

Additional queries:	
1. The road closures in London during the two days of the 2012 cycle races and whether or not local businesses along the route will be able to get deliveries between the two days.	<p>TfL is currently working with LOCOG, London's Boroughs, the emergency services and other partners to establish exactly what times the roads needed for the various Olympic Road Events and those adjacent needed to ensure spectator safety will be closed. TfL is also working with London's Boroughs to ensure as far as possible that their services, such as cleansing, can take place as normally as possible during these events.</p> <p>Although exact closure timings have yet to be agreed, closures will start in the early hours of the morning on both Saturday 28 and Sunday 29 July and remain in place till late evening. However, we currently do not think that the roads will need to remain closed overnight, allowing businesses along and close to the route to take deliveries.</p> <p>TfL is working with all London Boroughs to help them inform residents and businesses about the impact of the Games, including the Road Events, as well as giving advice through Travel Demand Management and Travel Advice to Business teams.</p>
2. The command and control structure for operating transport during the Games including who will be in charge of transport and in what situations decisions will get escalated.	<p>At Games time, national transport issues will be coordinated by the Transport Coordination Centre (TCC). This is a bespoke centre that will provide coordination with delivery partners and transport organisations' control rooms through appropriate representatives based in the TCC. The London Operations Centre has such a representative in the TCC. It is important to note that the TCC is a coordination and not a control centre. Operation of modal transport services and their safety cases will remain the responsibility of the modal operators. The TCC will provide a central point for monitoring and coordinating all transport operations affecting the Games across the entire UK and include responses to transport related incidents in support of multi agency problem solving.</p> <p>The principle of the TCC is that decisions are made at the lowest appropriate level, but there is a clear escalation process through the TCC management team to the Senior Transport Officer's Group (STOG). The STOG has Gold command level representation from all of the main transport operators and a duty STOG will be available to the TCC 24 hours a day before, during and for a short time after the Games. The next level of escalation for the STOG is to the Cabinet Office via the DfT representative at the Government Olympic Coordination Group.</p>

<p>3. Improvements to the 2012 journey planner including whether or not it will show walking and cycling options if these are quicker than public transport.</p>	<p>The Spectator Journey Planner (SJP) includes a cycle journey planner which incorporates all currently known road and path closures and venue cycle parking locations. The SJP public transport journey planner will include all known walking links including walks from venue stations and within large venues such as the Olympic Park.</p> <p>The walking and cycling elements of the SJP continue to be developed. Work is underway to explore how to promote journeys for which it may be quicker to walk. Exploration will continue into functionality which would include walking and cycling notes in the public transport journey output advising people making this journey that it may be quicker or easier to walk or cycle. Options are being explored to provide data to external walking journey planner providers (e.g. Walk It, Google). How these external services may be promoted is now being looked into.</p>
<p>4. Closure of the greenway walking and cycling route in Stratford for security purposes and how users of this route will be able to continue to walk/cycle when its closed</p>	<p>The Elevated Greenway between the Manor Road access point and Stratford High Street forms part of the LOCOG last mile route for pedestrians walking between West Ham station and the southern entrance to the Olympic Park. It will continue to be open for non-spectator pedestrian use during the period of the Games but will be very busy at certain times.</p> <p>The section of Greenway between Stratford High Street and the Great Eastern Railway is currently closed to facilitate Crossrail construction and will also be closed during the Games.</p> <p>The section of Greenway between the Great Eastern Railway and Wick Lane heading west is closed for general pedestrian and cyclists use during the period of the Games to facilitate Olympic Park operations including the warm up and training tracks.</p> <p>Diversion routes for pedestrians and cyclists for the sections of Greenway affected by Olympic Park operations are currently being reviewed. Walking and Cycling user groups have been made aware of the temporary closures / changes as a result of Olympic Park operations through the Active Travel Advisory Groups. A full communications plan on the Greenway closures will be completed in early 2012. There are also proposals for various parts of the towpath to be closed by other partners that are yet to be decided.</p>

<p>5. An update on any TfL discussion with the London Cycling Campaign (LCC) about its proposals for improvements to the 'greenways' and the action taken in response to the LCC's proposals</p>	<p>In September 2011 LCC provided TfL with 32 observations on the 2012 Games Walking and Cycling routes. This is in addition to an audit undertaken by Sustrans of the same routes earlier in the year.</p> <p>Several of the points raised by LCC were points originally raised and responded to under the project planning and Cycle Route Implementation and Stakeholder Plan (CRISP) phase. On a number of the comments TfL or the relevant Borough delivery agency has been able to respond positively. On the Lower Lee Valley route LCC requested an alternative to carrying bicycles down the staircase linking The Memorial recreation Ground. A cycle gully has since been introduced. On Silvertown Way LCC was concerned with the perceived poor cycling environment. In discussions with LB Newham, TfL is looking to fund widening of the existing cycle lane, which will assist. Another example is Farleigh Road/Brighton Road on the Hackney Parks route where a new pedestrian island will be introduced in February 2012. TfL has supplied LCC with a full response to all the points it raised and some of the suggestions remain work in progress.</p>
<p>6. The total length of the ORN in km and the proportion of it which will be games lanes.</p>	<p>The total core and venue specific ORN is 174km/109 miles in London and 276km outside London.</p> <p><i>Note this is for the Olympics only – Paralympics is a total of 87km/54 miles.</i></p> <p>The total length of road with Games Lanes is 75km/ 46 miles excluding the M4 Games Lanes (based on both directions).</p> <p><i>Note this is for the Olympics only – Paralympics is a total of 50km/31 miles.</i></p> <p>The total length may be subject to further change as these figures do not reflect the outcome of the recent public consultation and engagement exercise. Any potential changes will be reported in the next quarterly update.</p>
<p>7. The on-street signs for the ORN which will sit alongside the signs for the games lanes.</p>	<p>There will be no additional on-street signage for the ORN. On street signage will be in place to indicate where there are Games Lanes and will take the format of the Olympic Rings, which will be painted on the road surface.</p>
<p>8. Ambulance, fire brigade emergency vehicles and the use of Games lanes</p>	<p>Emergency Services will be able to use the Games Lanes for blue-light calls only. TfL is working closely with stakeholders including NHS London and its suppliers about what they need to do to ensure they can continue normal business during the</p>

	<p>Games. Any emergency transportation of organs or transfusions is done so under a blue light, and these vehicles will have access to the Games lanes on the ORN to ensure they reach their destination unimpeded.</p> <p>All vehicles will be able to use the ORN during Games time, including those transporting non-emergency blood or organs, and TfL has provided comprehensive data on the impact of the ORN for couriers to understand how they can plan their routes ahead of time to minimise disruption. TfL has been running a series of workshops for the NHS and its suppliers to provide details on the ORN and discuss how they can plan ahead to minimise the impact during Games time. The next workshop will be in the new year and organisations have been invited to get in contact and attend.</p>
9. The operation of the Blackwall tunnel during the Games period.	<p>TfL is aware that the Blackwall Tunnel and its approaches are key areas of the road network and, whilst current investment will lead to some improvements, they will continue to be busy throughout the Games period. Measures currently being implemented to improve congestion in the area include: a £75m refurbishment of Blackwall Tunnel Northbound which will improve reliability and reduce unplanned closures; and improved signage and the implementation of an over-height vehicle lane that will reduce the significant proportion of closures and subsequent delays per year resulting from over-height vehicles in the Tunnel.</p> <p>In addition to these measures, TfL will manage traffic demand on approaches to the ORN and will provide additional resources at the Tunnel throughout the Games period so that any incident or accident will receive a speedy response.</p>
10. The deployment of Safer Transport Teams (STTs) in Boroughs during the Games and if they will be used for enforcement of the ORN.	<p>It is vital that London keeps moving during the 2012 Games and that the athletes, officials and Olympic Family can get to venues on time. In support of this, the TfL-funded MPS Safer Transport Command will be deploying traffic trained Police Community Support Officers from Safer Transport Teams to ensure the reliable and secure movement of traffic on the ORN and surrounding areas. As part of the operational planning for the Games, further work is currently underway to ensure that an appropriate number of police officers are available within the STTs in order to deliver a safe and secure network across London and preserve the historically low levels of bus crime in London at the current time.</p>
11. The estimated number of temporary platform humps that will be installed at Tube stations before	<p>The ODA has committed £850k towards the installation of these platform humps and for additional boarding ramps at further stations across the network during Games time.</p> <p>LU currently plans to build eight temporary platform humps on</p>

<p>Games.</p>	<p>four stations. These are all on the Piccadilly Line and include the venue station of Earls Court. The Earls Court humps are planned to be complete by the end of February 2012 and the remaining platform humps by May 2012.</p> <p>LU have plans to build permanent humps on the Northern and Jubilee lines in 2013. LU have brought their permanent platform hump plans forward for Green Park (Jubilee line), Kings Cross (Northern line), and possibly Wembley Park as these stations are important to the Games.</p> <p>Other lines (Victoria, Metropolitan, District, Circle and Hammersmith and City) have undergone or are currently undergoing line upgrades and some additional permanent level access works will be delivered as part of this.</p> <p>Boarding ramps have recently been trialled and the opportunity to use them across parts of the network during the Games is being investigated by LU.</p>
<p>12.The work taking place to ensure there is a lasting legacy from improvements to accessibility</p>	<p>Significant investment has been made across the transport networks by the ODA, TfL and delivery partners to provide greater capacity and resilience to support transportation for disabled spectators, many of these improvements have legacy benefits for public transport customers.</p> <p>At Stratford station the ODA has invested over £150m as part of enhancement work for the Games. The works included installing 11 new lifts and five level access platforms amounting to approximately £50m of the total upgrade. TfL have also invested approximately £60m to make Green Park and Southfields stations step-free for the Games and afterwards. Green Park now provides a critical step-free station in Central London and Southfields will serve the Wimbledon area for years to come.</p> <p>By July 2012, 65 LU stations will be step free from street to platform and a further five will provide step-free interchange. To remove the step between the platform and the train, temporary platforms humps which raise a section of the platform to the level of the train floor are being installed for use on key LU platforms. Although temporary, it is anticipated that they will have a lifespan of several years, and will increase accessibility of the network prior to new rolling stock being introduced.</p> <p>To improve reliability and efficiency the ODA has funded the following lift and station improvements on the DLR: upgrade of two lifts at Greenwich station, upgrade of two lifts at Tower Gateway station, two escalators (part-funding) and a new 17-</p>

	<p>person electric lift at Custom House station, a new 17-person electric lift and upgrade of the original lift at Prince Regent station.</p> <p>The ODA has also worked with a number of train operating companies to ensure that key stations will be as accessible as possible during the Games. A number of permanent access improvement works include station works at Blackheath, Windsor & Eton Riverside and Weymouth. Network Rail is delivering the Access for All (AfA) programme on behalf of the DfT. The 10 year programme gives improved step-free access from the entrance to platforms for stations nationally, all delivered without interrupting passenger journeys. The programme includes installing new lifts, footbridges, handrails and tactile paving. In excess of 90 stations will be completed by Games time. The ODA has worked with the DfT to bring schemes forward where there will be significant benefits for Games spectators including Slough for spectators at Eton Dorney.</p> <p>The ODA has also contributed to the development of Passenger Assist, a replacement for the Assisted Passenger Reservation Service (APRS). The ATOC led new assistance booking system for rail customers is currently being tested by Train Operating Companies and will be in full operation by Games time and afterwards.</p>
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