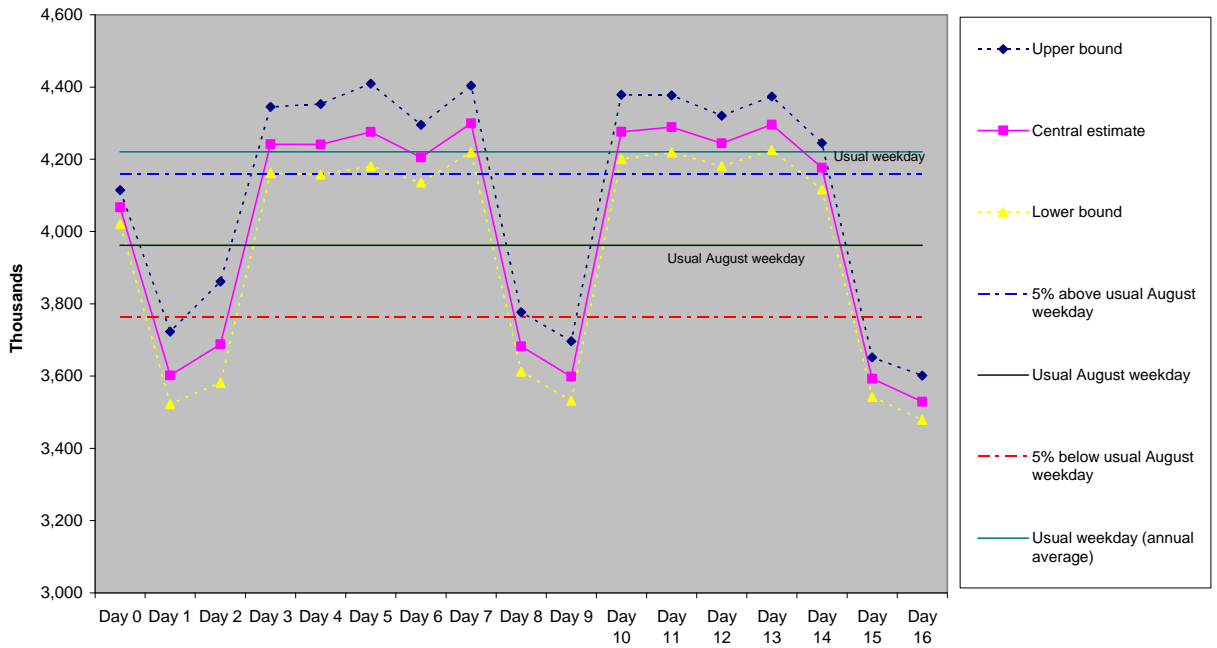


Population of Inner London

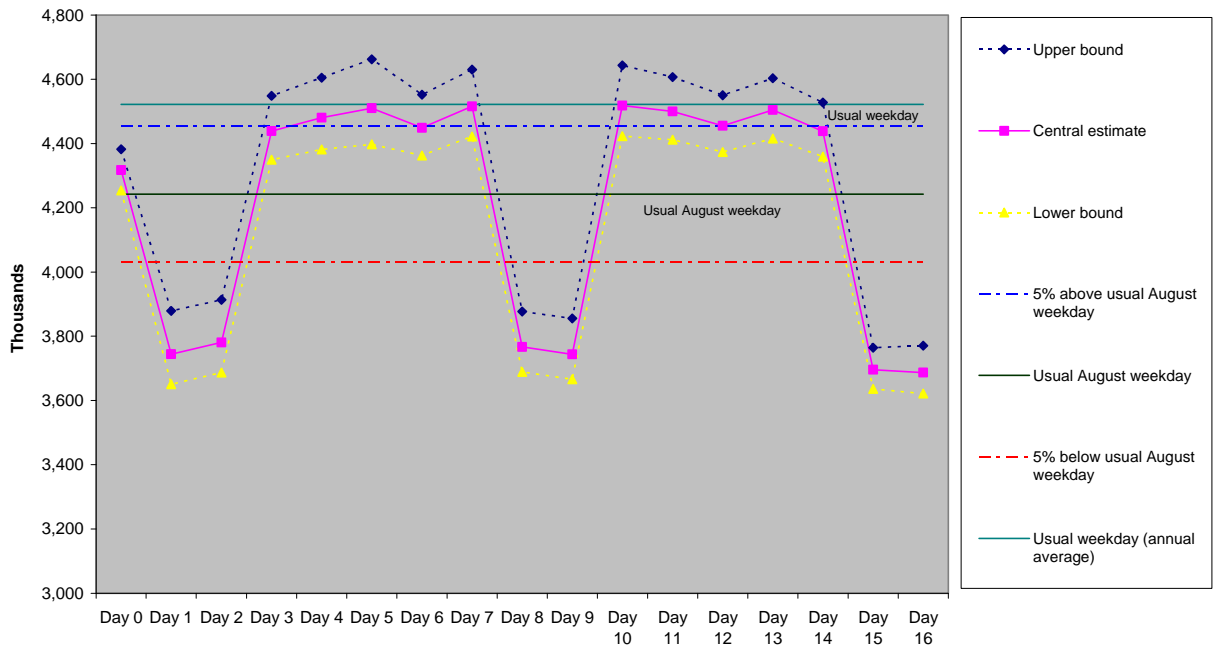
Population of Inner London - Night



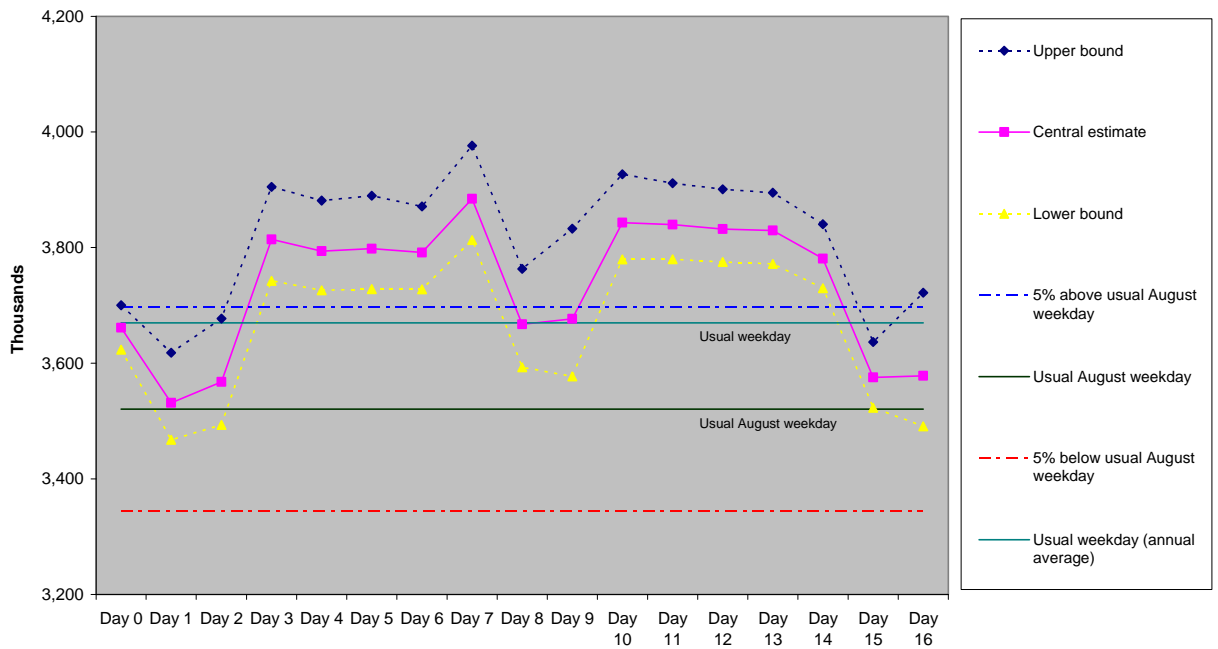
Population of Inner London - Morning



Population of Inner London - Afternoon

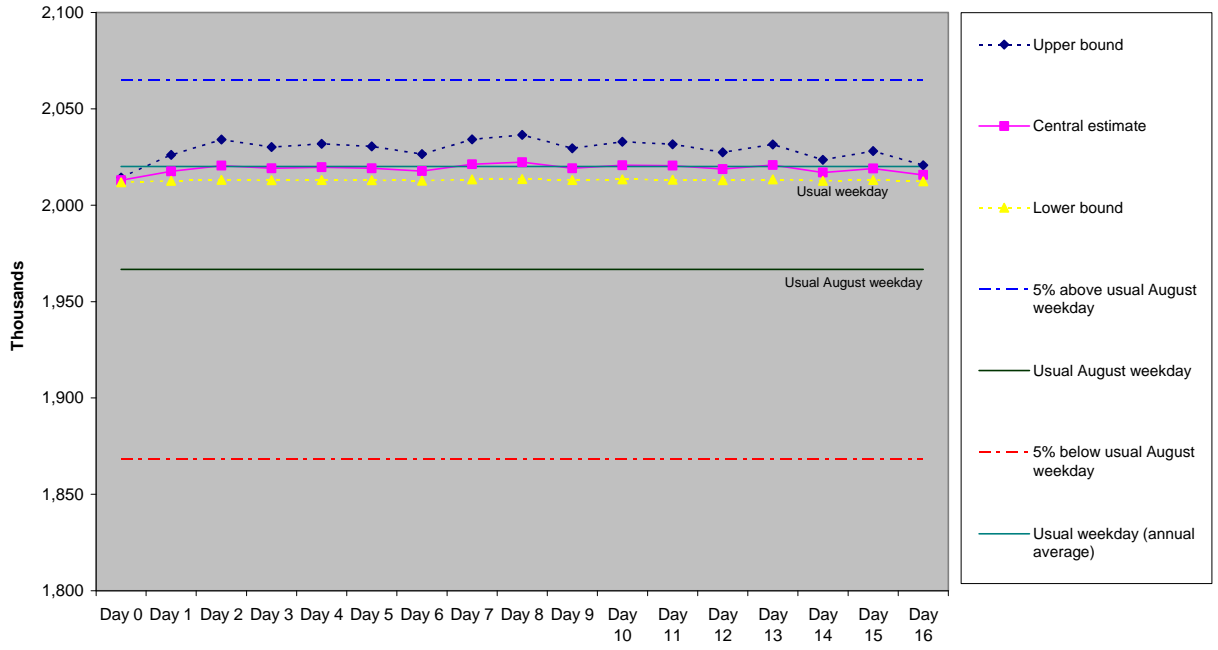


Population of Inner London - Evening

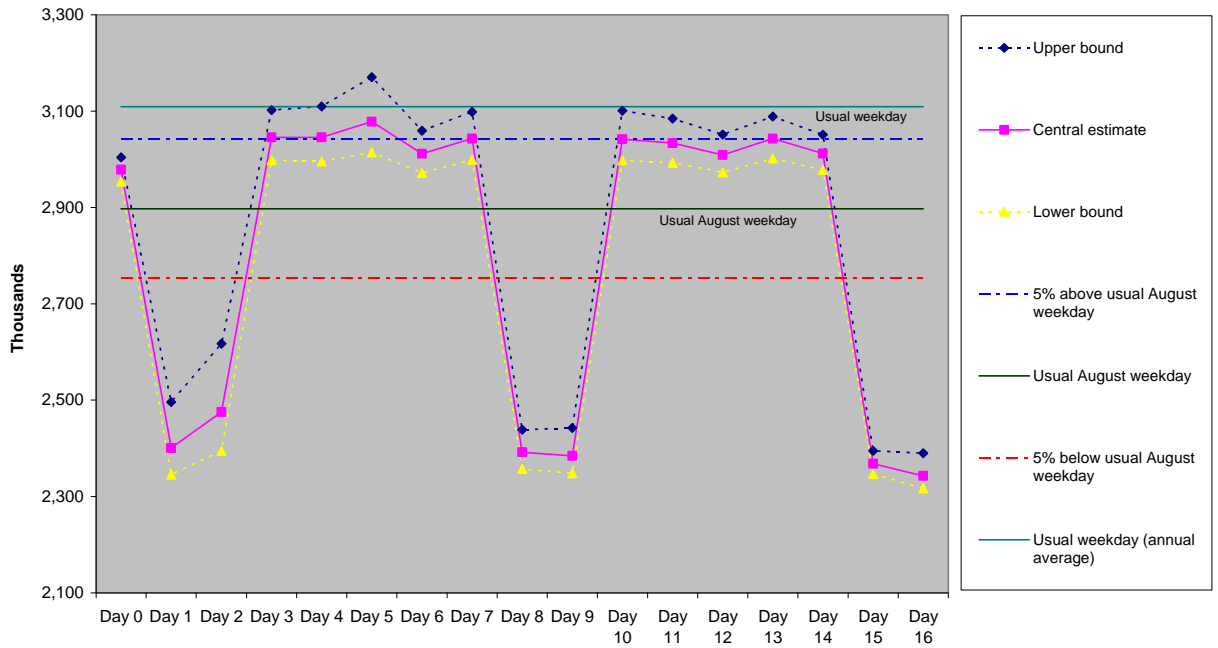


Population of Central London

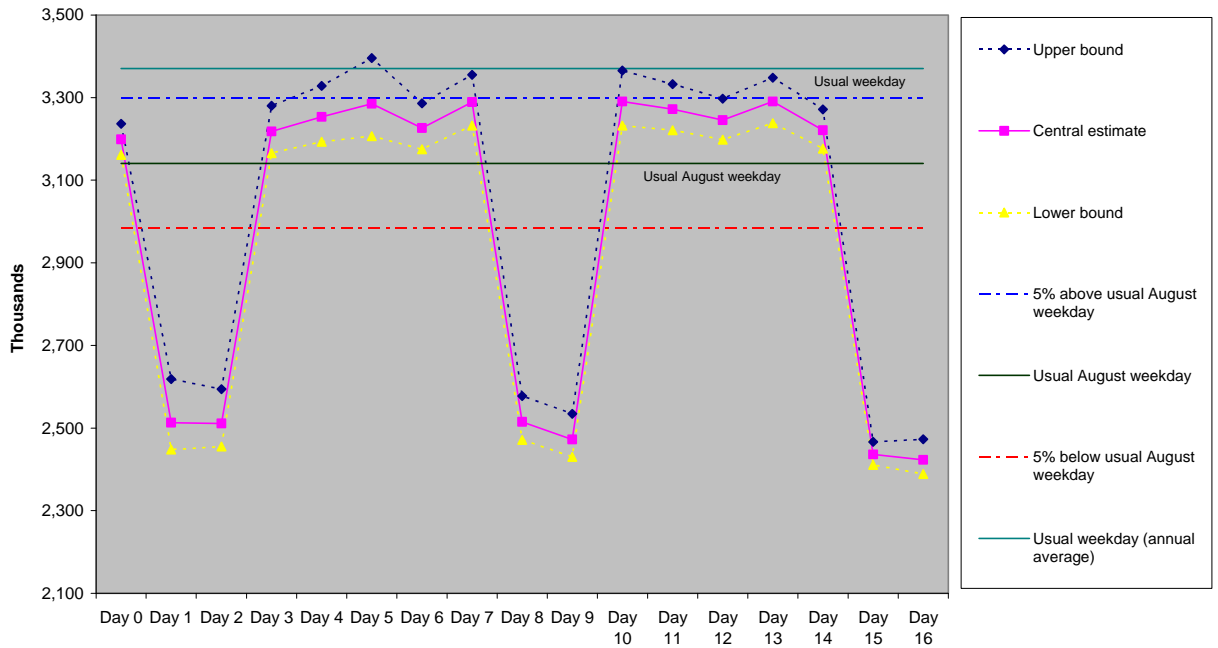
Population of Central London - Night



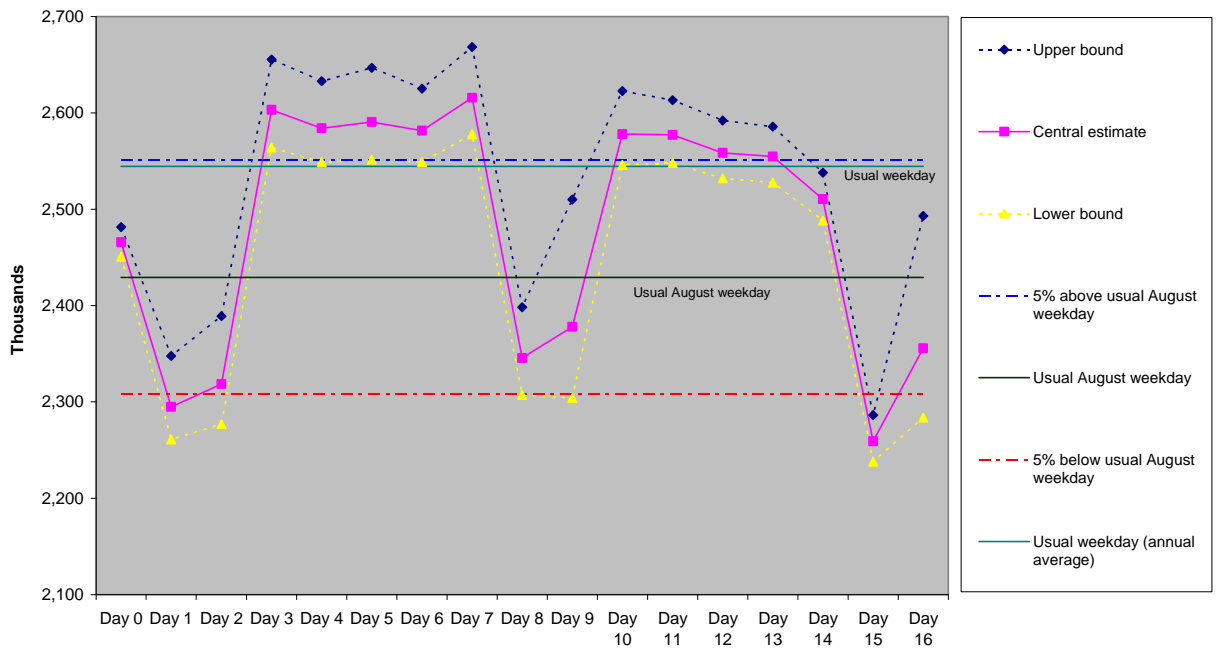
Population of Central London - Morning



Population of Central London - Afternoon

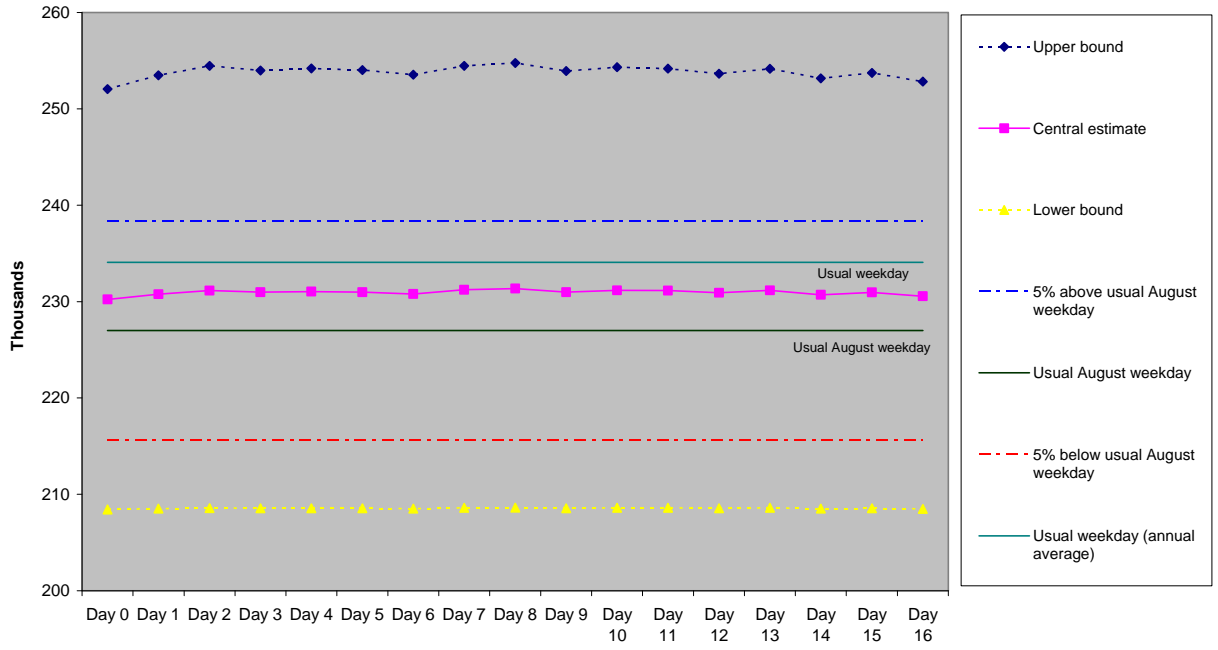


Population of Central London - Evening

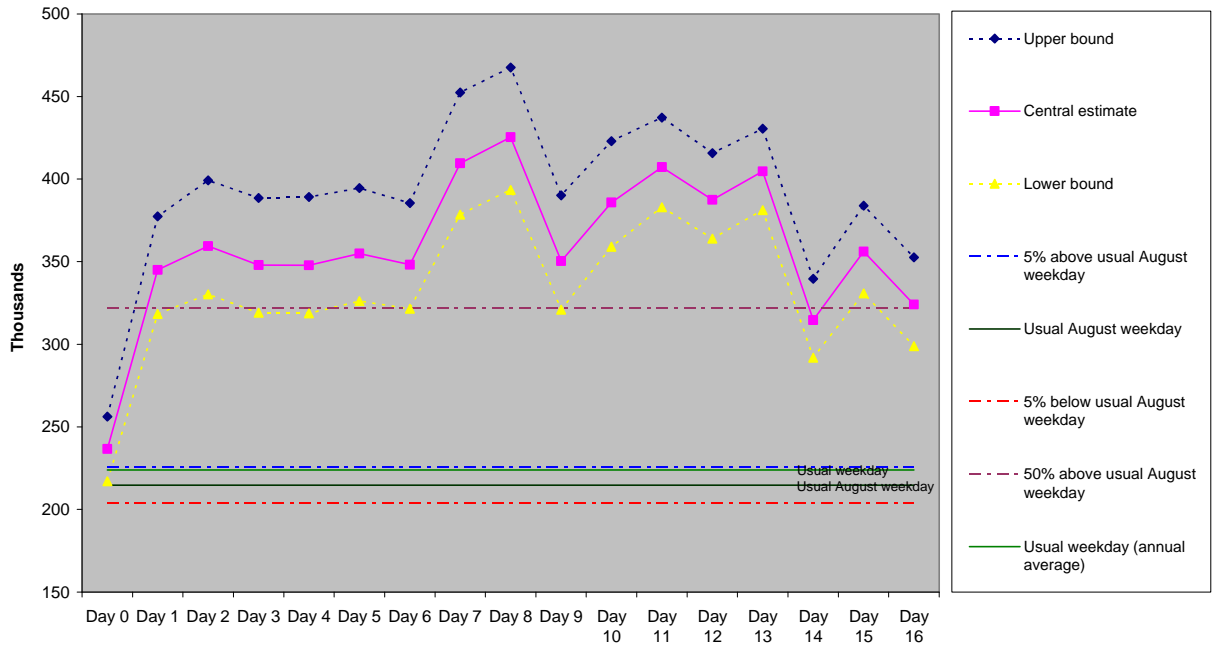


Population of Newham

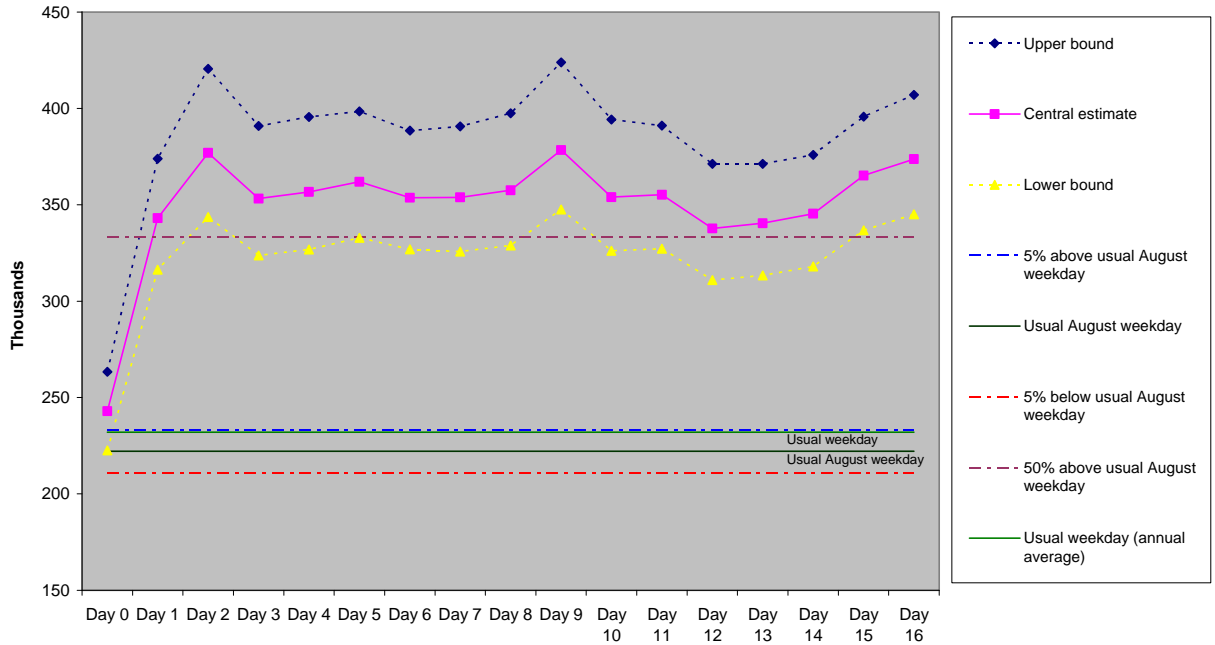
Population of Newham - Night



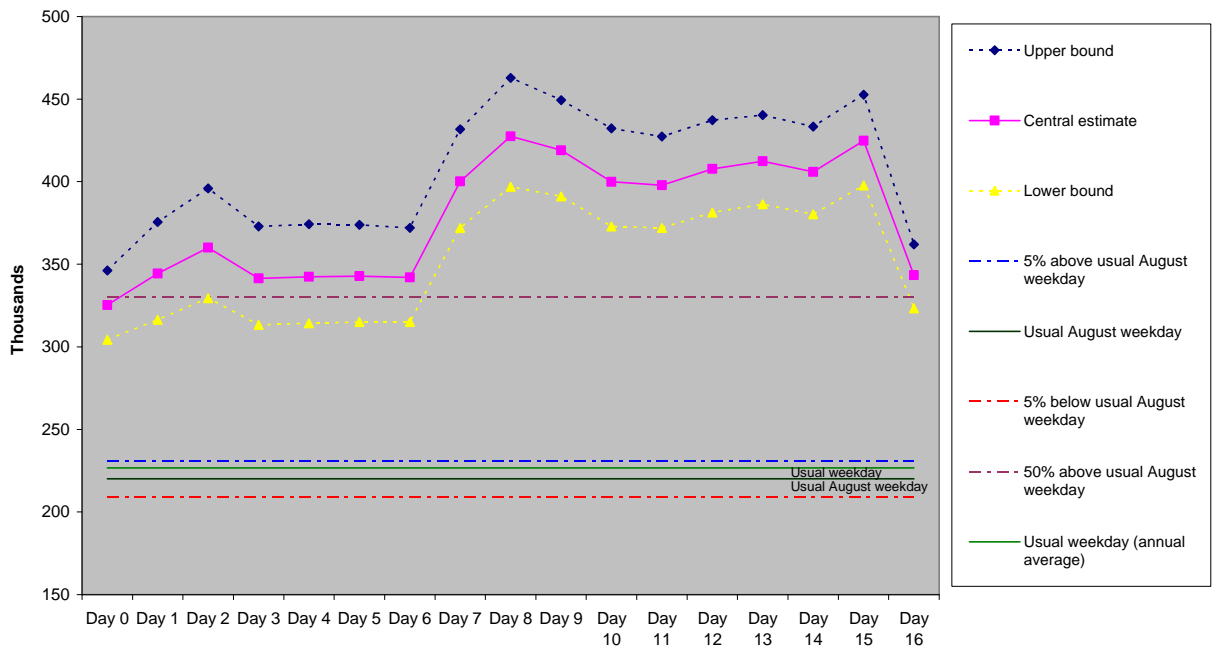
Population of Newham - Morning



Population of Newham - Afternoon

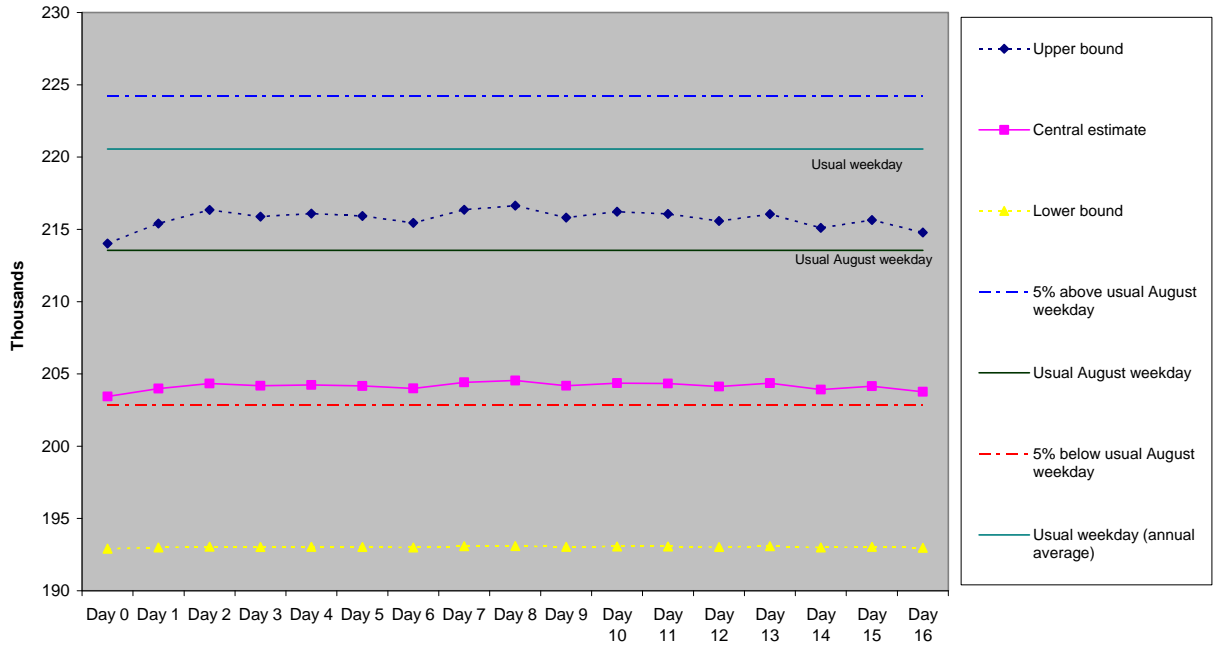


Population of Newham - Evening

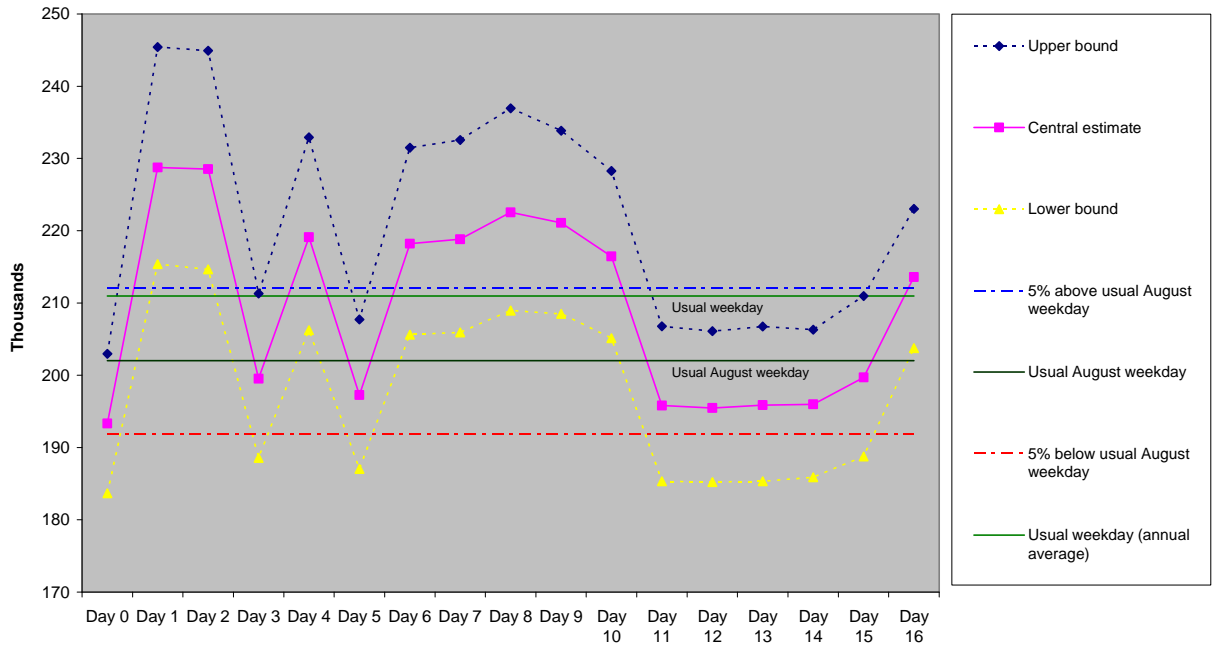


Population of Greenwich

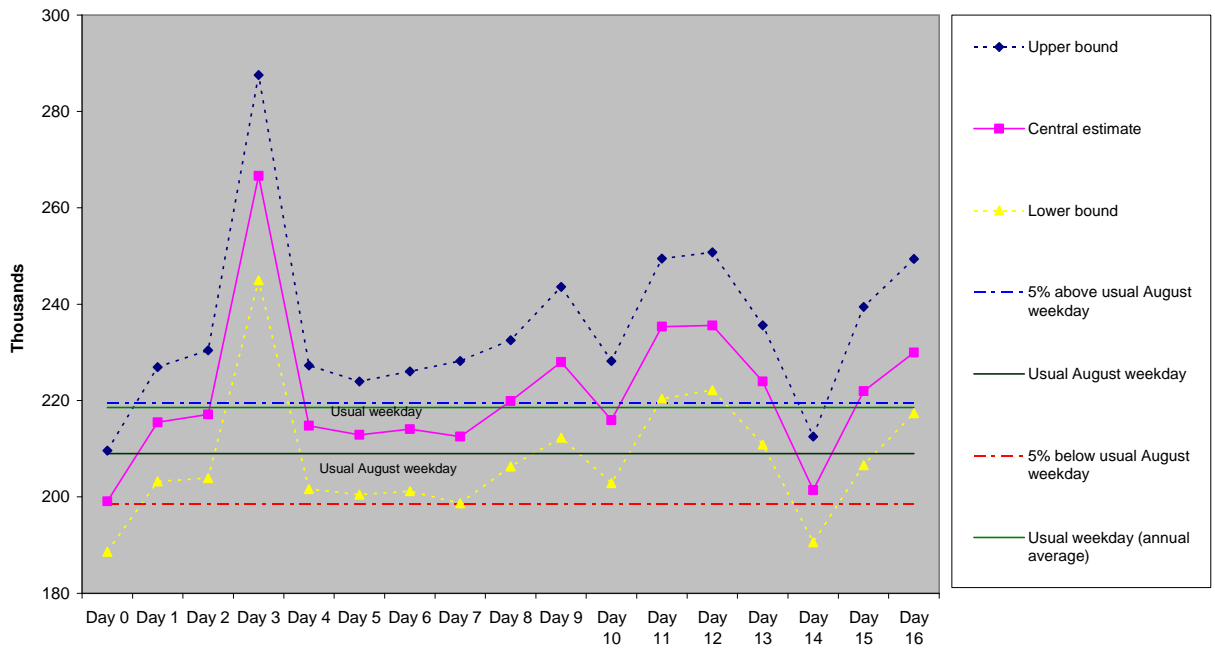
Population of Greenwich - Night



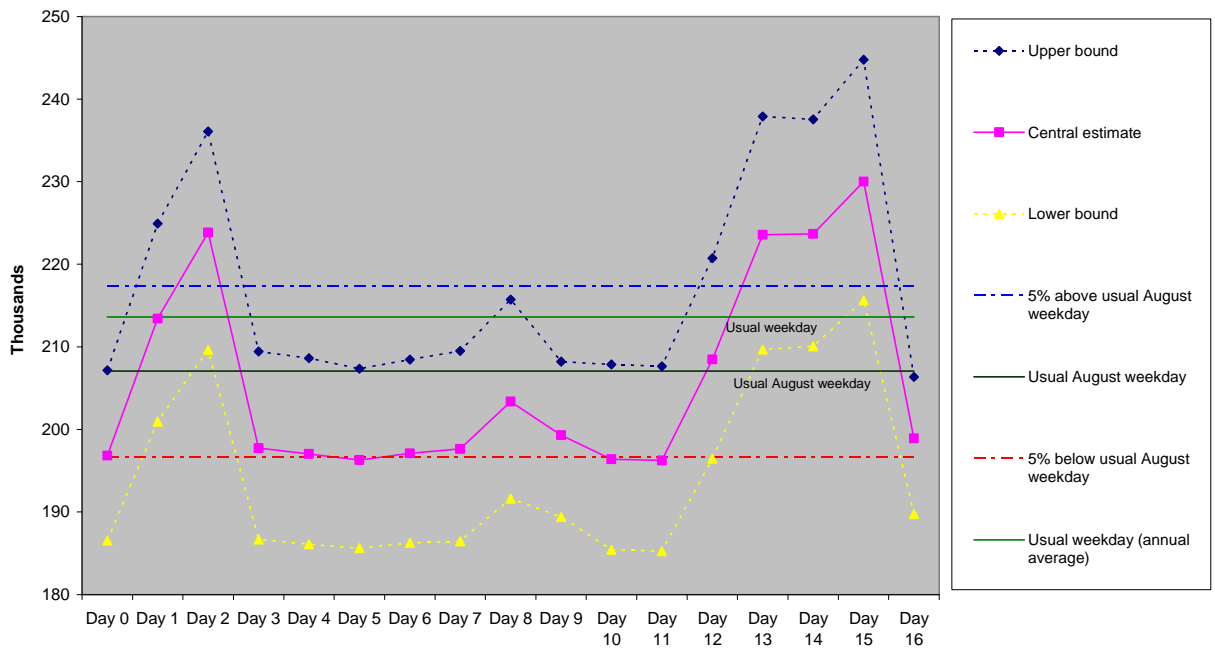
Population of Greenwich - Morning



Population of Greenwich - Afternoon



Population of Greenwich - Evening



ODA Estimates of Olympic and Paralympic Visitors staying in different SHA Regions

This appendix presents estimates of the number of visitors who will be staying away from home in order to visit Olympic and Paralympic venues in the South East of England. These estimates include visitors to live sites and cultural events, but do not include visitors to road events or Olympic and Paralympic Family members.

The Appendix contains ten tables:

- Table E1. Visitors staying overnight to visit Olympic events, by SHA region;
- Table E2. Visitors staying overnight to visit Paralympic events, by SHA region;
- Table E3. Visitors staying overnight to visit Olympic events, by PCT region in East of England;
- Table E4. Visitors staying overnight to visit Paralympic events, by PCT region in East of England;
- Table E5. Visitors staying overnight to visit Olympic events, by PCT region in London;
- Table E6. Visitors staying overnight to visit Paralympic events, by PCT region in London;
- Table E7. Visitors staying overnight to visit Olympic events, by PCT region in South Central;
- Table E8. Visitors staying overnight to visit Paralympic events, by PCT region in South Central;
- Table E9. Visitors staying overnight to visit Olympic events, by PCT region in South East Coast; and
- Table E10. Visitors staying overnight to visit Paralympic events, by PCT region in South East Coast.

The estimates assume that all visitors who stay away from home will spend the night before their event at that accommodation.

These estimates represent numbers of overnight visitors. The picture will vary by time of day.

It should be noted that these figures do not immediately correspond to the numbers of individuals who will attend the Games as people may attend more than one event over the course of the Games.

Totals may not appear to equal the sum of component parts because numbers have been rounded to the nearest thousand.

Table E1: Estimated number of visitors to Olympic events (in thousands) in the South East that will be staying overnight away from home in each of the SHA regions, by day

SHA	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
East Midlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East of England	2	10	15	13	14	13	12	14	16	13	14	13	12	13	10	15	9
London	9	71	99	90	93	92	81	98	113	92	92	87	76	84	66	95	57
North East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Central	0	6	9	8	9	8	8	9	11	8	9	9	7	8	7	10	5
South East Coast	2	13	17	16	16	16	15	17	19	16	16	16	14	16	13	17	11
South West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yorkshire and the Humber	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	100	140	127	132	130	116	138	160	130	131	124	109	121	97	137	82

Table E2: Estimated number of visitors to Paralympic events (in thousands) in the South East that will be staying overnight away from home in each of the SHA regions, by day

SHA	29 Aug	30 Aug	31 Aug	1 Sep	2 Sep	3 Sep	4 Sep	5 Sep	6 Sep	7 Sep	8 Sep	9 Sep
East Midlands	0	0	0	0	0	0	0	0	0	0	0	0
East of England	2	5	8	9	9	9	8	9	8	8	8	6
London	9	21	40	44	43	42	40	43	40	39	37	25
North East	0	0	0	0	0	0	0	0	0	0	0	0
North West	0	0	0	0	0	0	0	0	0	0	0	0
South Central	0	1	3	4	3	3	3	3	3	3	3	2
South East Coast	3	7	11	12	12	11	11	12	11	11	10	8
South West	0	0	0	0	0	0	0	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0	0	0	0
Yorkshire and the Humber	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	34	62	69	67	65	62	67	63	61	58	40

Table E3: Estimated number of visitors to Olympic events (in thousands) in the South East that will be staying overnight away from home in by PCT region in East of England, by day

PCT	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
Bedfordshire	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cambridgeshire	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
East and North Hertfordshire	0	1	2	2	2	2	1	2	2	2	2	2	1	2	1	2	1
Great Yarmouth and Waveney	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Luton	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
Mid Essex	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Norfolk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North East Essex	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Peterborough	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South East Essex	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
South West Essex	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Suffolk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Essex	1	3	3	3	3	3	3	3	4	3	3	3	3	3	3	3	2
West Hertfordshire	0	2	2	2	2	2	2	2	3	2	2	2	2	2	1	2	1
Total	2	10	15	13	14	13	12	14	16	13	14	13	12	13	10	15	9

Table E4: Estimated number of visitors to Paralympic events (in thousands) in the South East that will be staying overnight away from home by PCT region in East of England, by day

PCT	29 Aug	30 Aug	31 Aug	1 Sep	2 Sep	3 Sep	4 Sep	5 Sep	6 Sep	7 Sep	8 Sep	9 Sep
Bedfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Cambridgeshire	0	0	0	0	0	0	0	0	0	0	0	0
East and North Hertfordshire	0	0	1	1	1	1	1	1	1	1	1	0
Great Yarmouth and Waveney	0	0	0	0	0	0	0	0	0	0	0	0
Luton	0	1	2	2	2	2	2	2	2	2	2	1
Mid Essex	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0	0	0
North East Essex	0	0	0	0	0	0	0	0	0	0	0	0
Peterborough	0	0	0	0	0	0	0	0	0	0	0	0
South East Essex	0	0	0	0	0	0	0	0	0	0	0	0
South West Essex	0	0	1	1	1	1	1	1	1	1	1	0
Suffolk	0	0	0	0	0	0	0	0	0	0	0	0
West Essex	1	2	3	3	3	3	3	3	3	3	3	2
West Hertfordshire	0	0	1	1	1	1	1	1	1	1	1	0
Total	2	5	8	9	9	9	8	9	8	8	8	6

Table E5: Estimated number of visitors to Olympic events (in thousands) in the South East that will be staying overnight away from home in by PCT region in London, by day

PCT	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
Barking and Dagenham	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Barnet	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bexley	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0
Brent	0	1	2	1	2	1	1	1	2	1	1	1	1	1	1	2	1
Bromley	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Camden	2	8	12	10	11	11	10	11	13	11	11	10	9	10	8	11	7
City and Hackney	1	4	6	6	6	6	5	7	8	6	6	6	5	6	5	6	4
Croydon	0	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1
Ealing	0	1	2	1	2	1	1	1	2	1	1	1	1	1	1	2	1
Enfield	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Greenwich	0	1	2	2	2	2	2	2	2	2	2	2	2	2	1	2	1
Hammersmith and Fulham	0	2	2	2	2	2	2	2	3	2	2	2	2	2	1	2	1
Haringey	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Harrow	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Havering	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Hillingdon	2	6	9	8	9	8	7	8	10	8	8	8	7	8	7	9	5
Hounslow	0	1	2	1	2	1	1	2	2	1	2	1	1	1	1	2	1
Islington	0	2	3	3	3	3	2	3	3	3	3	3	2	2	2	3	2
Kensington and Chelsea	0	5	7	7	7	7	6	7	8	7	7	6	5	6	5	7	4
Kingston	0	0	1	0	1	1	0	1	1	1	0	0	0	0	0	1	0
Lambeth	0	2	3	3	3	3	2	3	3	3	3	2	2	2	2	3	2
Lewisham	0	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1
Newham	1	3	4	4	3	4	3	4	4	4	4	3	3	3	3	3	2
Redbridge	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Richmond and Twickenham	0	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1
Southwark	0	3	4	4	3	4	3	4	4	4	4	3	3	3	2	4	2
Sutton and Merton	0	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1
Tower Hamlets	0	4	5	5	5	5	4	6	6	5	5	5	5	5	4	5	3
Waltham Forest	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wandsworth	0	1	2	2	2	2	1	2	2	2	2	1	1	1	1	2	1
Westminster	1	14	19	17	18	19	16	19	22	19	18	17	14	16	13	19	12
Total	9	71	99	90	93	92	81	98	113	92	92	87	76	84	66	95	57

Table E6: Estimated number of visitors to Paralympic events (in thousands) in the South East that will be staying overnight away from home by PCT region in London, by day

PCT	29 Aug	30 Aug	31 Aug	1 Sep	2 Sep	3 Sep	4 Sep	5 Sep	6 Sep	7 Sep	8 Sep	9 Sep
Barking and Dagenham	0	0	0	0	0	0	0	0	0	0	0	0
Barnet	0	0	0	1	1	0	0	1	0	0	0	0
Bexley	0	0	0	0	0	0	0	0	0	0	0	0
Brent	0	0	0	1	0	0	0	0	0	0	0	0
Bromley	0	0	0	0	0	0	0	0	0	0	0	0
Camden	2	3	5	6	6	5	5	6	5	5	5	3
City and Hackney	0	1	3	3	3	3	3	3	3	3	2	2
Croydon	0	0	1	1	1	1	1	1	1	1	0	0
Ealing	0	0	0	1	1	0	0	1	0	0	0	0
Enfield	0	0	0	0	0	0	0	0	0	0	0	0
Greenwich	0	0	1	1	1	1	1	1	1	1	1	0
Hammersmith and Fulham	0	0	1	1	1	1	1	1	1	1	1	0
Haringey	0	0	0	0	0	0	0	0	0	0	0	0
Harrow	0	0	0	0	0	0	0	0	0	0	0	0
Havering	0	0	0	0	0	0	0	0	0	0	0	0
Hillingdon	2	5	6	6	6	6	6	6	6	6	6	5
Hounslow	0	0	1	1	1	1	1	1	1	1	0	0
Islington	0	0	1	1	1	1	1	1	1	1	1	1
Kensington and Chelsea	0	1	2	2	2	2	2	2	2	2	2	1
Kingston	0	0	0	0	0	0	0	0	0	0	0	0
Lambeth	0	0	1	1	1	1	1	1	1	1	1	1
Lewisham	0	0	1	1	1	1	1	1	1	1	1	0
Newham	1	1	2	2	2	2	2	2	2	2	2	1
Redbridge	0	0	1	1	1	1	1	1	1	1	1	0
Richmond and Twickenham	0	0	0	1	0	0	0	0	0	0	0	0
Southwark	0	1	2	2	2	2	2	2	2	2	1	1
Sutton and Merton	0	0	0	1	1	0	0	1	0	0	0	0
Tower Hamlets	0	1	2	3	2	2	2	2	2	2	2	1
Waltham Forest	0	0	0	0	0	0	0	0	0	0	0	0
Wandsworth	0	0	1	1	1	1	1	1	1	1	1	0
Westminster	1	3	6	7	7	6	6	7	6	6	6	4
Total	9	21	40	44	43	42	40	43	40	39	37	25

Table E7: Estimated number of visitors to Olympic events (in thousands) in the South East that will be staying overnight away from home in by PCT region in South Central, by day

PCT	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
Berkshire East	0	1	2	2	2	1	2	2	2	1	2	2	2	2	1	2	1
Berkshire West	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Buckinghamshire	0	1	2	1	2	1	1	2	2	1	2	2	1	2	1	2	1
Hampshire	0	1	2	2	2	2	2	2	3	2	2	2	2	2	2	3	1
Isle of Wight	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Milton Keynes	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Oxfordshire	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Portsmouth City	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southampton City	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	9	8	9	8	8	9	11	8	9	9	7	8	7	10	5

Table E8: Estimated number of visitors to Paralympic events (in thousands) in the South East that will be staying overnight away from home by PCT region in East of England, by day

PCT	29 Aug	30 Aug	31 Aug	1 Sep	2 Sep	3 Sep	4 Sep	5 Sep	6 Sep	7 Sep	8 Sep	9 Sep
Berkshire East	0	0	1	1	1	1	1	1	1	1	0	0
Berkshire West	0	0	0	0	0	0	0	0	0	0	0	0
Buckinghamshire	0	0	1	1	1	1	1	1	1	1	1	0
Hampshire	0	0	1	1	1	1	1	1	1	1	1	0
Isle of Wight	0	0	0	0	0	0	0	0	0	0	0	0
Milton Keynes	0	0	0	0	0	0	0	0	0	0	0	0
Oxfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Portsmouth City	0	0	0	0	0	0	0	0	0	0	0	0
Southampton City	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	3	4	3	3	3	3	3	3	3	2

Table E9: Estimated number of visitors to Olympic events (in thousands) in the South East that will be staying overnight away from home in by PCT region in South East Coast, by day

PCT	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	1 Aug	2 Aug	3 Aug	4 Aug	5 Aug	6 Aug	7 Aug	8 Aug	9 Aug	10 Aug	11 Aug	12 Aug
Brighton and Hove City	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Sussex Downs and Weald	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Eastern and Coastal Kent	1	4	5	4	4	5	4	5	5	5	5	4	4	4	4	5	3
Hastings and Rother	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medway	0	0	1	1	1	1	0	1	1	1	1	1	0	0	0	1	0
Surrey	0	2	3	3	3	3	3	3	4	3	3	3	2	3	2	3	2
West Kent	1	3	4	3	3	3	3	4	4	3	3	3	3	3	3	4	2
West Sussex	0	3	4	4	4	4	3	4	5	4	4	4	3	4	3	4	3
Total	2	13	17	16	16	16	15	17	19	16	16	16	14	16	13	17	11

Table E10: Estimated number of visitors to Paralympic events (in thousands) in the South East that will be staying overnight away from home by PCT region in South East Coast, by day

PCT	29 Aug	30 Aug	31 Aug	1 Sep	2 Sep	3 Sep	4 Sep	5 Sep	6 Sep	7 Sep	8 Sep	9 Sep
Brighton and Hove City	0	0	0	0	0	0	0	0	0	0	0	0
East Sussex Downs and Weald	0	0	0	0	0	0	0	0	0	0	0	0
Eastern and Coastal Kent	1	3	4	4	4	4	4	4	4	4	4	3
Hastings and Rother	0	0	0	0	0	0	0	0	0	0	0	0
Medway	0	0	0	0	0	0	0	0	0	0	0	0
Surrey	0	1	1	1	1	1	1	1	1	1	1	1
West Kent	1	1	2	3	3	3	2	3	2	2	2	2
West Sussex	1	2	3	3	3	3	3	3	3	3	3	2
Total	3	7	11	12	12	11	11	12	11	11	10	8

London Assembly Transport Committee investigation into transport for the 2012 Olympic and Paralympic Games

Submission on behalf of London Cycling Campaign

17 January 2011

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Background: LCC notes that it provided comments to the ODA on its draft 2nd edition of the Transport Plan in March 2010. This brief submission is based on those comments in the light of subsequent developments.

Summary.

The **ODA Transport Plan** expresses a clear commitment to sustainability and active travel which is very welcome. To live up to these commitments however the Plan needs to set higher targets for walking and cycling than the suggested combined figure of 5% of journeys to 'selected venues.' A target of 10% to 20% of journeys is recommended. Cycling routes to the Olympic Park and other venues need to be linked to both central London and other popular locations that spectators will wish to ride from (including Outer London) and be of sufficiently high quality to attract cycle users. Green routes need to be well signposted. Olympic venue cycle parking provision needs to be revised both to meet current targets and to facilitate increased targets.

While it is welcomed that the ODA is committed to leaving a legacy that encourages walking and cycling we note that it has not specified the level of cycling and walking that is to be catered for in the Olympic Park legacy development. To create an environment in which these two modes are popular, legacy planning needs to be based on an expected modal share for walking and cycling which ensures that adequate facilities in homes, offices and on roads are provided. To contribute adequately to Mayoral targets the Olympic Delivery Authority needs to adopt a 20% target for cycling journeys and set conditions for developer plans (cycle storage etc) that can build on the impetus provided by the Games. The stimulus of the Games and the opportunity created by the green field legacy development require the Olympic project to make a proportionally higher contribution to the Mayor's overall target of 5% of journeys by cycle by 2026.

Introduction

We note and welcome the following statement in the second edition of the ODA's Transport Plan

“Sustainability is a key part of the transport strategy. Walking and cycling play a major role in this respect as carbon-neutral modes for spectators and workforce travelling to Games venues. They also make significant contributions to a number of the ODA’s sustainability objectives, including tackling climate change, promoting inclusivity and health and well-being. Walking and cycling will be practical and attractive ways for spectators to access Games competition and other venues. These modes have a role in helping to relieve pressure on other public transport systems during the Games (ODA 2009 paragraph 6.195 p 76)

Cycling in London has increased considerably (117% from 2000 to 2010) in recent years and transport planning for the capital assumes a further increase by 2012. Promoting cycling has clear advantages in terms of the image of the Games and the smooth running of transport at Games time.

We welcome the ODA commitments to:

- Make the Games an Active Travel event
- Create green cycling and walking routes to Olympic destinations
- Highlight cycling and walking in Olympic information and communication
- Promote active travel through both ‘soft’ and ‘hard’ measures
- Integrate new cycle routes with those that already exist
- Create a legacy of walking and cycling routes in the Olympic Park

Targets

To achieve a sustainable games and live up to the ODA’s commitment to Active Travel the number of spectators, Olympic workforce and Olympic family choosing to walk or cycle during and before the games needs to be maximised. Higher targets for walking and cycling will ensure adequate provision for active travel modes.

We note that the Transport Plan discusses the very low initial projections for cycling and walking to venues (0.5%-4%) and suggests that a potential target of 5% is achievable at ‘selected venues.’ While this is greater than the earlier projections even this is a very low figure given the ODA objective of making the 2012 games an example of an Active Travel event.

The plan should be based on a modal share for cycling and walking at the Games of 10% to 20%. This is not overambitious given that:

- The modal share of walking and cycling in London is 23% (Travel in London Report, TfL 2009)
- The Olympic London Borough of Hackney already achieves a modal share for cycling of 8%.(Travel in London Report, TfL 2009)
- The ODA Transport Plan itself forecasts a steady increase in cycling in London
- The ODA targets for walking and cycling for the construction workforce are 5%, but the construction workforce has already achieved a cycling and walking modal share of 12%
- The Mayor's target for cycling in London is for a 5% modal share by 2026

In response to this suggestion as part of its consultation the ODA suggest that a 20% modal share is not practical or realistic. Their reasons include:

- Availability of walk/cycling capacity and facilities at the relevant venues: this is, of course, a matter in their own hands and appears to be a self serving objection.
- Observations at existing venues: the Olympics is intended to be a stimulus for active travel and therefore existing provision provides a poor guide.
- Observation of demand for cycling in areas where venues are located : LCC has already pointed to the high demand in Hackney where the Local Authority encourage cycling. Newham has already been identified by TfL and others as an area with potential for cycling growth, which may well be currently suppressed by the lack of encouragement for cycling by Newham Council.

Recommendation:

- A higher target (10-20%) should be set for walking and cycling to Games events

Cycle Parking

Cycle parking planned at the venues in Transport Plan is generally inadequate to meet a more ambitious target for modal share of cycling, Currently provision levels of 0.5% – 2% of spectators are generally proposed. In its response to LCC ODA has now clarified that it intends 7,200 temporary parking spaces - 4,000 at Victoria Park, 2,000 at the Northern Transport Mall, 700 at the southern transport mall and 500 somewhere in Stratford Town Centre. LCC welcome the provision of security for cycle parking but see the insufficiency of this provision as a positive disincentive to cycling for the anticipated 800.0000 spectators plus workforce. Sufficient secure parking which is well publicised will encourage higher cycling levels.

Any cycle parking in Stratford Town Centre should be put in place with a view to creating a cycling hub at Stratford Regional station and continuing as a legacy.

Recommendation

- Secure (supervised or enclosed) cycle parking to match enhanced cycling targets at all venues and at all giant screen locations needs to be provided, and designed with a view to legacy usage.

Active Travel

While the Transport Plan promotes Active Travel and it was an Olympic commitment it appears no funding is allocated to this programme. Promotional activity and marketing will require funding to ensure that visitors to the games know of the opportunities for cycling and walking to the Games and the facilities and guided rides and walks that are being organized.

Pre-Games Promotion

In order to achieve high walking and cycling levels at the Games Londoners need to know that arriving by bike is normal and that cycle users will be catered for at public events. Logical places to start are events sponsored by the Mayor, GLA and local authorities which should include travel plans that address attendance by walkers and cycle users. People must come to expect a secure bike park as something normal at a major London event. Information distributed about events and locations needs to include details of cycle routes and parking as well as the nearest tube station and bus access. GLA divisions, NGOs and local authorities can make a substantial contribution by assisting event organisers with Travel Planning programmes and by including cycling information in tourist brochures.

Organised Rides and Walks

Guided rides and walks are a popular way of enabling people to visit destinations they are not familiar with. To maximise this opportunity cycling and walking groups, and their volunteers, will need to be involved and their work supported. A useful example are the 50 guided cycle rides led by LCC to the annual Mayor's Skyride.

Incentives for Active Travellers

Increased cycling and walking will ease pressure on public transport during the Games. We understand, however, that people who walk and cycle to the Games will not be provided with a discount on their tickets corresponding to the cost of public transport included in the ticket price. Such a concession could have significantly increased walking and cycling. Other incentives such as priority access or cycle servicing should be considered.

Encouragement of multi-modal public transport

LCC understand that terms and conditions of transport by train will remain the same - providing a barrier to those who wish to combine train and cycling.

Recommendations

- All publically funded events in London in 2011 – 2012 should be required to show a travel plan that includes cycle parking, planned website information about cycling and walking to the event and provision of guided rides/walks where possible.
- The Active Travel programme should be adequately funded
- Incentives should be considered for spectators who cycle or walk to the Games such as cycle servicing or priority access
- Multimodal use of public transport should be facilitated.

Cycling within the Olympic Park

The use of cycles within the Olympic Park during the Games by the Olympic Family, park workforce and for transporting goods would not only be efficient but help promote the image

of active travel. Accessible cycles and cycle parking will be needed at venues within the Olympic park and athletes Village. LCC welcome ODA exploration of this possibility but does not consider that it should be constrained by the availability or otherwise of sponsorship as is implied by the ODA's response to LCC earlier suggestion.

Recommendation:

- The Olympic family and workforce to be encouraged to cycle and walk.
- A fleet of freight bicycles to be supplied.

Cycle Routes

We note and welcome the plans for several green cycling and walking routes to the Games. These need to be completed to a high standard and fully signed. We understand the green way from Ilford via Wanstead Flats and Stratford, for example is not being signposted.

A network of traffic light cycle routes is needed in central London to cater for the central venues and giant screen locations. LCC has already recommended a 'grid' of such routes that requires low cost, quick improvements to make the city more 'permeable' to cycling.

The Cycling Superhighway to Bow should be extended to the Olympic Park, and beyond to Ilford (for those cycling in from Outer Boroughs), and tackle the barriers to cycling along the whole route.

Maximizing use of the Lea Valley, by means of the "Fatwalk" in the lower Lea Valley and by the pontoon path under the Bow Flyover is particularly welcome. However LCC note that in recent planning applications for 2 western bridges over the Lea Navigation (H10 and H14) British Waterways was seeking to preserve, in principle a 3m wide space for the towpath to expand (as opposed to the original ODA vision of a 4m wide towpath on each side of the Lea Navigation.) However, even then it did not object to one bridge restricting the towpath to 2.7m at one point.

Temporary restrictions on motor traffic along designated cycle routes would serve to encourage cycle use.

Recommendations

- Create a network of traffic light routes in central London
- Complete Cycle Superhighway 2 to Ilford, at least.
- Ensure adequate provision and signing of potential cycling and walking routes.

Cycle Hire

The Mayor has already proposed extending cycle hire to the Olympic Park. This highlights the need for improvements in cycle routes in the Stratford area.

Recommendation: The Cycle Hire Scheme should be extended to the Olympic Park and other venues

Cycle Hubs

Cycle hubs with storage, repair facilities and hire are common on the continent. Such hubs could be part of both the Olympic Games and Legacy. Stratford Regional Station should have parking, hire, repairs and thus become a cycling hub. A second hub could be created along the Greenway or in Victoria Park on a temporary or permanent basis.

Recommendation

- Create cycle hubs at key locations including Stratford Regional Station

Legacy Transport

While it is welcomed that the ODA is committed to leaving a legacy that encourages walking and cycling we note that it has not specified the level of cycling and walking that is to be catered for in the Olympic Park legacy development to create an environment in which these two modes are popular

The recently published consultation by the London Borough of Newham on its Local Development Framework emphasises the heavy reliance placed on improvements anticipated for walking and cycling as part of the Olympic legacy in order to secure necessary improvements to sustainable transport, to the environment and to health in this key area of East London.

In this context it is particularly damaging that at a vital stage in establishing the transport legacy of the Olympic Park it has not been established which organisation is to have ultimate responsibility for the Olympic legacy. Legacy planning needs to be based on an expected modal share for walking and cycling which ensures that adequate facilities in homes, offices and on roads are provided. To contribute adequately to Mayoral targets the Olympic Park Legacy Company and/or its successor organisation needs to adopt from the very beginning, i.e now, a 20% modal share target for cycling journeys and set conditions for developer plans (cycle parking, storage etc) that reflect such a target. New developments like the Olympic Park need to make a proportionally higher contribution to the Mayor's overall target of 5% of journeys by cycle by 2026

Recommendation

- ODA/LDA and the organisation taking on the legacy from OPLC must agree ambitious targets for the modal share of cycling and walking in the Olympic Park development. This to be used to set standards for developers in providing cycle parking/storage and cycle routes.

**Copy of correspondence received from Eardley Crescent Residents Association,
March 2011**

(Alterations and insertions to my original document are underlined)

Issues still outstanding in relation to the London 2012 Olympic Volleyball competition

Thank you for arranging and chairing the recent ECLG meeting ~~yesterday~~. I was very pleased to see that progress has been made with the modelling. However, I still have some points of concern in relation to (i) the spectator movement, (ii) accuracy of the modelling so far, (iii) re-running the model, (iv) the potential of West Brompton station – whether or not it is endowed with platform extensions before the Games, (v) Legacy considerations, (vi) OGF movements, (vii) security and health & safety issues and (viii) future contacts between residents and others involved with the Games.

1) Spectator Movement - Physical issues still to be addressed

- a) The actual numbers to be accommodated. The much-quoted forecast of 13,000 per session may still be inaccurate, as, on the London 2012 webpage www.london2012.com/games/venues/earls-court.php under the section headed 'Key facts', the venue's capacity is given as 15,000. Moreover, a few lines further down, under 'During the Games', it states, 'the Volleyball competition will be held in Earls Court, watched by up to **18,000** spectators.' (our emboldening)

Where and how are the additional 3,000 or 5,000 to be accommodated? Will they be:-

Within the building as sitting patrons? and/or
Within the building as standees? and/or
Standees within the venue, but outside the building, watching the Event inside on large screens? and/or
If so, where in the building's surrounds are they and the screens going to be? and/or
Outside the venue, but in the local area? and/or
Elsewhere?

Or is the official London 2012 Olympics website to be corrected?

- b) Segregating spectators and others on Earl's Court's six often very congested station platforms, without verbal abuse and/or physical conflict between Police/marshals and station users
- c) Directing spectators out via the Earl's Court Road exit, against often major inflows of local residents, hotels guests and other users
- d) Effective pavement widths for spectator and non-spectator traffic along all four roads
- e) The trip hazard inherent in the kerbs in Penywern Road and Eardley Crescent
- f) The measures to be taken to ensure there is no waste dumping or urination in sub-basement areas of the houses in either street
- g) The traffic movement and parking restriction regimes for Penywern Road and Eardley Crescent

2) Modelling

The point of the modelling exercise should not be just to see whether Earl's Court station can handle the overlarge numbers of spectators presently expected to arrive there, but to see how the impacts of the arrivals and departures can be accommodated with least strain on the host community. If this is not the case, then the additional investment of (presumably) public funds that has been especially secured by LOCOG/ODA to develop this model as a result of our representations has NOT YET been properly utilised

– Ensuring this is as accurate as possible by:-

- a) Indicating relative sizes of people and available pedestrian areas are correct
- b) Checking by physical inspection the number of people who can be accommodated at key points, e.g., the corner of Penywern and Warwick Road and that the model includes no more than that actual maximum (12-15?). It should also be shown how such gatherings would be affected by non-spectators attempting to move through them, e.g., along Warwick Road
- c) Including non-removable street furniture, e.g., lampposts, and reflect 'eddying' around these, plus the likelihood of tripping up and/or down the kerbs and the resultant disruption to and recovery in general pedestrian flow
- d) Reflecting any differences in space requirements between people moving in groups in one direction as opposed to people moving in opposite direction
- e) Including groupings of (i) those waiting at the entrances of hotels in Penywern Road, and (ii) spectators arriving early (if any) and waiting in the local area before entering the venue.

3) Modelling – Re-running

- a) The model should first run showing existing 'background' movements (commuters to/from Empress State, users of both stations, non-station users, deliveries to local shops, hotel visitors with suitcases, bus passengers waiting/boarding or alighting).
- b) On the above should be superimposed, in a second run, the expected spectator movements and include ancillary personnel and vehicles (e.g., marshals, police, security, first aid, media, Council and other officials).
- c) It would be helpful to compare, ideally side-by-side, working of a similar model alongside an overhead view of the actual people movements on the ground.
- d) Further information on these lines could be secured by use of the airship recently developed in Bedfordshire and shown in a recent press article as being suitable for surveying the Olympic Park

4) West Brompton Station

- a) We would ask that a realistic view be taken of non-promoted spectator demand via West Brompton, i.e., not just 11% from (a) Wimbledon (District Line) and (b) Southern (WLL), but also a percentage from London Overground (WLL/NLL to/from Stratford).

- b) The Transport Assessment with the Planning Application only included 8 cars per hour on the Southern service and omitted all 32 cars per hour on the London Overground service – i.e. underestimate of supply of at least 80%. Moreover, it should be noted that the latter's Class 378 trains can accommodate significantly more passengers than either the former's Class 377 units or a D stock District Line train.
- c) If the split of this 11% via West Brompton is 6% from (a) and thus 5% from (b), then if the 5% from (b) is only 20% of what may be possible, then (b) could be 25%. This would mean that, without any promotion, West Brompton could be carrying 31%, rather than 11%, with the pressure on Penywern Road and Eardley Crescent reduced ~~from 82% to 62%~~ from 71% to 51%.
- d) We believe that it should be possible for West Brompton to handle up to 50% (and indeed it may have to) of the spectators, given the additional capacity provided by the London Overground service, together with the proper promotion to spectators coming from areas of London and the UK served directly or with an easy connection from the rest of the National Rail network.
- e) Such areas include key SW, CR, HA, NW, N and E postcodes, Surrey, Sussex, Hampshire, Dorset, Devon, West Hertfordshire, NE Buckinghamshire, Milton Keynes, the South and West Midlands.
- f) This should bring down the pressure on the four roads in Earl's Court from 71% to 32%, which would be a level that would probably be acceptable to residents and businesses in the host community.
- g) Higher levels of spectators are liable to bring economic dis-benefits to Earl's Court businesses, as the press of the queue is likely to (i) dissuade spectators to linger, (ii) encourage touts and illegal sellers to distract spectators away from established businesses, and (iii) make such businesses less accessible for non-spectator customers.
- h) A environment that is less pressured by floods of spectators would be one in which it more likely that remaining spectators could and would spend more in Earl's Court and one that would not impair normal trading.
- i) Given that TfL and the DfT are looking for London Overground and Southern between them to provide a service frequency of a total of 40 cars per hour arriving at West Brompton, there should be no qualms about the station being able to accommodate the traffics that could be generated by this capacity.
- j) We also understand from informal comment from Southern that they may be able, for this 16-day period, to deploy additional units on their WLL service. During these discussions they indicated that this might in the form of attaching four-car units to those presently on the service. Installing the necessary platform extensions are directly in line with Network Rail's recommendation in its draft London & SE Route Utilisation Strategy to deal with the current – and not just future – overcrowding on this service, with a very high Benefit Cost ratio of 4.2.
- k) Ideally, as Network Rail has highlighted this as an existing problem, to achieve the maximum benefit from the extensions in terms of (i) relieving the current 'cattle-truck' conditions, (ii) supporting the 2012 Games, and (iii) providing an Olympic legacy in improved public transport, they should be completed BEFORE the Games and NOT held over until 2014 or beyond.

- l) We would expect that there need not be a major reconstruction of the WLL timetable, but that additional trains in both directions would be provided at key times. Prime amongst these times would be:-
- (1) 1345-1430 arriving at West Brompton for arrivals to the second session
 - (2) 1815-1845 departing West Brompton for departures from the second session (this period would overlap with homegoing commuting)
 - (3) 1900-1945 arriving at West Brompton for arrivals to the third session
 - (4) 2330-2350 ~~arriving at~~ departing West Brompton for departures from the third session
- m) All the above should be modelled with inclusion of as many of the 9 exits as the Group indicated at West Brompton that exist or may be feasible (see attached plan).
- n) We would still hope that the ODA, as a 'can-do' organisation, will want to act in line with the Government's international undertaking that, if awarded the Olympic Games, public transport in London would be improved, and relieve the cattle-truck conditions on the WLL Southern service, assist the Volleyball Competition for which they are responsible and provide a legacy that would be directly relevant to the Games themselves (as opposed to the intermediate stations on the DLR extensions), and will assist in bringing forward implementation of the recommendation in the London & SE RUS to extend these platforms at West Brompton and elsewhere on the WLL.

5) Legacy

- a) The Earl's Court community has been happy in principle to play host to the Volleyball event, but is very concerned to learn that the Olympic circus is to leave town without even saying thank you.
- b) The community fully realises that East London has for many years needed extensive regeneration and that these Olympic Games have been the catalyst for bringing much of that forward in the past three years.
- c) However, Earl's Court also suffers from deprivation and a range of associated social problems – within recent memory the ward was the beneficiary of Single Regeneration Budget funding. Not all the problems have been solved and the area is too often given poor regard. In addition, much of the area is due to be affected by the blight and disruption, noise, congestion and pollution arising from a ten-to-fifteen-year major redevelopment of the Earl's Court and West Kensington Opportunity Area.
- d) If Stratford Broadway can be given £50 million for a major facelift, it cannot be inequitable for commensurate consideration to be given to the Earl's Court area, such as a fund of a size to pay for Christmas Lights for its commercial centre for ten years.
- e) The case for such action is surely strengthened by the fact that, unlike the Olympic stadia to the east, all trace of this venue and its part in London 2012 is almost certain to be demolished. Again, unlike the other stadia, Earls Court Exhibition Centre has stood here since 1937 – an internationally-renown stage of many world-beating manifestations from the Ideal Home Exhibition, to the Royal Tournament, to rock, pop and opera productions and now, as a finale, the Olympics. In addition, this

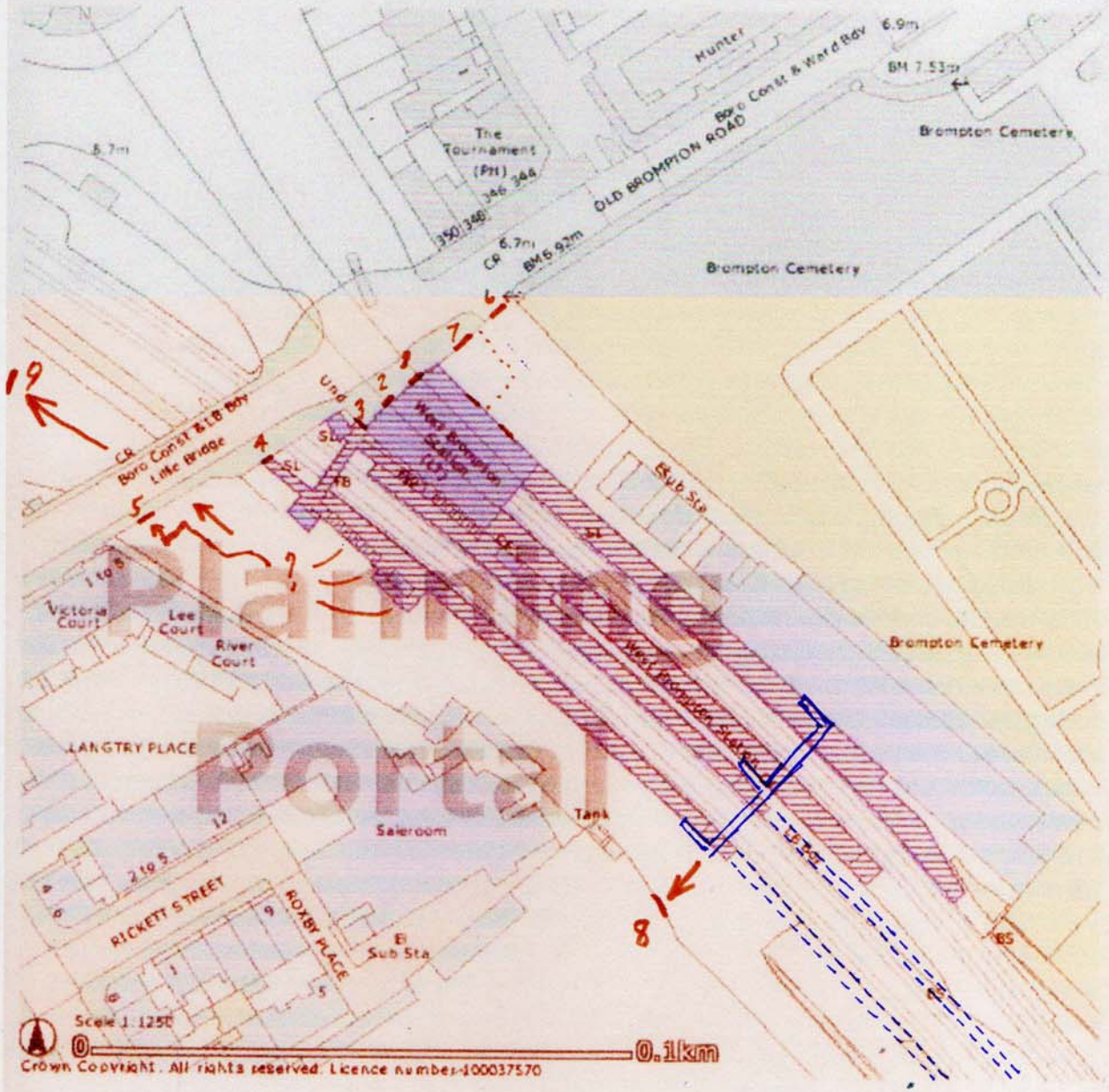
- f) Some form of Legacy is now surely appropriate. Christmas Lights would (i) annually commemorate the holding of these Olympics, (ii) reflect the appreciation of the host community by the Organisers, (iii) mark the passing of this iconic venue, and (iv) be for the benefit of the community – all for several years to come.
- 6) Olympic Games Family movement
- a) Will all the 2,000 OGF members for Earls Court need to come by road vehicles?
 - b) Will all 2,000 arrive before the first session, stay throughout each day, every day and only return after the last session?
 - c) Will this movement be in a single convoy (440 – 2,500 metres long), with a mix of between 40 50-seater coaches (if each takes up 11 metres of road space = 440 metres) and 500 5-seater cars* (if each takes up 5 metres of road space = 2.5 km)? *This assumes that the driver for each car is not part of the OGF.
 - d) Alternatively, will there be ‘packets’ of, say, 20 vehicles at a time?
 - e) How long are all these vehicles expected to take to traverse the Royal Borough between Knightsbridge and West Cromwell Road?
 - f) How far will this deny or constrict the movements of all other traffic and pedestrians along, in to, out from and across Brompton Road, Cromwell Road and the Earl’s Court One Way System?
 - g) How far will these constrictions be compounded by the OGF convoy/convoys needed for Eton Dorney that are also due to use Brompton Road and Cromwell Road?
 - h) If not all OGF members stay for all sessions each day, how many extra OGF vehicle movements might be expected each day to and from Earls Court and Eton Dorney?
 - i) How will these impact on other traffic movements on the Olympic Route Network?
 - j) Is it still not too late to consider moving the Earls Court OGF by swift, spacious, comfortable and sustainable means – with neither traffic jams nor disruption to other road users – on the Thames and West London Line via the interchange of Chelsea Harbour Pier and the few steps between there and Imperial Wharf station?
- 7) Security and Health & Safety
- a) What progress is being made by the security services in determining the minimum measures that they are likely to take?
 - b) Has a full assessment of the risk posed to spectators by the 650-metre longitudinal kerb lines been completed to the satisfaction of all of the relevant International and Domestic Volleyball, Olympic, Transport and Health & Safety Authorities?
- 8) Future regular and frequent contacts between residents and others involved with the Games, including the security services.

~~To be discussed on Monday.~~ Still to be agreed.

Mark Balaam

2 March 2011 (original given to Rachel Parker, Earls Court Olympia on 11 February 2011)

18/04/00580
18 MAR 2009



Scale 1:1250
0.1km
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Note of site visit to TfL's Surface Transport and Traffic Operations Centre (STTOC) at Palestra on Friday 18 February 2011 for the Transport Committee's investigation into 2012 transport

Present:

- Valerie Shawcross AM; Caroline Pidgeon AM; Jenny Jones AM; Victoria Borwick AM; and various staff from the London Assembly.
- Representatives of TfL, ODA, LOCOG and MPS. These included: David Brown, Managing Director - Surface Transport, TfL; Graham Jones, Head of the Olympic Route Network (ORN) Programme, TfL; Hugh Sumner, Director of Transport, ODA; Richard George, Director of Transport, LOCOG; and Chief Inspector Bob Marshall, Surface Transport Command, Olympic Team, MPS.

The site visit comprised presentations by David Brown, on the STTOC, and Graham Jones, on the ORN, followed by a tour of the STTOC. The following issues were covered during the site visit.

Surface Transport and Traffic Operations Centre (STTOC) and 2012 Transport Co-ordination Centre

- The STTOC brings together Bus Centre Comm., Metro Comm. (the police) and London Streets traffic control centre (LSTOC) in one location to monitor, plan for and co-ordinate responses to traffic incidents, congestion and events on London's roads.
- LSTOC has access to 1400 CCTV cameras across London's roads and uses a variety of technologies to monitor and control traffic. This includes Variable Message signs (VMS) which displays information for drivers. Mobile VMS are likely to be used during the 2012 Games to help control traffic.
- During the 2012 Games, the STTOC will operate as usual with the 2012 Transport Co-ordination Centre (TCC) located alongside it. The TCC will be the single point for exchanging transport information during the 2012 Games but it will not take over from the STTOC and it will not integrate STTOC's technologies.
- The TCC will link with the four other operating centres for the 2012 Games (LOCOG, Boroughs; Government; and Security). This is a complex operating structure with a hierarchy for major incidents.
- The TCC will involve representatives of 17 transport related agencies. It will be undertaking nine test exercises before the 2012 Games takes place.
- The STTOC is fundamental to the operation of the ORN during the 2012 Games. Its monitoring of CCTV cameras and use of SCOOT (the automatic system to control traffic signals) will help to control traffic.

Olympic Route Network (ORN)

- The ORN is the network of roads in London which will connect the 2012 competition venues together. These roads will remain open to all vehicles but there will be temporary junction alterations, road restrictions (e.g. on turns and to parking) and, in some parts, Games lanes (road space allocated for Games family vehicles only).
- The Games lanes will comprise 90km of running lane in total (around one-quarter of the 340km of running lane for the ORN itself). These Games lanes will be painted white and located on the off side of roads. In some locations the Games lanes will result in the temporary suspension of bus lanes. Signage will be put in place to indicate the presence of Games lanes.
- The ORN comprises a core network, venue network (for use when venues are in operation), training network (to connect training venues to competition venues) and an alternative

network (should there be problems on the core network). The core network is likely to operate from 6am to 11pm each day.

- The ORN may vary on each day of the Games. When some 2012 road events take place there could be a need to operate the alternative ORN as well as the core ORN on the same day.
- Parts of the ORN will be in place and operating in advance of the 2012 Games with the full network operating with effect from the opening day of the 2012 Games. No penalties will be issued for violations of the Games Lanes prior to the 2012 Games to help drivers adapt to them.
- Detailed information about the ORN will be available from the 2012 journey planner for drivers to download and use in SATNAVs.
- The ORN will involve the temporary removal of 51 pedestrian crossings including 18 stand alone pedestrian crossings. The pedestrian crossings will be reinstated as soon as possible but no specific date has been set for this.
- To ensure the ORN is free flowing, there will be a need to reduce the usual traffic levels. This will be done through the 2012 travel demand management programme but also, if necessary, through the control of traffic signals to hold traffic away. Some roads such as Embankment are expected to be very busy.
- TfL now has a good dialogue with London Boroughs about the ORN. It will begin consultation on the required Traffic Regulation Orders (TROs) on 26 March 2011. There will be four tranches of TROs and the consultation will run to September. More detailed maps etc will be published during the consultation.
- There is a focus on marketing/communicating with road users to ensure compliance with the ORN. There will be on-street civil enforcement officers to act as a deterrent. 300 traffic PCSOs (part of this existing service paid for by TfL) will be used alongside borough officers. This could draw civil enforcement officers away from other roads in London during the 2012 Games.
- The publication of less detailed, simpler information about the ORN might help to communicate to Londoners what the ORN will entail.

Other 2012 transport matters

- The British Transport Police (BTP) will be policing the travel hotspots identified for the 2012 Games with some resource also provided from Surface Transport Command. BTP will use officers from elsewhere in the UK as well as its London staff.
- Work is now taking place on planning for crowd control at the 2012 travel hotspots. Each 2012 venue will have its own separate transport plan with scope to micro-manage spectators' movements from transport hubs to venues.
- When tickets for the 2012 Games go on sale on 15 March 2011, full information about how to travel to the venues will be available to help spectators plan their journeys. By June 2011, when tickets are distributed, people should be able to plan and book online their journeys on national rail (using the new national rail timetable for the 2012 Games), on river services, for park and ride services etc.
- Londoners buying tickets for the 2012 Games in London will receive a free travelcard automatically which will permit them to travel for free from London to venues near London such as Eton Dorney as well as those within London.
- 2012 ticket sales will be monitored to see if the assumptions about the places where spectators will come from are correct and that suitable transport arrangements are being put in place.