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Dear *Dee*

Park Life: The Legacy of London's Olympic Venues

I am writing in response to your letter of 30 January where you asked for Transport for London's views on the recommendations from the Assembly's Economy, Culture and Sport committee review of Olympic venues. In particular you asked for our thoughts on Recommendation 5, which relates to public transport and pedestrian access to the venues after 2012. I have attached a short report which sets out our comments on this issue which I hope you find helpful.

Yours sincerely

Peter Hendy

Enc

Response to Recommendation 5 of the London Assembly's Economy, Culture and Sport Committee Report: Parklife.

Prepared by Transport for London following discussion with the Olympic Park Legacy Company, Lee Valley Regional Park Authority, LB Hackney, LB Waltham Forest and LB Tower Hamlets

1. Background

- 1.1. The purpose of this paper is to respond to Recommendation 5 of the Greater London Authority's Assembly report Parklife, which states that;

Transport for London should discuss priorities with the Olympic Park Legacy Company and Lee Valley Regional Park Authority regarding improvements to the public transport and pedestrian access to the venues after 2012.

- 1.2. Transport for London, the Greater London Authority, the Olympic Park Legacy Company (OPLC), Lee Valley Regional Park Authority (LVRPA) and the four host boroughs in the OLSPG area have been working together to identify the need for further improvements to public transport and pedestrian access to support venues and developments in the area.
- 1.3. A meeting was held on 13th March between TfL, OPLC, LVRPA, LB Waltham Forest, LB Tower Hamlets and LB Hackney to discuss the Parklife recommendation prior to completing this report and focused on access arrangements to the Velopark, Eton Manor and the multi-use arena.
- 1.4. Improving connectivity and access has been at the heart of the Olympic Legacy planning work. This is reflected in policy documents, planning processes and projects delivered to date. Longer term legacy requirements are defined in the Mayor's Consultation Draft Olympic Legacy Supplementary Planning Guidance (OLSPG) Document, which sets out the Mayor's Strategic Priorities and a long term vision for the Queen Elizabeth Olympic Park (referred to as the "Park") as well as its surrounding areas in a single spatial planning document. Improved connectivity is a key part of the vision underpinning the OLSPG.
- 1.5. The principle of improving connectivity is also reflected in the major planning decisions made by the ODA and OPLC relating to the venues and legacy transformation. This includes the Main Olympic Park planning permission; the 2009/10 Legacy transformation; and the 2011 Legacy Communities Scheme.
- 1.6. A common thread in all of these approvals and planning policy documents is a requirement to maximise the investment and economic opportunities presented by the Games by ensuring the legacy plans for the Park are fully integrated with surrounding neighbourhoods, communities and town centres.
- 1.7. The draft OLSPG identifies further transport measures that are required to deliver the legacy plans post 2012 and highlights that delivery of these projects will come from a number of funding mechanisms and sources. Potential sources of funding include

planning obligations, community infrastructure levy, planning tariffs, tax incremental funding and the business rate supplement, and will need to be considered by the London Legacy Development Corporation (LLDC), who will take over responsibility for the area from OPLC from April 2012.

2. Existing and Proposed transport related improvements to the Queen Elizabeth Olympic Park

2.1. There are three distinct phases to the planning of the Park:

- Games time (summer 2012);
- transition and transformation post games (2012 – 2014); and
- further development of the Legacy area (post 2014).

2.2. The draft OLSPG addresses the broad transport and access needs associated with each phase and this reflects a dialogue with Transport for London and the relevant surrounding Boroughs. In addition to the Legacy Communities Scheme application, planning applications that have already come forward in the area include Chobham Farm, the Riverine Centre and Sugar House Lane. Planning applications for other sites that are expected to come forward in the future include the Carpenter's Estate redevelopment, Parcel Force site and those areas covered by the recent Fish Island Masterplan.

Local Connections to the Queen Elizabeth Olympic Park

- 2.3. Since the original planning for the Park took place an underlying principle has been the need to connect the Park with the surrounding area. Lessons have been learnt from other major developments such as Canary Wharf where local connectivity for pedestrians/cyclists to the surrounding area is limited in places and as a result barriers between the "old" and the "new" have been created. The Park has been planned with these connections in mind enabling surrounding neighbourhoods such as Hackney, Leyton and Stratford to be directly connected by foot/cycle into the Park.
- 2.4. The delivery of these local connections is phased reflecting the change in use of the Park from Games time, through transformation to legacy. Some of these links have already been constructed and will open post Games, others are to be delivered as future phases of the legacy development. There is an agreed plan between the relevant authorities of where these main links are and how they will be delivered. Figure 1 highlights the phasing of local connections into the Park from the surrounding area with links in place for the games shown in green and those links delivered during the transformation stage shown in red.
- 2.5. In addition to this, a number of links have been identified where further work is required to identify how they can be funded and delivered and integrated within the overall legacy plan for the Park. The main responsibility for this will soon move to the London Legacy Development Corporation from the OPLC working alongside the boroughs and TfL. These are shown in yellow on Figure 1.

Bus Connections to the Queen Elizabeth Olympic Park

- 2.6. The Park has been planned to allow bus services to run directly through the area, passing a number of the legacy venues and connecting into the surrounding road network. The main bus stations have been delivered as part of the Stratford City development.
- 2.7. The process of planning services for the period post games has commenced and work is now underway with stakeholders to consider different options. This work has to reflect the phased nature of development in the Park which affects both the demand for services but also the availability of infrastructure available for buses to operate on. Indicative plans have been developed by TfL in conjunction with the OPLC and boroughs as part of the Legacy Community Scheme planning application. Work on converting these indicative plans into costed and appraised schemes has commenced and will involve input from stakeholders. The Legacy Community Scheme is due to be completed prior to the Games.

Rail Connections to the Queen Elizabeth Olympic Park

- 2.8. Figure 2 highlights the current rail network serving the Park. The investment in the rail network around Stratford for the Games will provide the strategic access to the Park in legacy mode. The transformation of Stratford Station; the new DLR extension to Stratford International and major enhancements to lines passing through Stratford will all support the development of the legacy plans. As the Park is opened up to the surrounding area with the new local links described above, surrounding stations as Hackney Wick, Pudding Mill Lane and Leyton will provide access to the northern part of the Park. The need for improvements at Hackney Wick and Leyton Underground station have been identified and set out in the OLSPG. Crossrail, which is due to start operation in phases from 2018, will also increase connectivity to Stratford.
- 2.9. In the longer term, TfL is seeking the support from the Department for Transport and Network Rail for major enhancements to the Lea Valley Lines which would improve access to Stratford and the Park from Tottenham and the Upper Lea Valley.

Improved Connectivity within the Queen Elizabeth Olympic Park

- 2.10. The Legacy Plans for the Park will create a high quality environment with facilities for walking, cycling connecting the main venues with the key transport nodes such as Stratford and Stratford International stations. The size of the Park is such that some of the legacy venues are some distance away from the closest stations with venues such as the Velopark around 600m away from Stratford International station and Eton Manor over 1 km away. Whilst these distances may be acceptable for major events where there is a need for crowds to disperse, for day to day use of these facilities further consideration needs to be given to local connectivity within the Park. The bus network will play a key role in providing connections from the surrounding areas to venues such as Eton Manor. There is a need to consider options for connecting the main legacy venues with Stratford and Stratford International stations. There is an opportunity to look at the role cycling could play in providing connectivity around the Park and TfL has agreed to work with the OPLC/LLDC to investigate options.

3. Priorities for transport improvements to each venue

- 3.1. Specific travel plans will be provided for each venue in due course. However, there are some specific recommendations for improving access to a number of Park venues which are set out below. These will need to be delivered by the LLDC working with boroughs, TfL and other organisations as required:

Multi Use Arena (former hand-ball facility)

- 3.2. The main focus here is to ensure pedestrian/cycle links connecting the venue with the local area are delivered as part of the transformation stage. TfL has identified a number of further improvements to Hackney Wick station, building on the substantial investment in London Overground. These plans are currently being developed by the London Thames Gateway Development Corporation, Network Rail and boroughs.

Velopark

- 3.3. The Velopark is to the north of the Park approximately 600m from the closest rail station at Stratford International. Pedestrian and cycle connections to Stratford International, Stratford City, Hackney and Leyton Manor will be delivered as part of the transformation stage. These are in addition to links already provided for Games time. A key issue is to ensure that the phasing of bus services introduced through the transformation stage directly serves the Velopark.

Eton Manor

- 3.4. Eton Manor is the venue furthest away from the main rail stations at Stratford and Stratford International. The venue will be used as a national hockey facility as well as a local facility for existing and future residents. The new pedestrian/cycle links provided for Games time will continue to provide links with the rest of the Park (and the station at Stratford International) during the transformation stage. In the longer term there is an aspiration to have improved pedestrian/cycle links to Leyton and Leyton station. Delivery of these links is dependant on development of adjoining sites outside of the Park area. The planning of bus routes through the site needs to ensure Eton Manor is well connected both to the surrounding area by bus but also with links to Stratford station.

4. Next Steps

- 4.1. The Olympic Legacy Supplementary Planning Guidance will provide the planning framework for implementation of the legacy plans for the Queen Elizabeth Olympic Park. Public consultation on the draft plan has been completed Recently. TfL is working with the GLA to ensure the key requirements for transport and access we have identified are reflected in the final version of this plan, which is due to be in place prior to the Games. This includes the necessary mechanisms for funding and delivering the improvements that have been identified. Once agreed, specific planning applications will be developed and brought forward in accordance with this planning policy document.

4.2. Work will continue by LLDC/OPLC, TfL and the boroughs to ensure delivery of the priorities identified across the Park continue to be delivered.

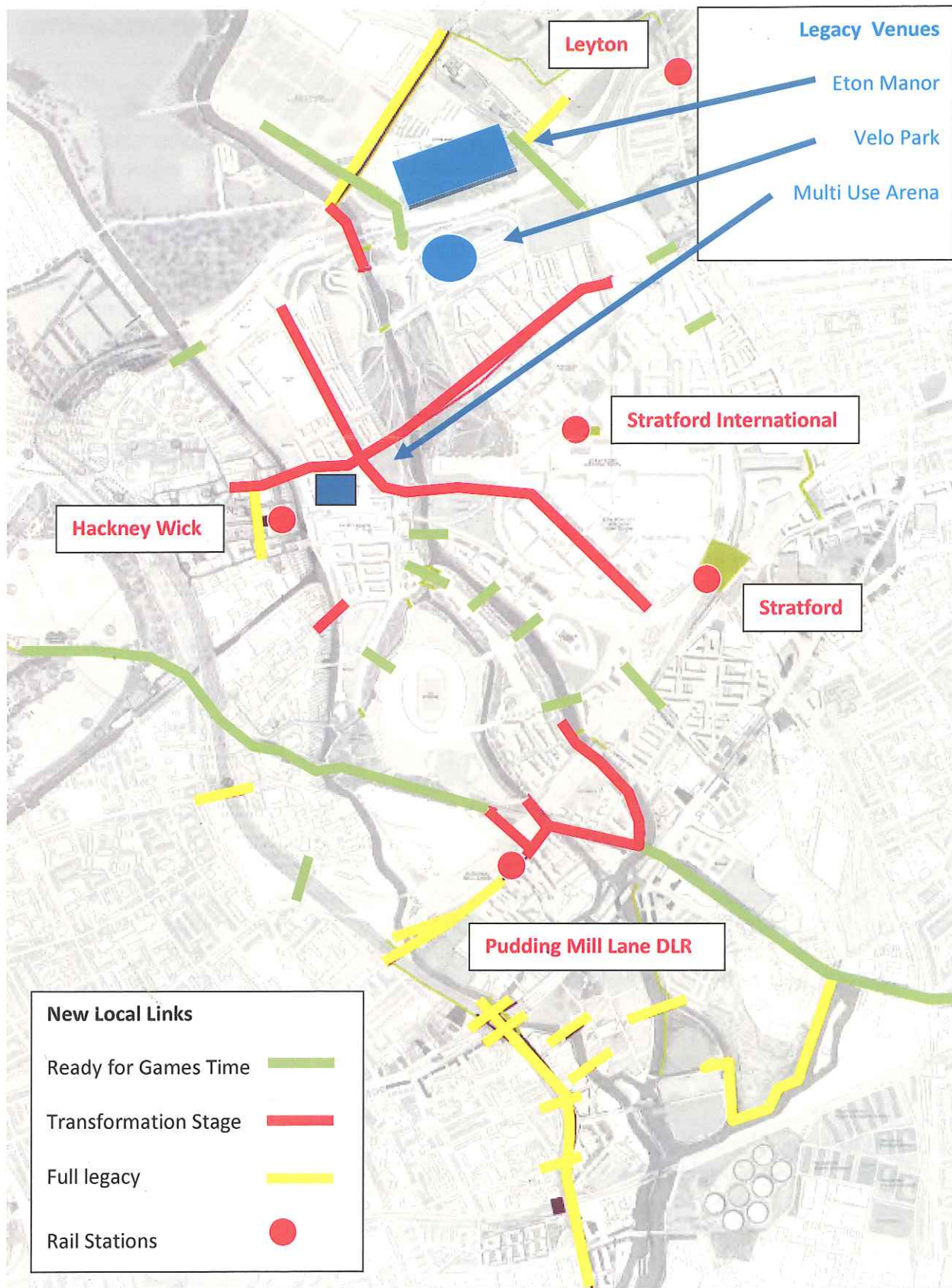


Figure 1: New Local Links to the Queen Elizabeth II Park

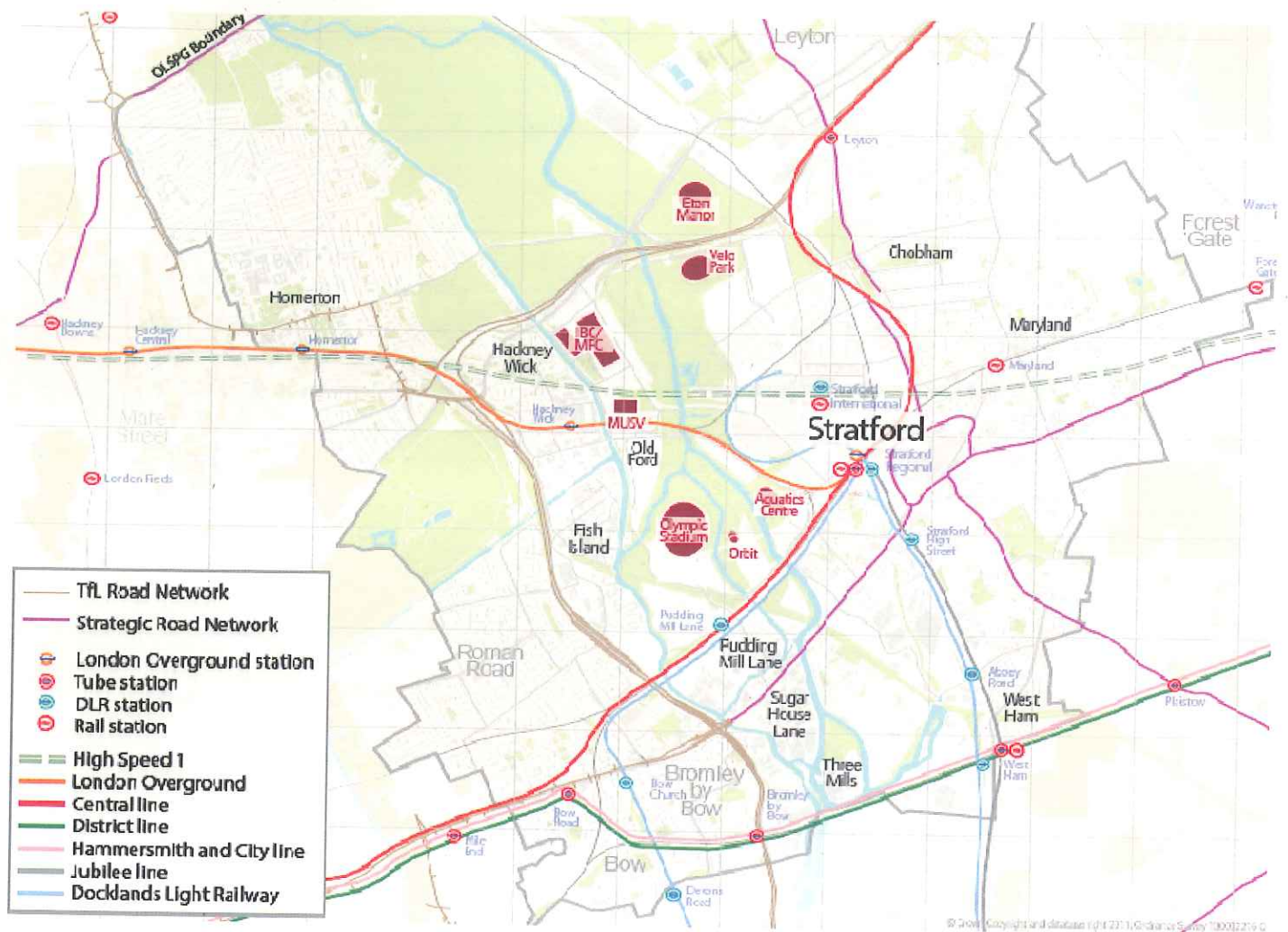


Figure 2: Current road and rail network to the Queen Elizabeth Olympic Park