

## **Background information on 2012 transport for the Transport Committee's meeting on 15 November 2011**

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Our ref: S11-UTC-LA-HS-001

Caroline Pidgeon  
Chair of Transport Committee  
London Assembly  
City Hall  
The Queen's Walk  
London, SE1 2AA

23<sup>rd</sup> September 2011

Dear Caroline,

**Re: Update on 2012 transport for Transport Committee**

In May 2011, London 2012 and TfL agreed to provide a series of three monthly updates on progress with its transport plans starting in September 2011. This requirement arose in response to the recommendations of the Transport Committee report on the transport for the London 2012 Olympic and Paralympic Games.

On behalf of London 2012 and TfL, I am therefore happy to provide the first update. The format of the update aims to provide the latest progress against each of the comments raised on transport by the London Assembly, covering:

- Progress with delivery of planned transport infrastructure
- An update on demand forecasting activities
- An update on travel demand activities
- An update on action to encourage more walking and cycling
- An update on work to maximise river usage
- An ORN update;
- A transport accessibility update;
- An update on Oyster card use.

We trust this update meets your requirements and will prepare the next update in December 2011. In the meantime, if you have any queries please feel free to contact me.

Yours sincerely

A blue ink handwritten signature, appearing to read "Hugh Sumner".

**Hugh Sumner**

Director of Transport

cc: Valerie Shawcross – Deputy Chair of the Transport Committee

Comments	Response
<p>Progress with the delivery of planned transport infrastructure including details of how this has been tested, any changes as a result, and contingency arrangements if infrastructure isn't in place as planned.</p>	<p>The launch of the Olympic Transport Plan (OTP) at the Big Build event on 1 June 2011 corresponded with the completion of the substantial infrastructure provided for London 2012. However, the step-free access project at Green Park station was completed on 29 August 2011, the DLR extension to Stratford International opened on 31 August 2011 and the Westfield Stratford Development opened on 13 September 2011. This facility includes new direct access to Stratford Station.</p> <p>London 2012, TfL and other transport partners are currently involved in testing and commissioning as part of the Games readiness process. These organisations meet every two weeks at the Transport Domain Readiness Working Group (TDRWG) to plan and review progress.</p> <p>Individual testing of transport elements is well underway as part of the comprehensive test programme: examples include DLR tests, Javelin tests, desktop exercises and tests of the Transport Co-ordination Centre.</p> <p>In the case of the Westfield opening, planning has been ongoing for a number of months and a series of test and observation activities were planned. At the opening of the Westfield development a team of 45 observers were present to cover transport activities. Coverage continued into the first week of operation so that lessons could be learned prior to finalisation of future games readiness activities.</p>
<p>The latest forecasts for demand including the full range of forecasts for the number of spectators, the forecast number of other visitors (people without tickets), breakdown of demand by day, mode and venue, and how much of the forecast demand is expected to be covered by increased capacity through new transport infrastructure and how much by reducing usual demand.</p>	<p>London 2012 is currently updating spectator demand forecasts with information gathered from the ticketing sales process. Once the information has been fully analysed, an update will be provided to TfL and other transport delivery partners. This is expected to take place during the autumn.</p> <p>The Games Family demand is forecast to be 55,000 for the Olympic Games and 30,000 for the Paralympic Games. The Family consists of athletes, team officials, accredited media, sponsors and Olympic family officials. They will be transported between key competition and accommodated venues by use of the Olympic Route Network, via a fleet of coaches, cars and multiple person vehicles (mpvs). The current fleet estimate is 1,500 bus/coaches and 4,000 cars/mpvs.</p> <p>London 2012 is currently assessing likely demand from northern Europe and the rest of the world and how this will impact on spectator demand.</p> <p>The TfL Travel Demand Management (TDM) team is working very closely with London 2012 to assess the impacts of spectator demand on background demand in London, the South East and regional venues.</p>
<p>An update on the 2012 travel demand management programme</p>	<p>Following the launch of TDM Travel Advice for Business programme in November 2010, 372 businesses near transport hotspots in London, employing over 498,000 people, have received site specific advice on</p>

<p>including the specific targets or measures of success for this programme, the impact to date including the number of businesses that have indicated they will change their transport arrangements in 2012 and further actions planned to manage demand from spectators and Londoners.</p>	<p>how to develop Games time action plans. Action plans are now being received which contain robust actions for managing demand during the Olympic and Paralympic Games giving confidence that the TDM Programme is on track to achieve the level of reduction required.</p> <p>In addition over 200,000 businesses have been engaged with via Business Intermediaries. To date over 160 presentations have been given by TfL at events held by Business Intermediaries, with over 7,000 businesses having attended events.</p> <p>In July 2011, a programme of workshops to provide support for SMEs, multi-site businesses and London Boroughs was launched by TfL to coincide with the year to go milestone. TfL supported a GLA event on 22 September to talk to SMEs about transport challenges during the Games. In total over 90 events are planned leading up to the Games. To date over 40 multisite companies and 193 businesses have signed up or attended SME workshops.</p> <p>The business influencer campaign, which directs businesses to self help material on the London 2012 website and raises awareness, commenced in November 2010. Advertising ran in November 2010, May, June, July and September 2011 and comprised of press and online advertising as well as direct mail and emails to businesses.</p> <p>In March 2011 travel advice for spectators was made available on the London 2012 website linked to the ticket application process. In July 2011 the Spectator Journey Planner was made available, which enables spectators to plan their journeys to Olympic and Paralympic Venues, select their preferred travel options and direct them to travel booking facilities.</p> <p>In the lead up to the Games, information and advice on travel options will continue to be made available to businesses and spectators. In January 2012 a public facing campaign will commence which will provide regular users of the transport network with travel advice, enabling them to check whether their normal journeys are likely to be affected, consider the alternatives available and encourage them to take action and plan.</p> <p>TfL Engagement with the freight industry, businesses and boroughs has included the setting up of a Freight Forum with the Transport Commissioner and 50 organisations including London Councils, the Freight Transport Association, Road Haulage Association, large businesses (Sainsbury's, Tesco etc) and operators (DHL, TNT etc).</p> <p>Freight workshops will be held over the next couple of months to discuss key issues with operators, businesses and boroughs. The next meeting of the Freight Forum will be in late November/Early December where a toolkit of solutions will be provided for the industry around reducing, retiming, re-routing and revising the mode of deliveries in</p>
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	<p>those areas most affected by the Games.</p> <p>Engagement with individual companies has begun, and an Advice Programme – targeting SMEs and those businesses most severely affected – will be rolled out in November. While engagement with general business has started, this will be ramped up early in 2012, to ensure that both suppliers and their customers are aware of Games impacts and are planning accordingly.</p> <p>In the meantime TfL have released postcode data of the ORN route to enable operators to begin planning for Games time. This data provision will continue to be refined as plans are finalised.</p>
<p>An update on action to encourage more people to walk and cycle during the 2012 Games and more challenging targets for use of these modes.</p>	<p>The ODA has invested around £10 million in walking and cycling route improvements into various competition venues within and outside London. In London, TfL is delivering a programme known as the Olympic Walking and Cycling Route Enhancements (OWCRE) which is focused on eight largely off-road ‘greenway’ routes into the Olympic Park and river zone venues. The programme comprises 113 schemes across the eight routes, and is delivered on the ground by a variety of local authorities and other organisations such as British Waterways and Lea Valley Regional Parks Authority.</p> <p>These routes will be promoted as the 2012 Games Walking and Cycling Routes until the end of London 2012. After this, the eight routes will revert back to their previous names (e.g. Lime House Cut). They will be promoted to spectators travelling to venues, as well as to Londoners in the lead up to and following the Games, to ensure usage and a lasting legacy. The schemes include surface improvements, access point upgrades and a comprehensive wayfinding and signage system based on Legible London. The routes are now complete and wayfinding will be installed along all routes by December.</p> <p>TfL have allocated funding for promoting walking and cycling to Londoners in the lead up to and during the Games. This will be used alongside the existing ODA walking and cycling budgets for activities to promote walking and cycling.</p> <p>The Active Travel Programme will be launched in autumn 2011 alongside the walking and cycling route improvements. The London 2012 Active Travel programme will promote the OWCRE routes as well as encourage more walking and cycling in the lead up to, during and after the London 2012 Games.</p> <p>Work is well underway on delivering two TfL led Inspire projects; the Big WoW, a month long event promoting walking to school which kicks off on 3 October and the special edition TfL Cycle Guide for the Olympic Park and surrounding areas is due to be complete and distributed during the week commencing 18 October.</p>

<p>An update on work to maximise the use of river services during the 2012 Games.</p>	<p>The River Thames has a well developed network of existing passenger services that carries more than five million passengers a year. River services will offer an attractive journey option for Games spectators travelling to River Zone competition venues. The ODA has contracts in place with operators to maximise these services</p> <p>The ODA commissioned a river services demand forecasting study in 2009 which indicated that at certain times during the day there is spare capacity on board both River Bus and River Tours scheduled services operating between central London and Greenwich/North Greenwich. The intention is to utilise spare capacity for Games spectators and in addition provide some additional capacity at key times of the day, notably the periods before and after sessions at competition venues.</p> <p>On average an additional 40 scheduled river service trips will be made upstream and downstream on a weekday during the Games, providing an additional capacity of around 12,000 seats. TfL is leading ongoing discussions to agree crowd management procedures with pier management operators.</p> <p>Since mid July, river operators have been selling tickets for Games services via their own online booking systems. This process has been made easier by a direct link from the London 2012 travel website and TfL-developed spectator journey planner.</p> <p>Some Games Family groups, including marketing partners, may charter boats for transport purposes to access Games venues. In line with their existing policy, TfL London River Services (LRS) has confirmed that requests for pier slots for charter boats at LRS piers can only be accommodated where they do not conflict with the scheduled services.</p> <p>TfL is undertaking pier improvements at Tower and Greenwich piers and partially funded from the ODA. Progress is good and all works will be completed by spring 2012</p>
<p>Details of the likely impact of the ORN on all road users in London and steps being taken to mitigate this impact; the date by when pedestrian crossings temporarily removed as a result of the ORN will be reinstated; and how concerns about enforcement of the ORN are being addressed.</p>	<p>The core ORN and PRN will operate on one per cent of the London's road network with the Games Lanes operating on one third of that. It will become operational just a couple days before the Games start and removed as soon as possible after. Venue specific routes, such as that to Wimbledon, will be discontinued as soon as the event is over and are not required.</p> <p>In the event that a vehicle is parked illegally on the ORN or observed in contravention of an ORN moving regulation (i.e. Games Lane or restricted turn), CEOs will have the ability to issue a Penalty Charge Notice (PCN) to the registered keeper of that vehicle. The level of this charge is not yet finalised, but following a public consultation carried out by the ODA a proposal of £200 (with a 50 per cent discount for early payment) has been made to Ministers and this decision currently</p>

	<p>rests with the Secretary of State for Transport, for approval.</p> <p>Abandoned, broken down or illegally parked vehicles causing an obstruction on the ORN will also be subject to relocation by a rapid response vehicle removals service. Any relocated vehicles will be registered with the recognised tracking service (TRACE) to enable the owner to recover their vehicle.</p> <p>Where pedestrian crossing facilities are required to close, these will be introduced as close as possible to the beginning of the Games. Where Venue ORN closes down during the Olympic Games, crossings will be re-opened as soon as possible (i.e. on Lords and Wimbledon routes). After the Olympic Games, those parts of the network which are not required for the Olympic Games will be reopened as quickly as possible, after departures (i.e. Marylebone Road and Baker Street). As much of the Paralympic Route Network as possible will stand down during the inter-Games period.</p> <p>Where pedestrian crossings will be closed they will be barriered off, signs advising of the closure along with directions to the next available surface crossing in both directions will be provided. Tactile paving will be covered to ensure visually impaired users are not misguided into a closed crossing. TfL is working with the London Visually Impaired Forum to determine alternative noticing of crossing closures for these users. Further, local mobility impaired to advise of the crossing closures and the extent of closure towards Games time.</p>
<p>An update on measures to improve the accessibility of transport including plans for staffing the transport system during 2012 Games, the location of temporary ramps and humps during the 2012 Games, and arrangements for transporting people with reduced mobility from main transport hubs to venues and around large venues such as the Olympic Park.</p>	<p>Significant investment has been made across the transport networks by the ODA, TfL and other partners to provide greater capacity and resilience to the support the needs of disabled spectators. At Stratford station works included installing 11 new lifts and creating 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.</p> <p><b>Docklands Light Railway</b> - DLR is a step free network, however using funding provided by the ODA, TfL are upgrading five lifts at Greenwich, Tower Gateway and Prince Regent DLR stations to be more reliable and move quicker. In addition, two new escalators have been installed at Custom House DLR station.</p> <p><b>London Underground</b> - By July 2012, 65 London Underground stations will be step free from street to platform and a further five provide step free interchange. Of these stations, 42 are of interest in Games time as they are venue stations or provide key interchanges. At these 42 stations there are 131 platforms, but as of May 2011 only 48 platforms offer level access on to the train. Solutions are therefore needed in order that wheelchair users and other people with reduced mobility are able to board trains safely. London Underground is working on two solutions to this problem - temporary platform humps and manual boarding ramps. Subject to engineering approvals, temporary platform humps will be installed on approximately 10 platforms, and manual boarding ramps are being trialled for possible use at further stations.</p>

**Rail** - The ODA have worked with a number of train operating companies to ensure that key stations will be as accessible as possible during the Games. Stations benefitting from improvement works include Weymouth, Windsor & Eton Riverside and Blackheath stations. The ODA is also working with the DfT to bring forward step-free station schemes at further venue stations including Slough and Swanley. This is part of a wider 10 year programme being delivered by Network Rail on behalf of DfT. By Games time, approximately 100 stations will be completed.

The ODA has also contributed funding to the development of a replacement for the Assisted Passenger Reservation Service (APRS), a project being led by ATOC. The new assistance booking system for rail customers was made available from summer 2011.

**Streets** – TfL Accessibility Audits for the central zone are still in the planning stage and will focus on key pedestrian routes from Euston Road and Embankment through the central zone.

**Accessible Shuttles** - The ODA is also providing a network of accessible shuttle services developed to meet the specific requirements of disabled spectators. These services will solely be for the use of disabled people and are provided to help relieve the pressure on the public transport network and to provide accessible transport services in areas where there are limited accessible public transport options available. To serve venues a combination of accessible minibus and golf buggies will be used. There are more than 40 routes planned for the Olympics and 14 for the Paralympics.

**Accessible Parking** – At, or close to, venues the ODA are providing a limited number of accessible parking spaces for ticketed spectators. The quantity and location of parking spaces will vary between venues according to the other transport options available. Spaces are free for spectators but must be booked in advance and spectators must provide evidence of their Blue Badge or national equivalent parking permit to apply for the space. The booking system is now operational. In addition, at all park-and-ride sites accessible parking spaces will be provided and shuttle services will be suitable for disabled spectators.

**Accessible Travel Information** - To draw all accessible transport options together, detailed information and maps were published on the London 2012 website in March 2011. Maps of each Olympic venue were also produced, outlining accessible transport options and Paralympic venue maps will be available for the ticket launch.

In July 2011, the first stage of the spectator journey planner was launched on the London 2012 website. The journey planner is now in the second stage of development and will develop to include more detailed information over the coming year. The next stage in the journey planner development will include Paralympic venue planning



	<p>data and, in discussion with delivery partners, incorporate further modes of accessible transport.</p> <p><b>Emergency Planning</b> - An emergency planning desktop exercise for all TfL modes will take place on 12 and 13 October, which is being facilitated by TfL's Independent Disability Advisory Group (IDAG). Its purpose is to test how TfL will deal with large numbers of wheelchair users in an emergency.</p>
<p>Reported delays with the process for introducing the ORN including the consultation on traffic orders and growing concerns about its impact e.g. from London taxi drivers.</p>	<p>There has been some delay to the traffic order consultation as a result of changes to the proposed measures and revisions to the build and operational programme. This delay is not critical to the overall delivery programme. The revisions to design and programme are in direct response to the ongoing public and stakeholder engagement for the ORN as TfL strives to strike a fair balance between journey time commitments to the Games Family traffic and minimising impacts on those living, working and visiting London.</p> <p>TfL appreciates there will be an impact on drivers and that is why there has been extensive engagement with the Taxi and Private Hire trades about the ORN. This engagement commenced in September 2009. TfL and representatives from the Licensed Taxi Drivers' Association, London Cab Drivers Club and Unite have been in discussions regarding the proposed ORN and the traffic management arrangements necessary to facilitate the network and games lanes. In particular, the ability for taxis to make the same turning movements as granted to local buses on the Olympic and Paralympic Route Networks during Games times is being considered. TfL is currently reviewing all such suspended turns on the network and examining the impact on traffic flows before making recommendations of access on each turn. TfL is scheduling further meetings with the taxi trade to discuss its findings in the autumn and will be meeting with the driver associations on a monthly basis between now and the Games to work together on other issues and initiatives relating to the Games.</p>
<p>Are there any plans to test the ORN in advance of it going live and any plans to close the roads to see the effect of the closures?</p>	<p>The component parts of the ORN are little different to usual network improvement, maintenance or emergency works. Where there are more unusual approaches, such as the types of materials to be used, trials have taken place and are continuing to occur. New sign facing has been approved by the DfT to ensure they are understood.</p> <p>A significant part of the ORN operations is similar to what TfL delivers on a day to day basis. An example of this is the development of Games time operations such as the merging of the Traffic Directorates Network Performance and London Streets Traffic Control Centre. When the network has been introduced there will be fine tuning of the network, to ensure it operates effectively on the first day of operation.</p> <p>The summer 2011 test events, such as the London to Surrey Cycle Classic and Triathlon Event took place to understand where lessons could be learnt in readiness for next summer.</p>

<p>The scrapping of plans for Olympic ticket holders to use their Oyster cards for free public transport during the Games.</p>	<p>Paper one-day Travelcards were chosen over Oyster cards as the public transport access mechanism for Games event ticket holders due to the financial, production and operational benefits that paper Travelcards present. "Topping up" Games event ticket holders' existing Oyster cards is not a viable solution, due to the implementation complexity of doing so.</p> <p>However LOCOG and TfL do plan to use Oyster cards to support Games Family travel. The nature of their travel requirement is much more conducive to Oyster card use.</p>
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## **Information from TfL on ORN, 4 November 2011**

Following its meeting on 11 October 2011 with the Transport Commissioner and Managing Director of Surface Transport at TfL, the Committee requested the day-by-day breakdown of anticipated use of the ORN and the information, including copies of the maps, showing the anticipated transport pressure points for the 2012 Games.

TfL's response, which is part of a longer letter responding to other queries arising from the meeting, is set out below.

According to the London 2012 Transport Plan:







"The Games Family describes the people from a wide range of organisations that 'make the Games happen'. The Games Family includes athletes and team officials, technical officials, press, broadcast, International Olympic Committee (IOC) and International Paralympic Committee (IPC) members and staff, World Anti-Doping Agency (WADA), Court of Arbitration for Sport (CAS), IOC Medical Commission, members of National Olympic Committees, National Paralympic Committees and ISFs, and marketing partners. During the Olympic Games, the Games Family will number around 78,000 people across the whole period. During the Paralympic Games, the Games Family will number about 12,000 people."

The Games Family will be transported around the network in a fleet of cars and coaches, totalling approximately 4,500 vehicles. There is continuing discussion with LOCOG about the number of additional vehicles and people who might need to access the ORN for operating the venues and this might result in a higher number of vehicles using the ORN. Therefore, we can deduce that there could be at least 4,500 vehicles using the ORN on a daily basis.

TfL is preparing advice for business to assist them plan for the Games, and this will include developing maps to show the expected transport pressure points during the Games. These will be available on TfL's website from the end of November.

We have available maps to show the configuration of the ORN on a day by day basis throughout the Games period. These are included with this letter.

**Olympic Route Network Activity  
15th - 24th July 2012**

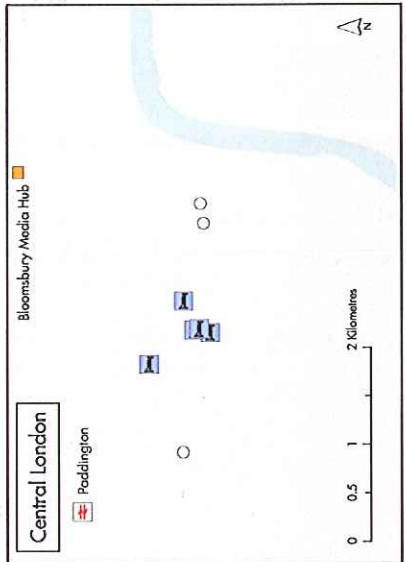
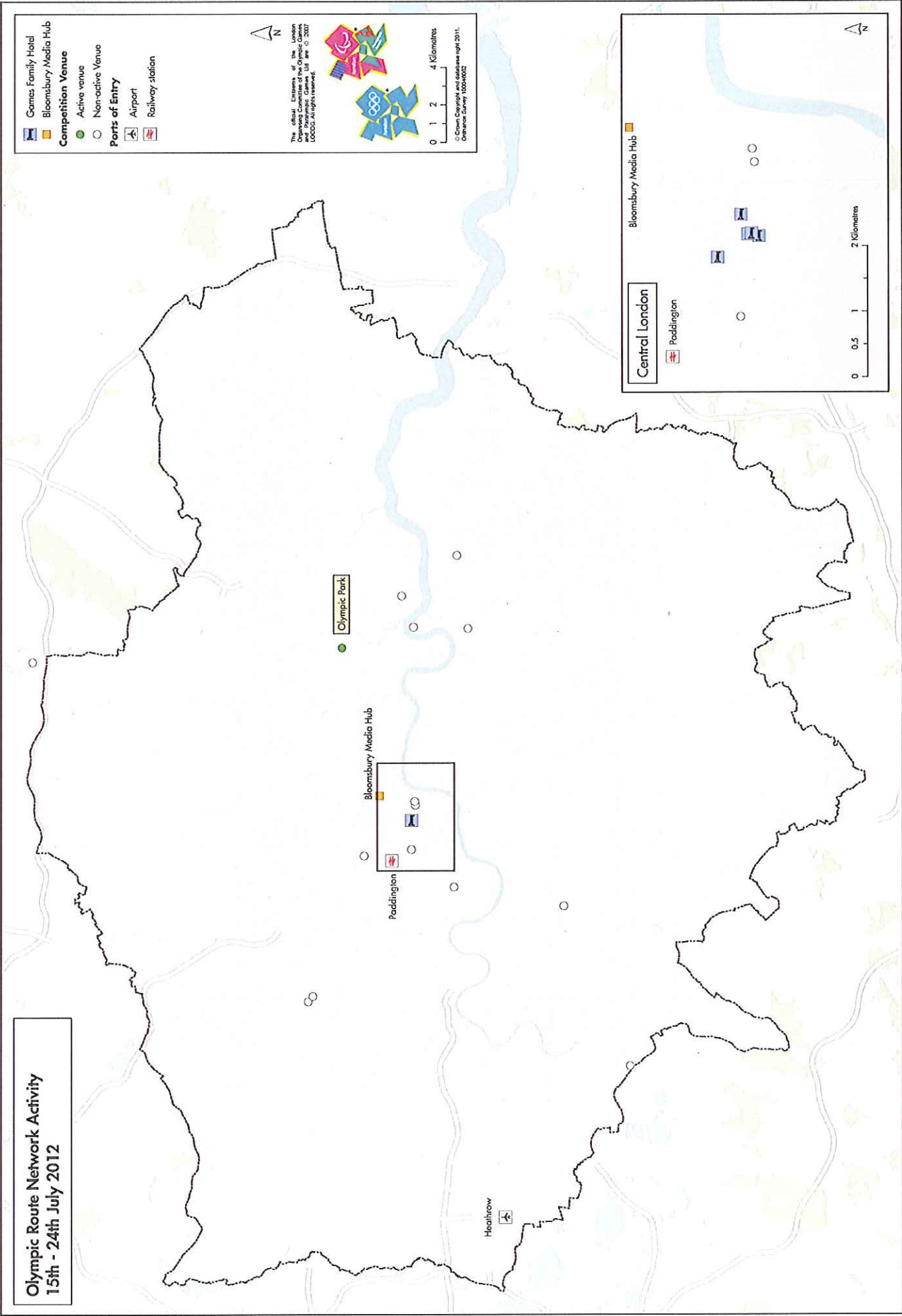
-  Games Family Hotel
-  Bloomsbury Media Hub
- Competition Venue**
-  Active venue
-  Non-active Venue
- Parts of Entry**
-  Airport
-  Railway station



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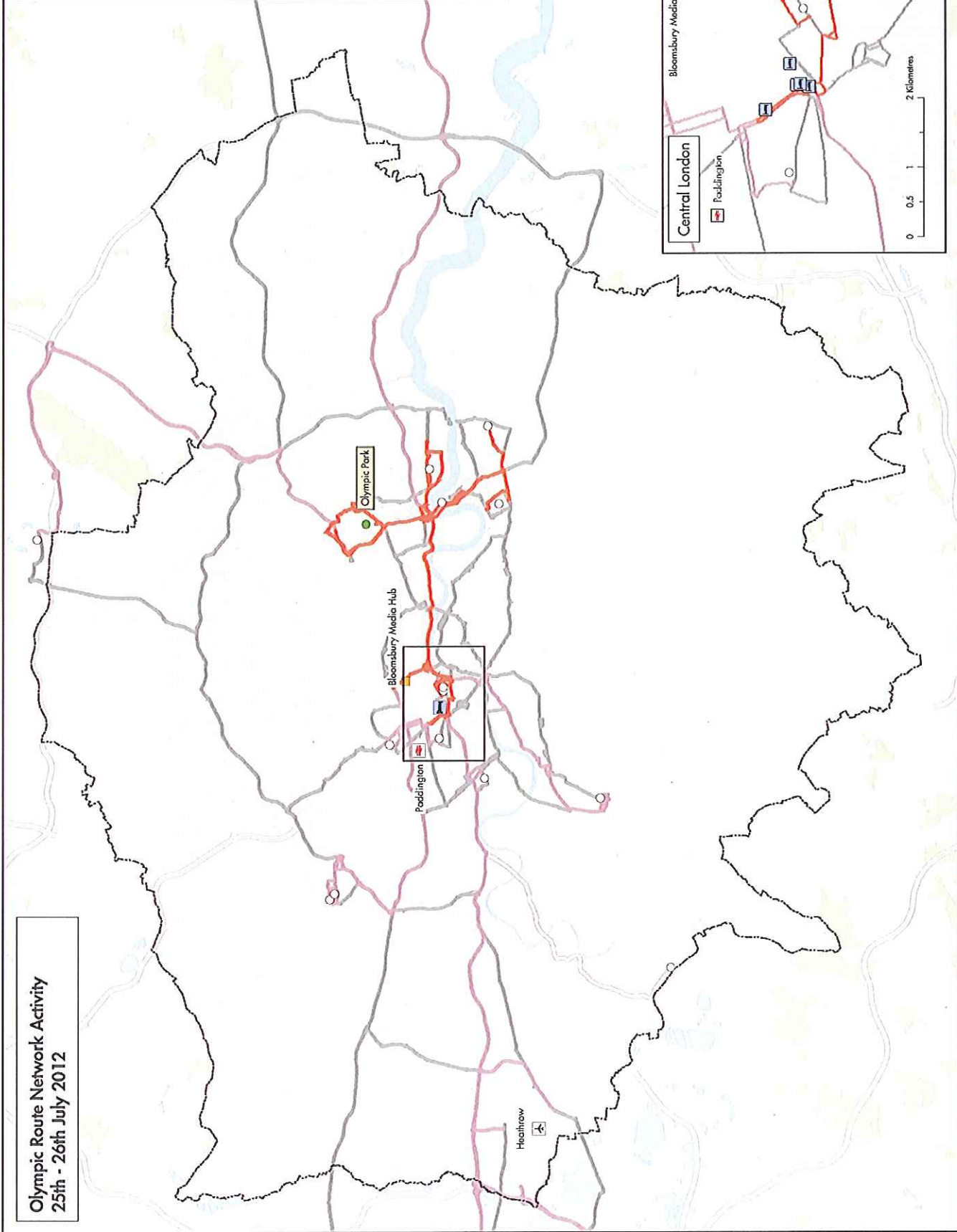


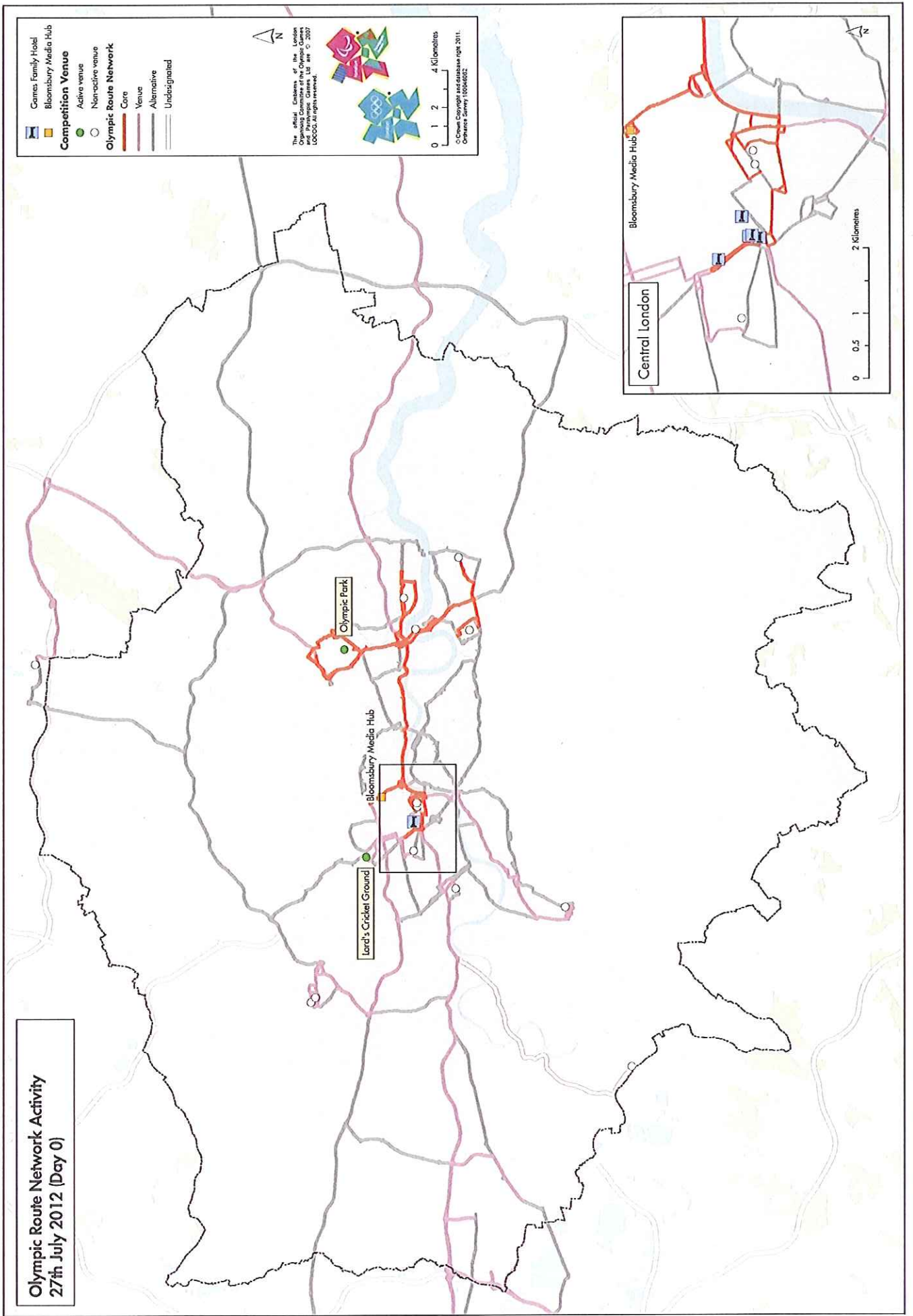
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25th - 26th July 2012**

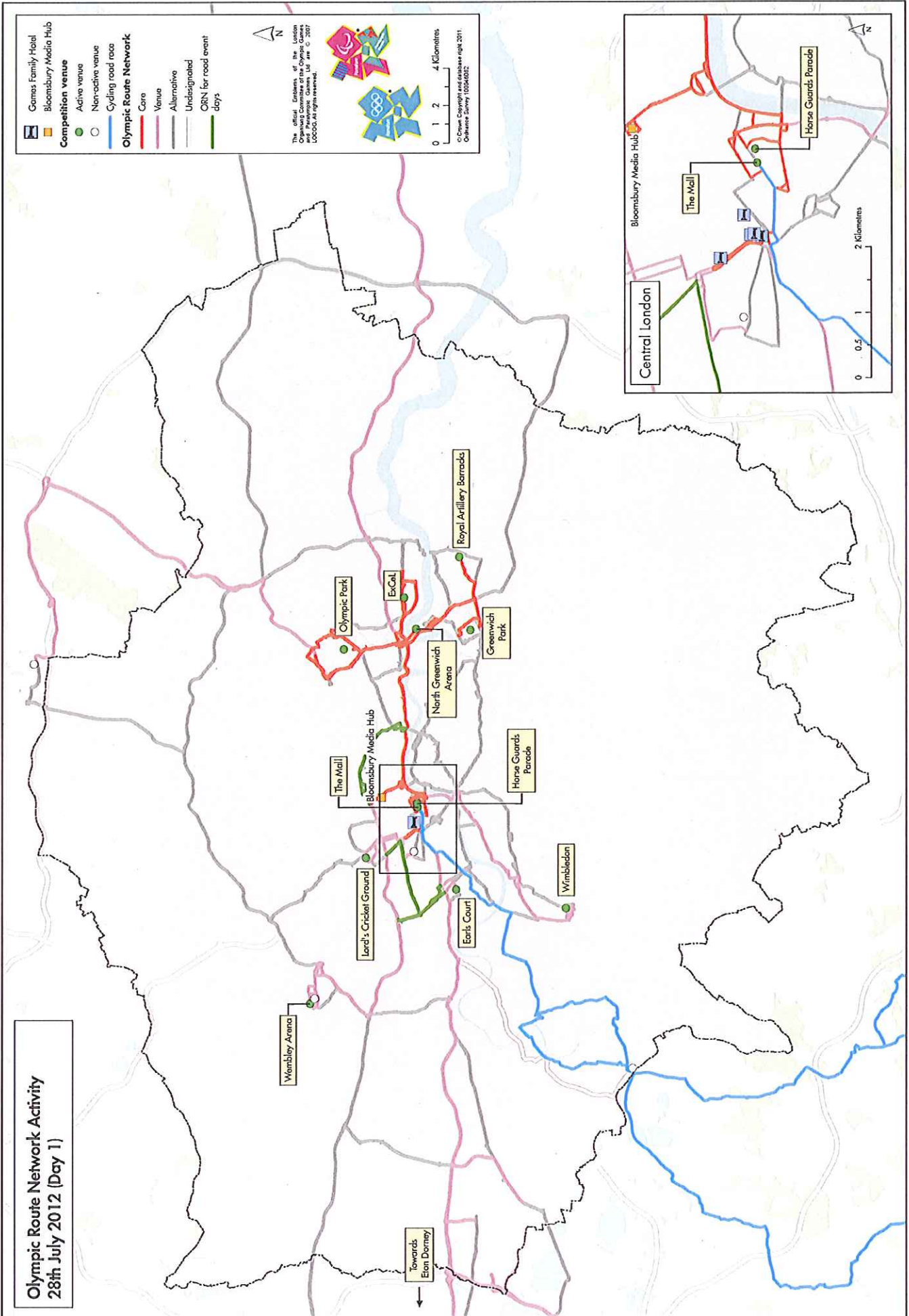
Games Family Hotel  
 Bloomsbury Media Hub  
**Competition Venue**  
 Active venue  
 Non-active Venue  
**Ports of Entry**  
 Airport  
 Railway station  
**Olympic Route Network**  
 Core  
 Venue  
 Alternative  
 Undesignated

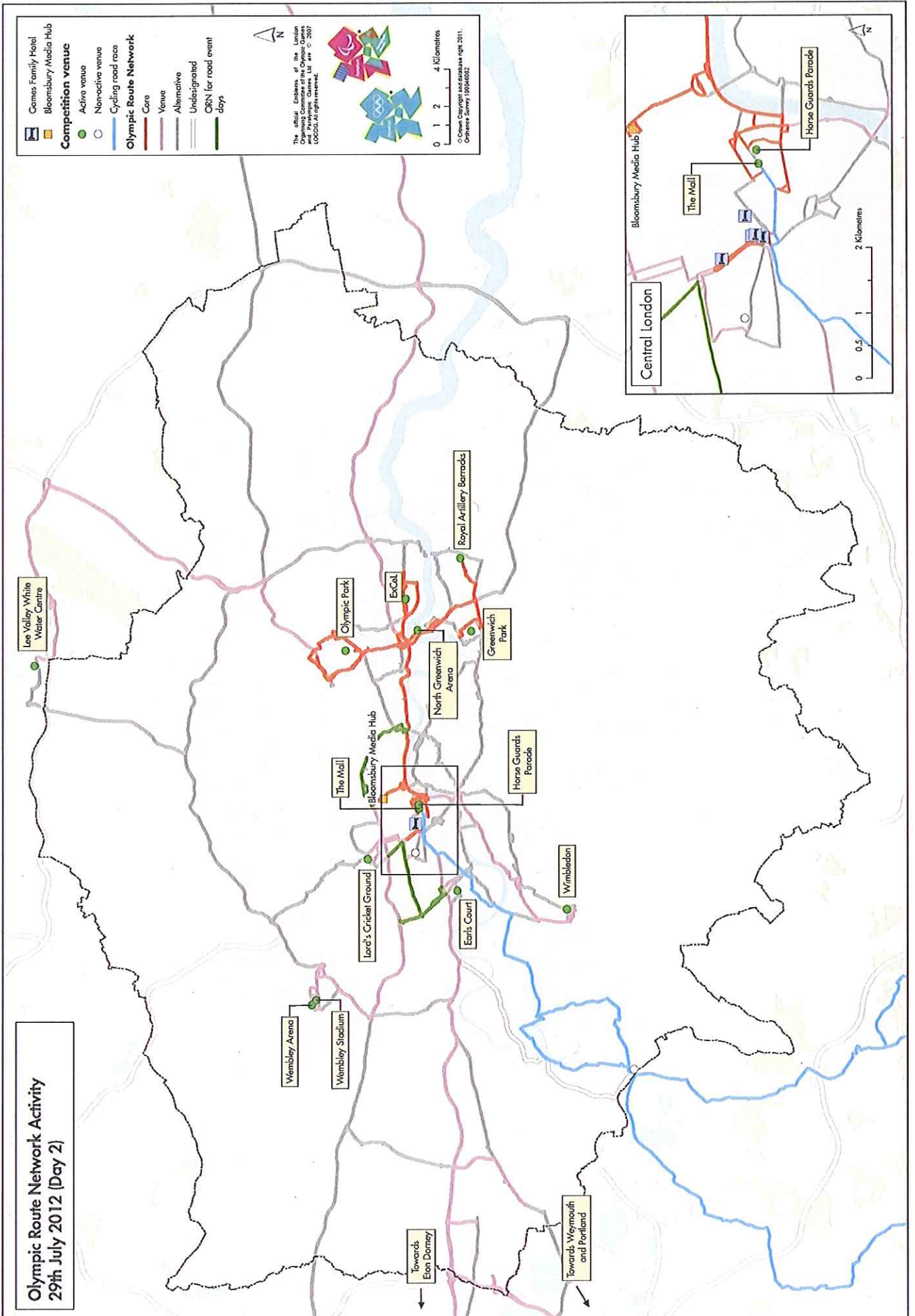
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 LONDON 2012

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Olympic Route Network Activity  
29th July 2012 (Day 2)

Comas Family Hotel  
Bloomsbury Media Hub

**Competition venue**

- Active venue
- Non-active venue

**Olympic Route Network**

- Cycling road race
- Core
- Venue
- Alternative
- Undesignated
- CRN for road event days

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Central London

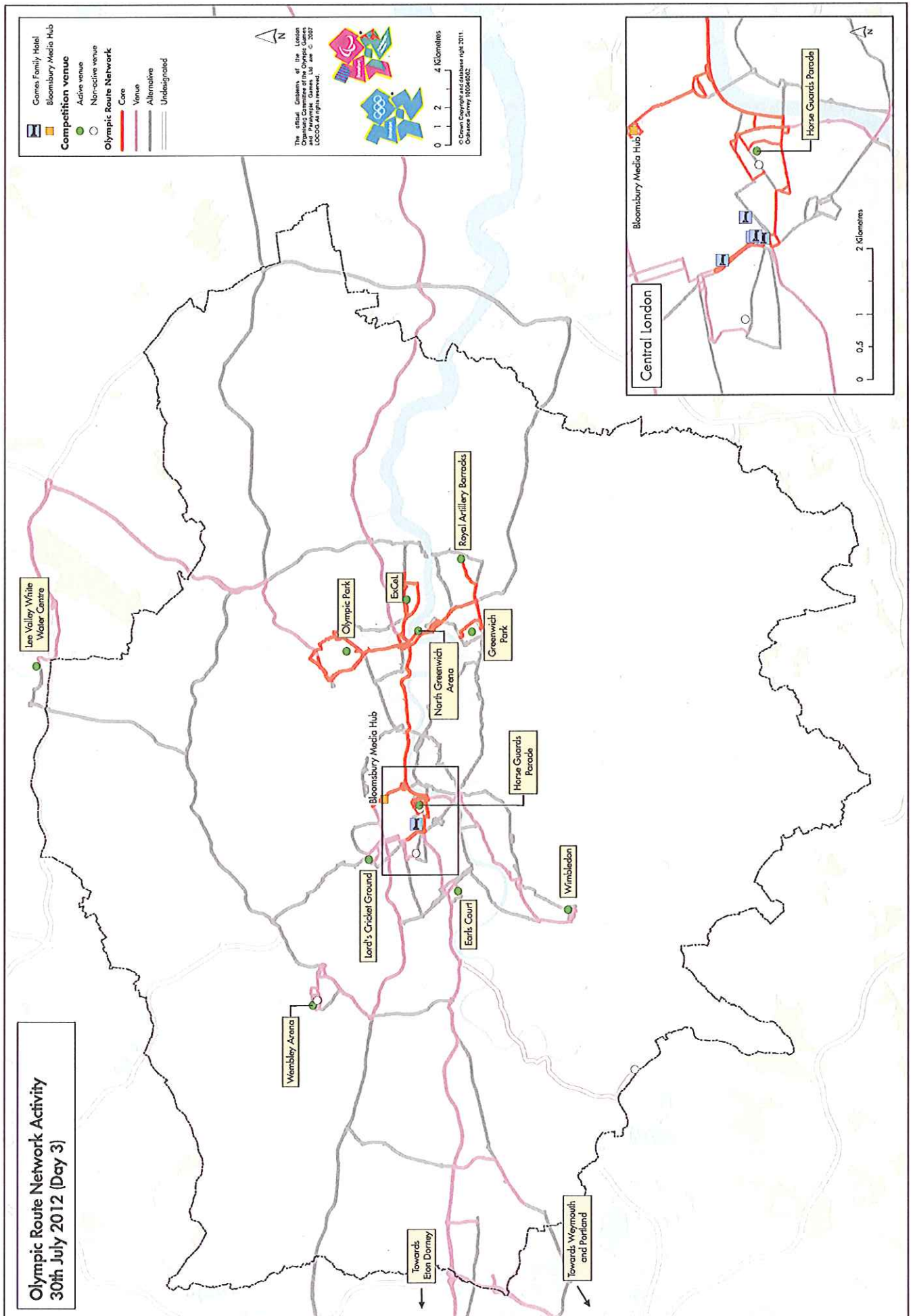
Bloomsbury Media Hub

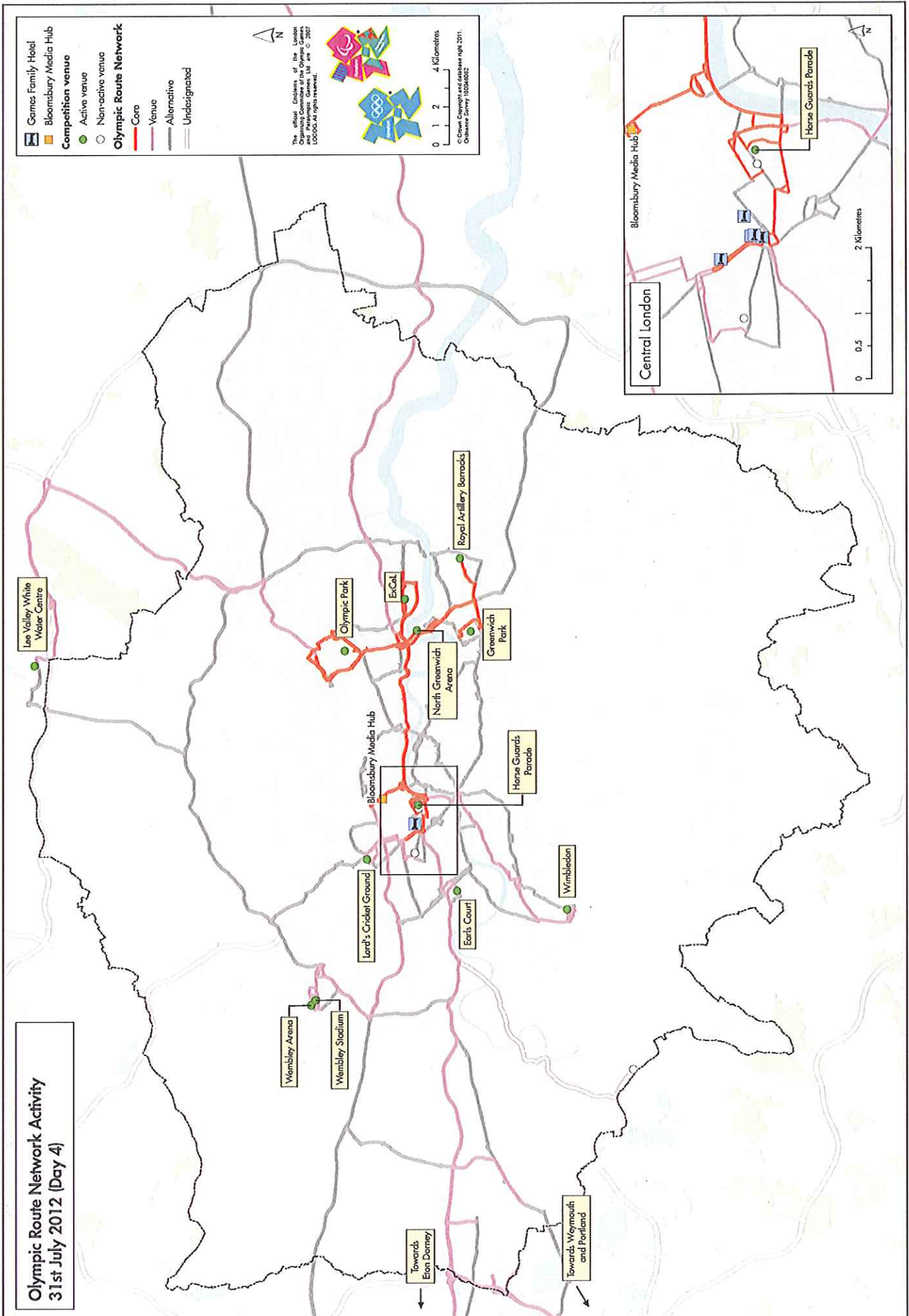
The Mall

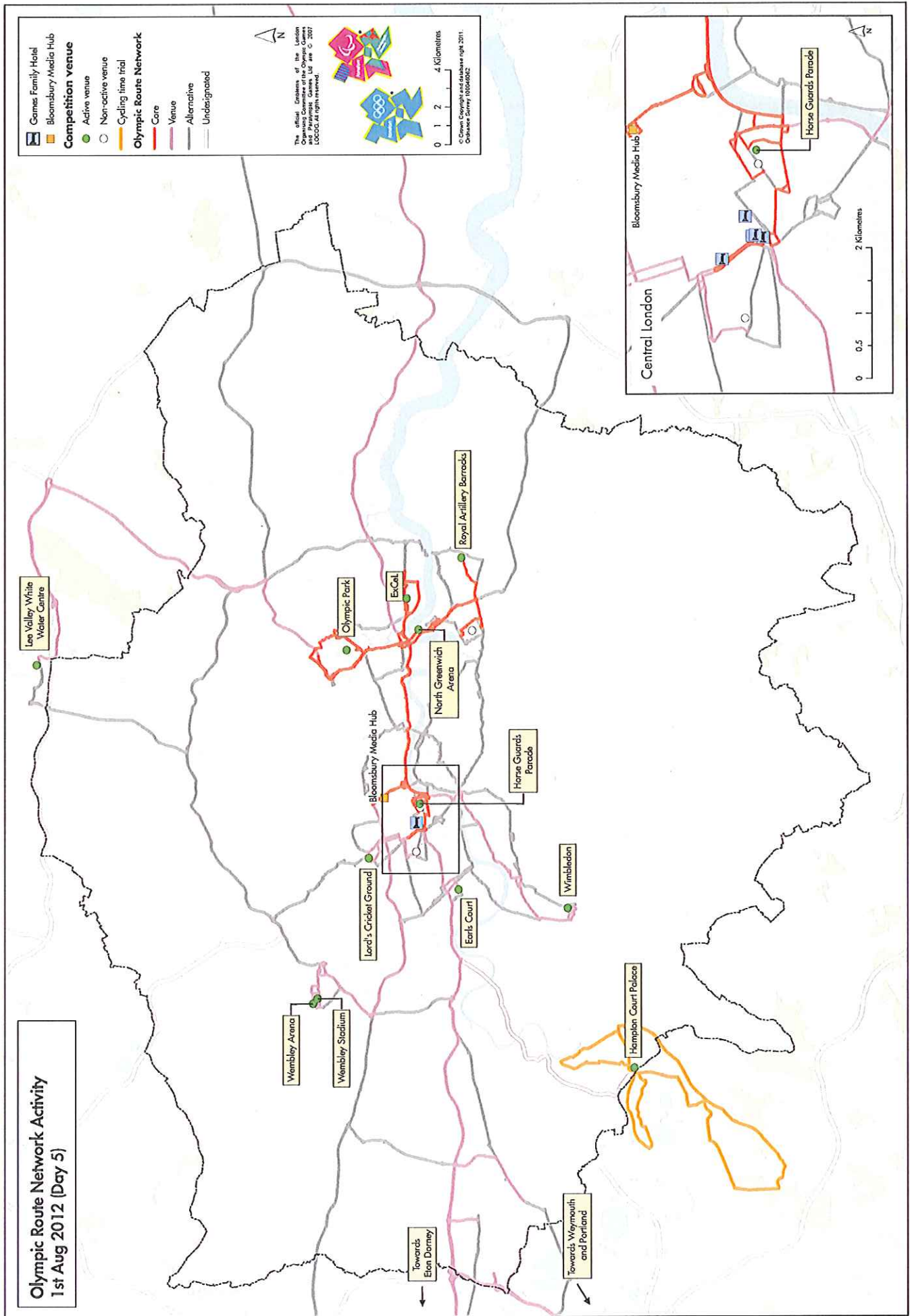
Horse Guards Parade

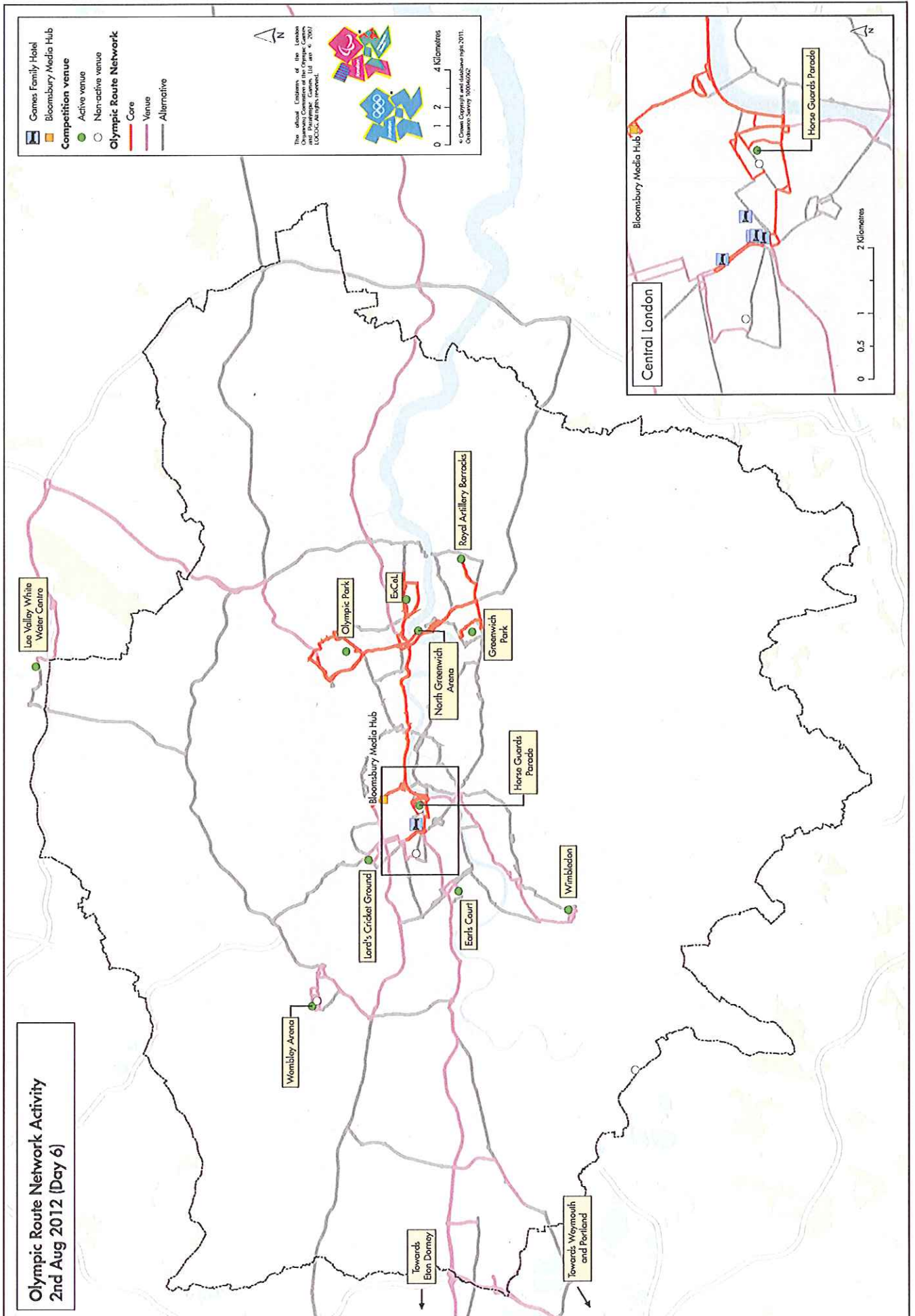
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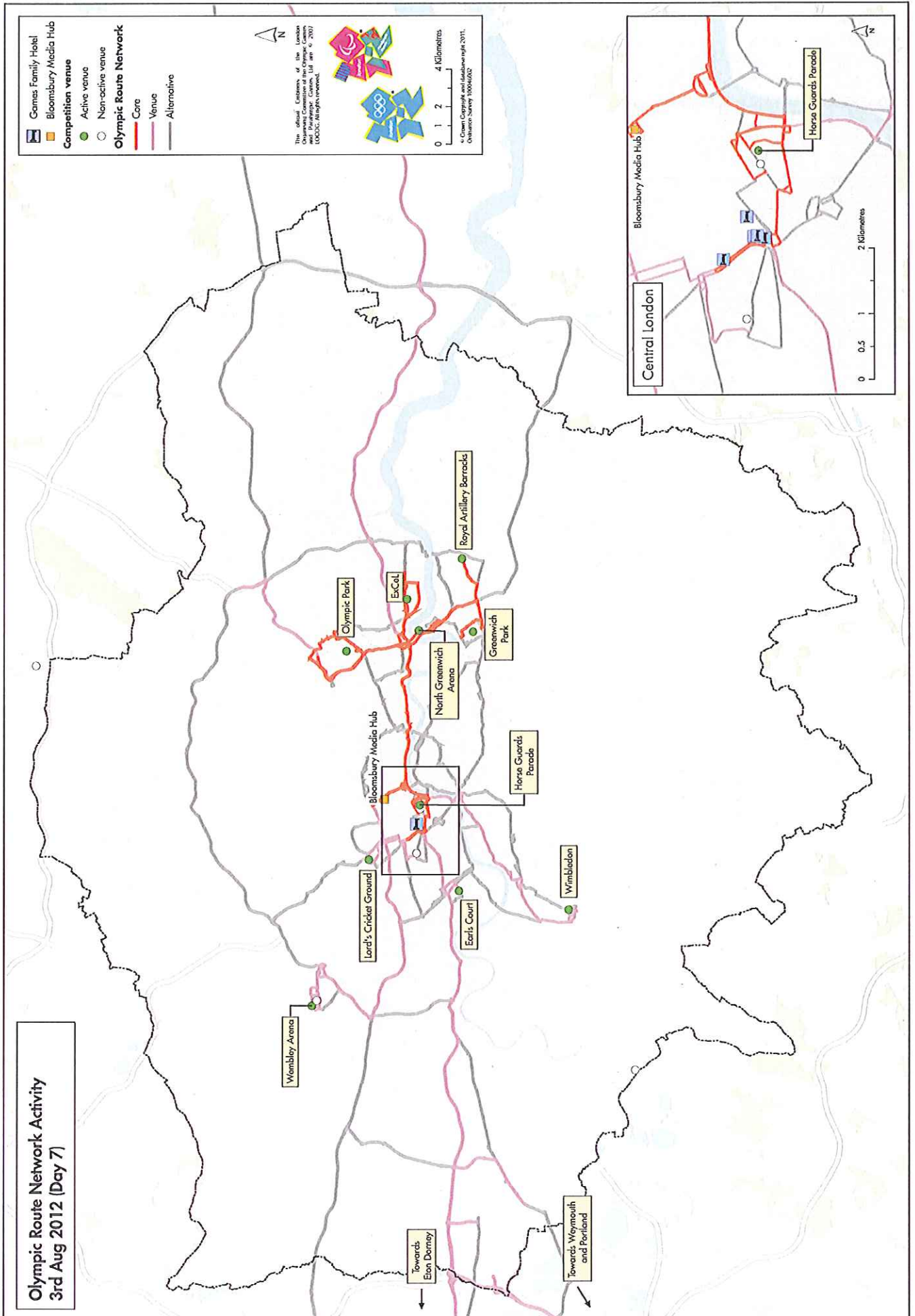


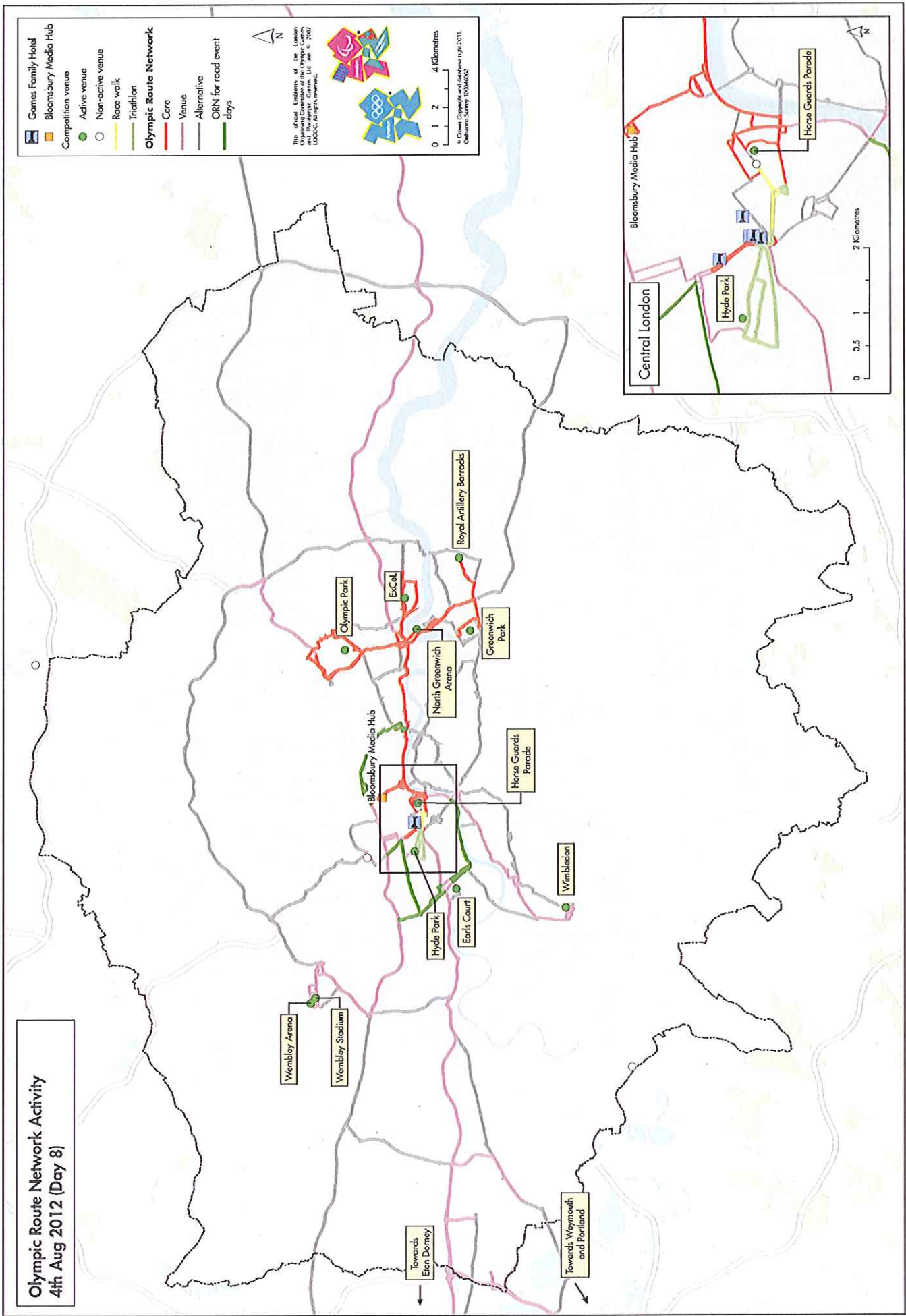


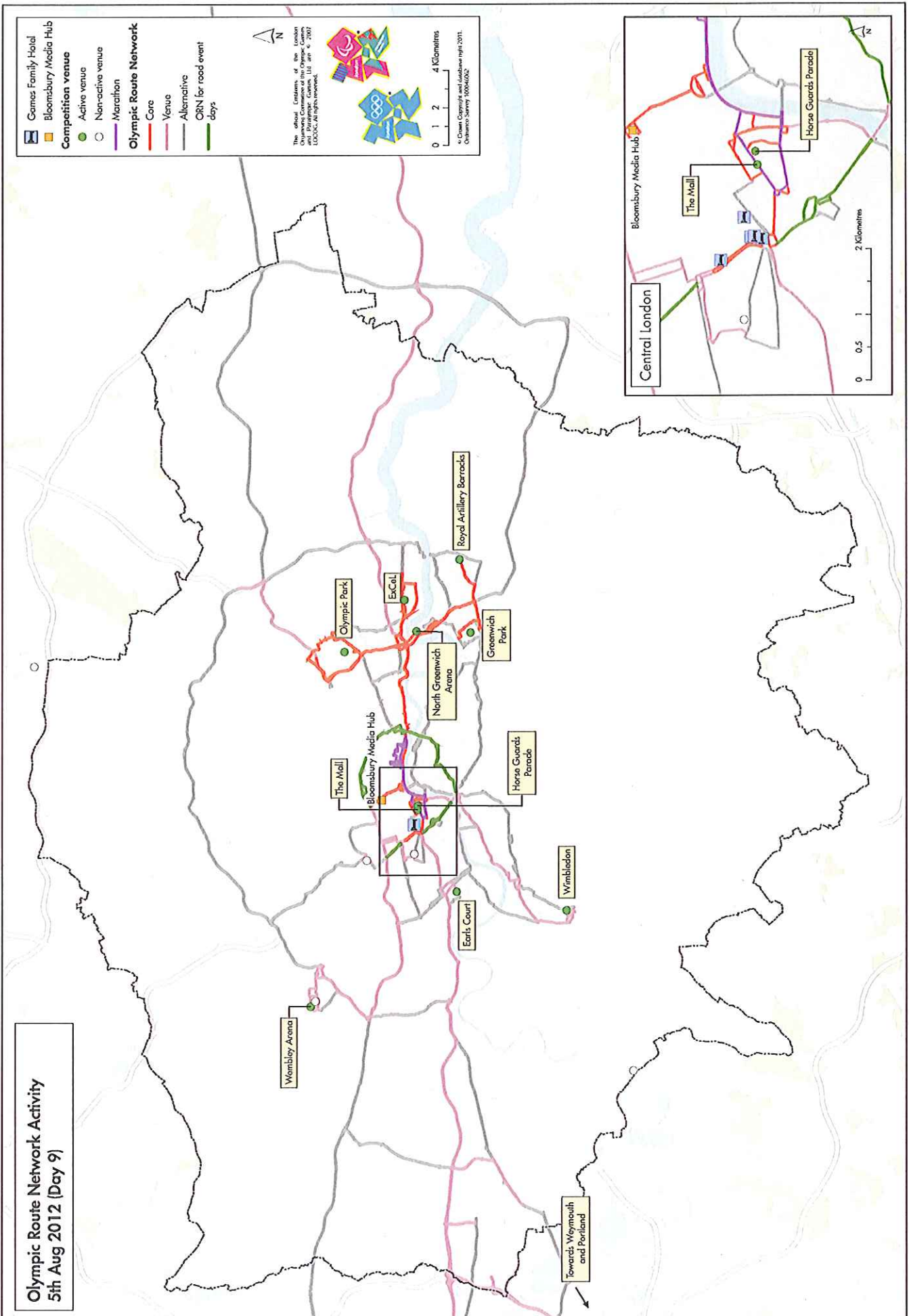


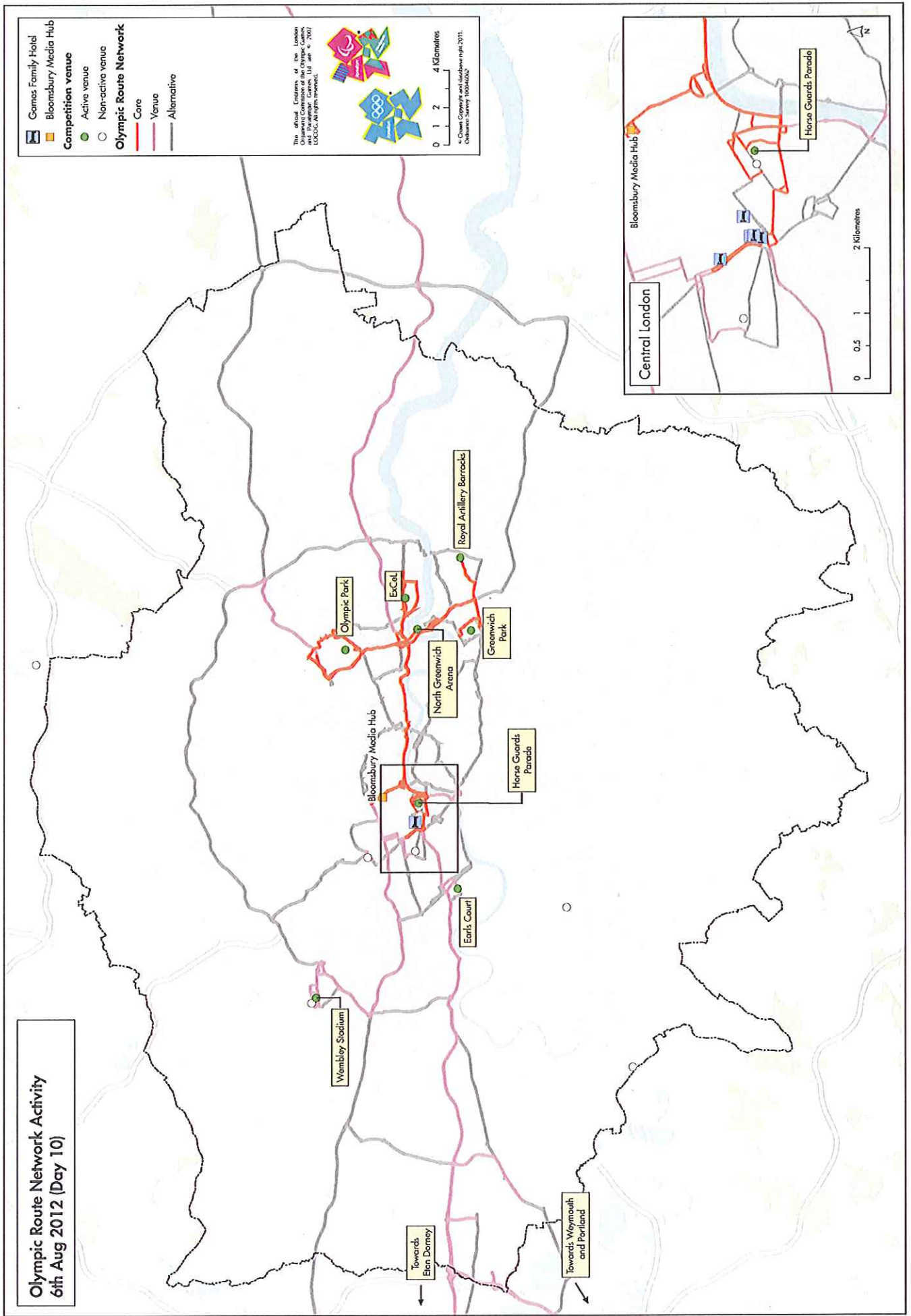




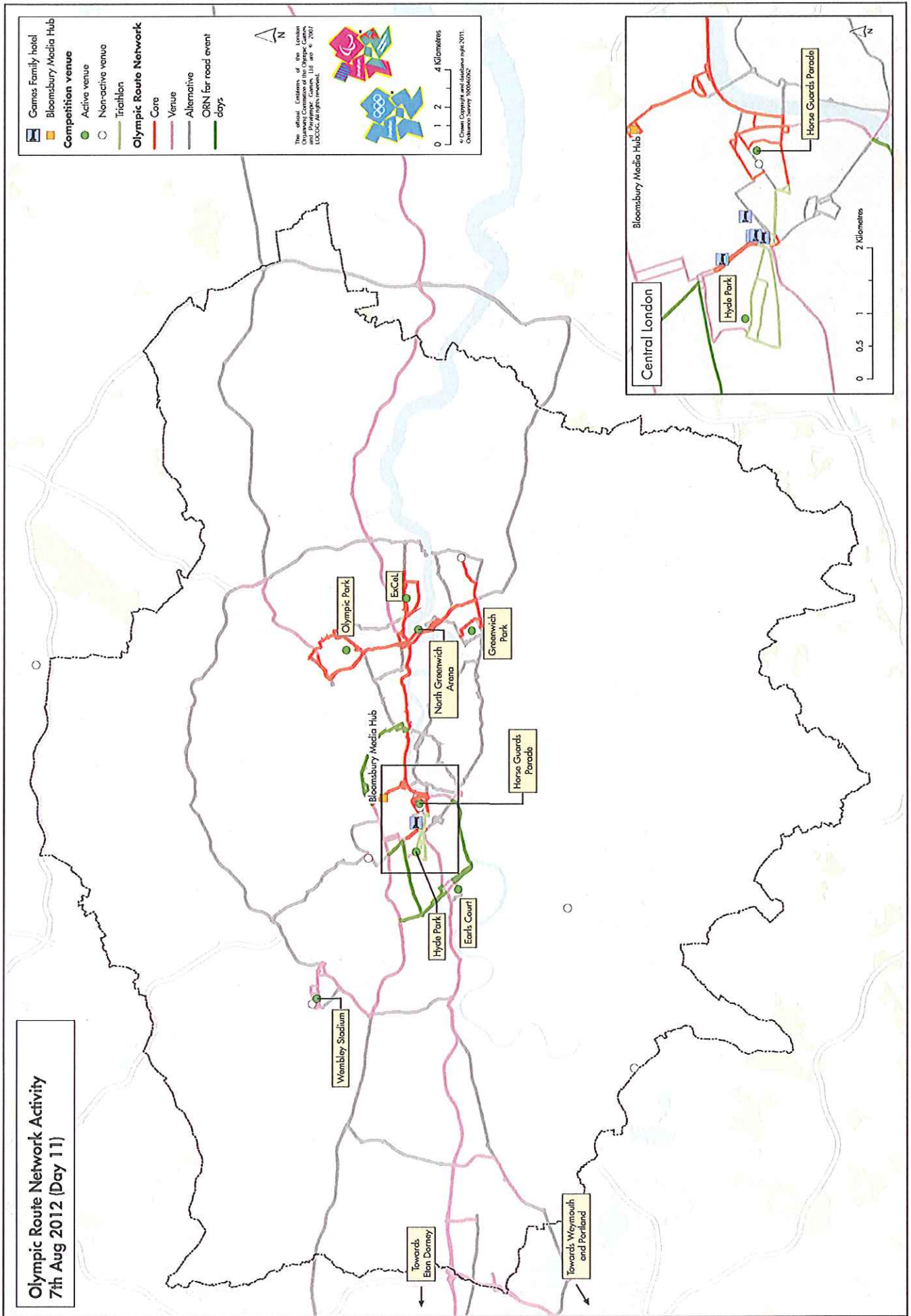


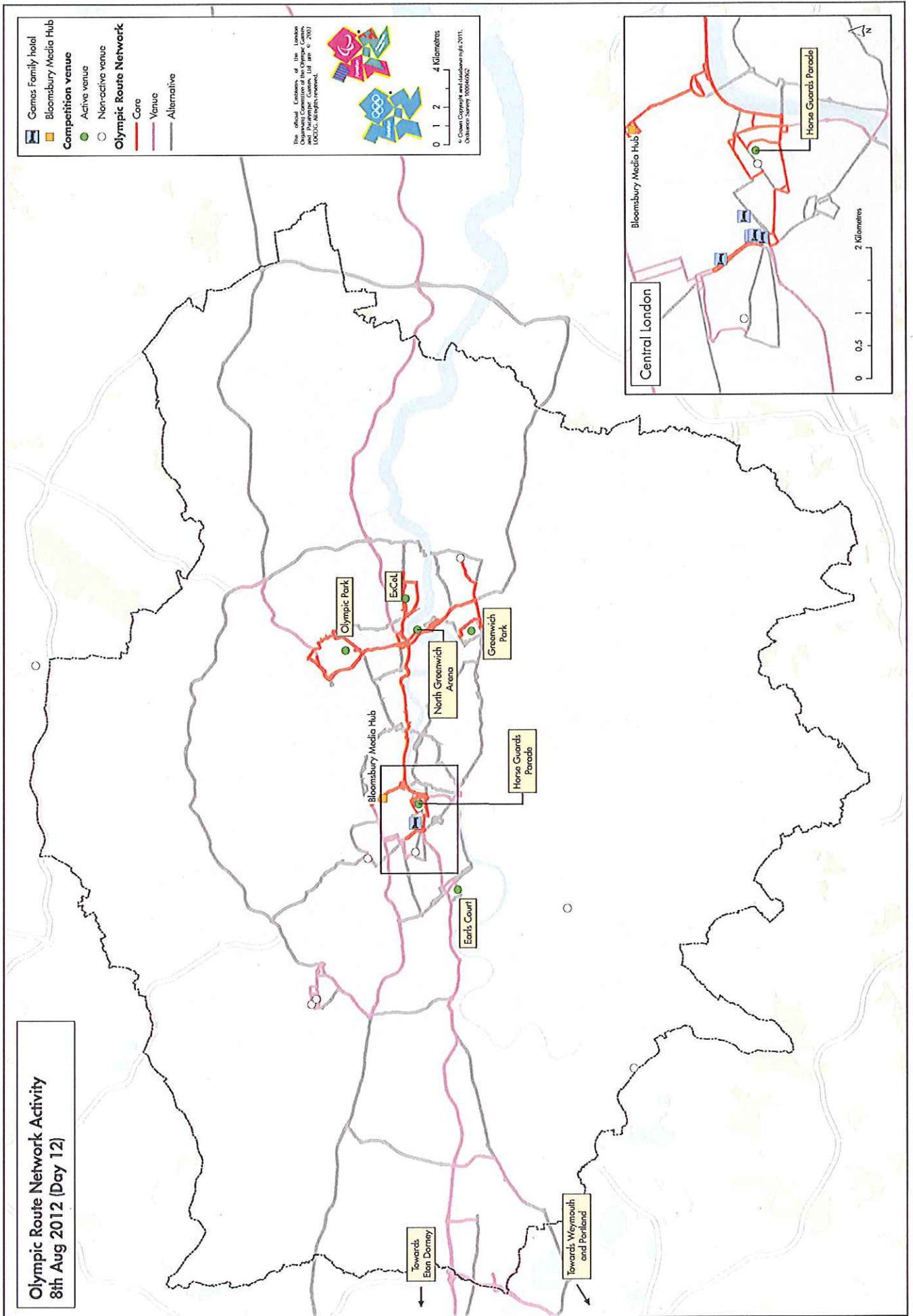


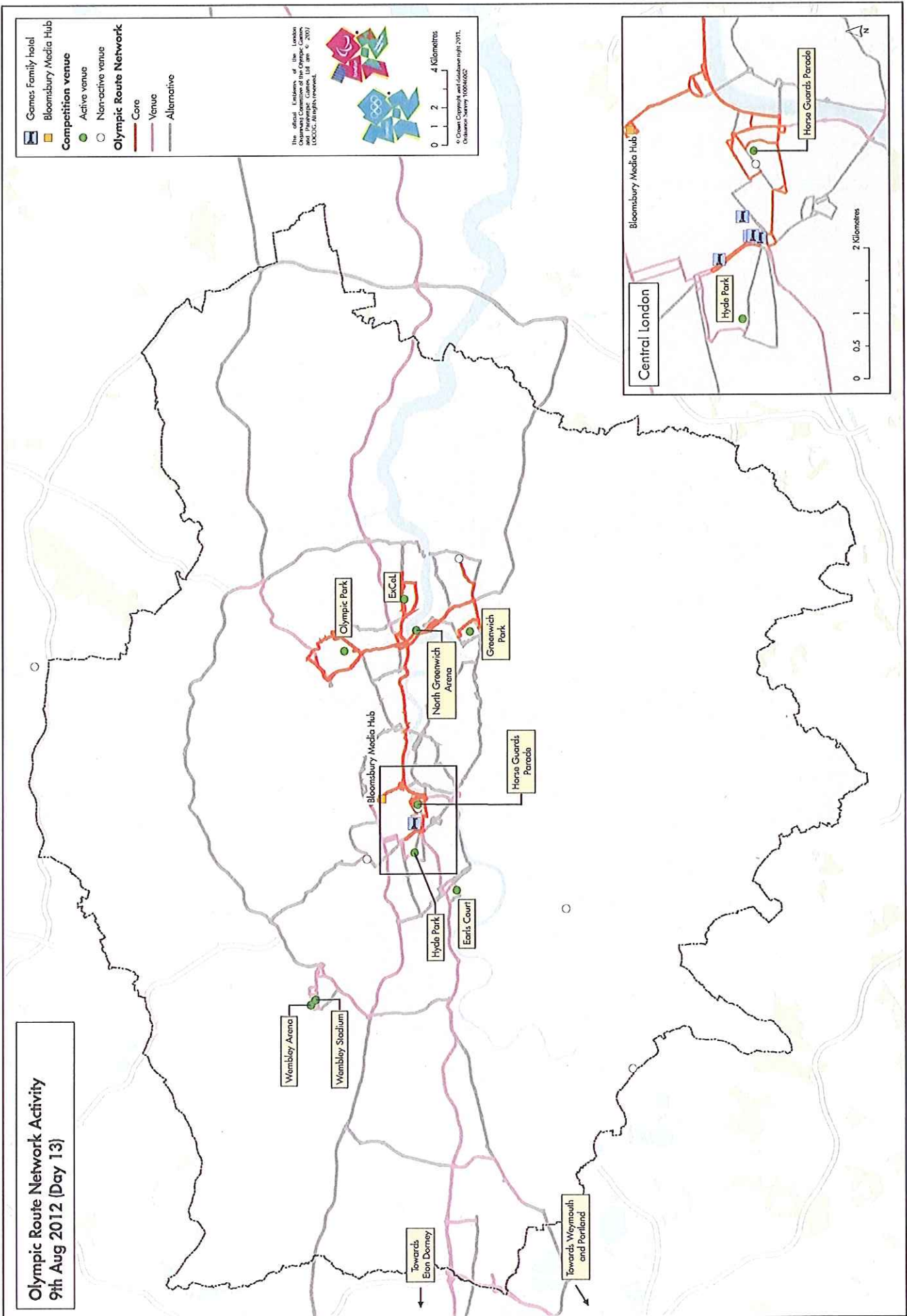


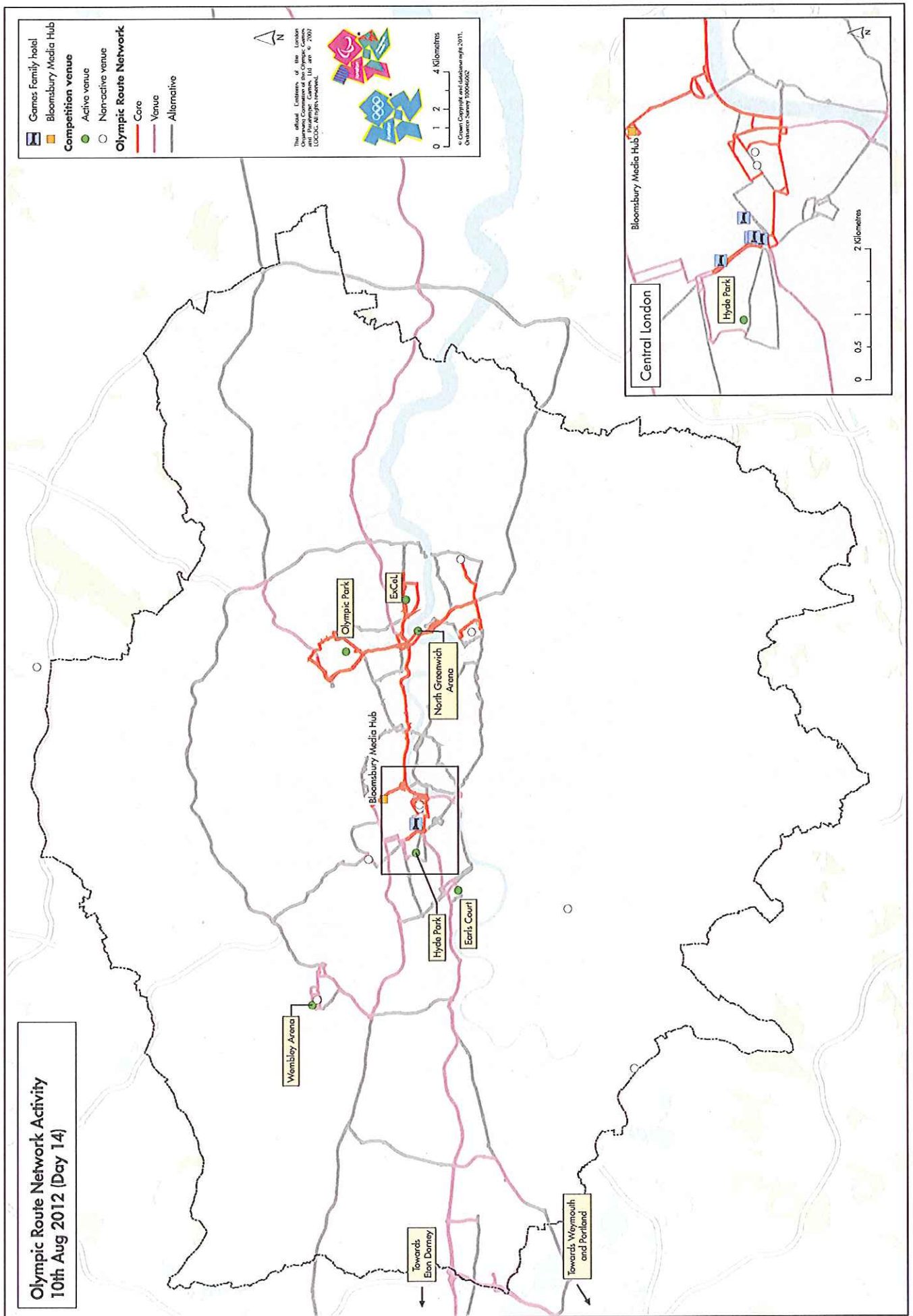


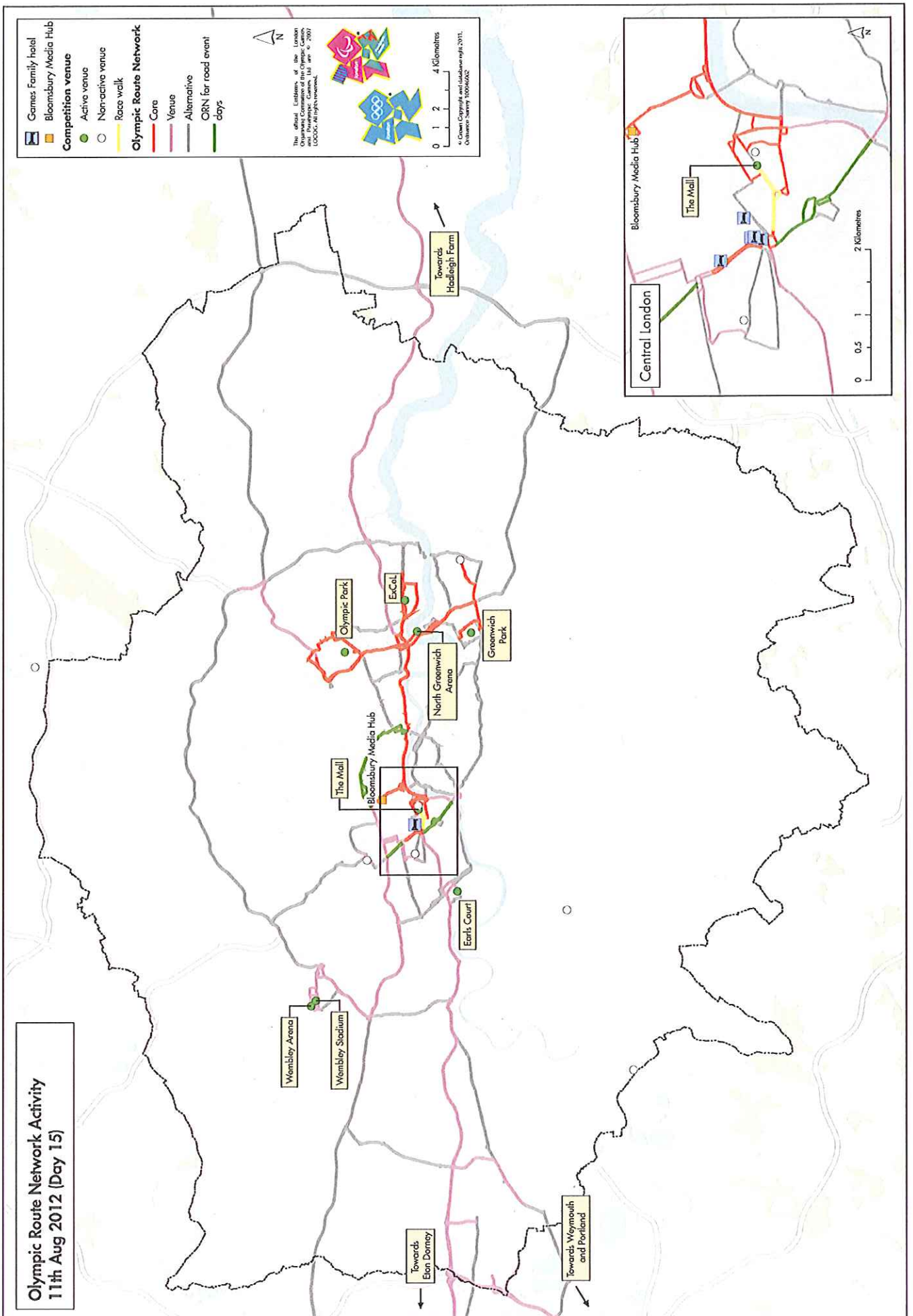



























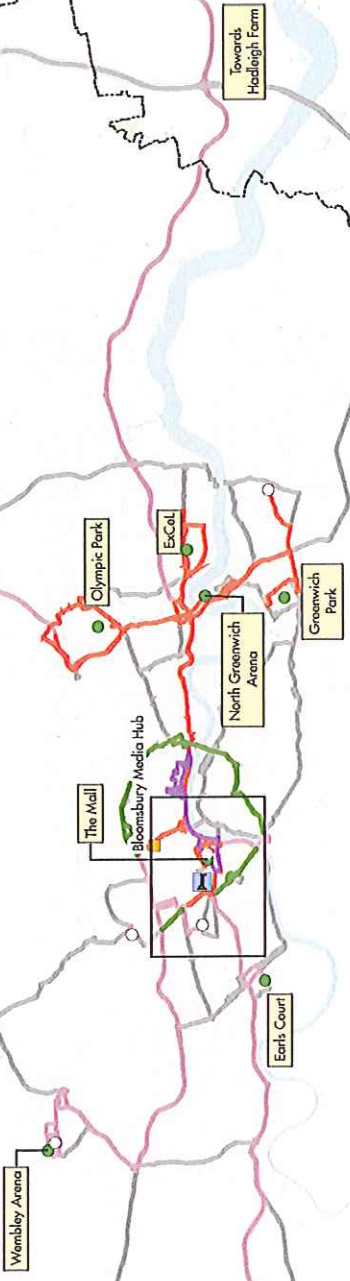
**Olympic Route Network Activity  
12th Aug 2012 (Day 16)**

 Games Family hotel  
 Bloomsbury Media Hub  
**Competition venue**  
 Active venue  
 Non-active venue  
 Marathon  
**Olympic Route Network**  
 Core  
 Venue  
 Alternative  
 ORN for road event days

 N  
  
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 Bloomsbury Media Hub  
 The Mall  
**Central London**

  
 0 0.5 1 2 Kilometres



**Olympic Route Network Activity  
13th - 14th Aug 2012**

**Venue**

- Games Family Hotel
- Bloomsbury Media Hub

**Active Venue**

- Active Venue
- Non-active venue

**Ports of Entry**

- Airport
- Railway station

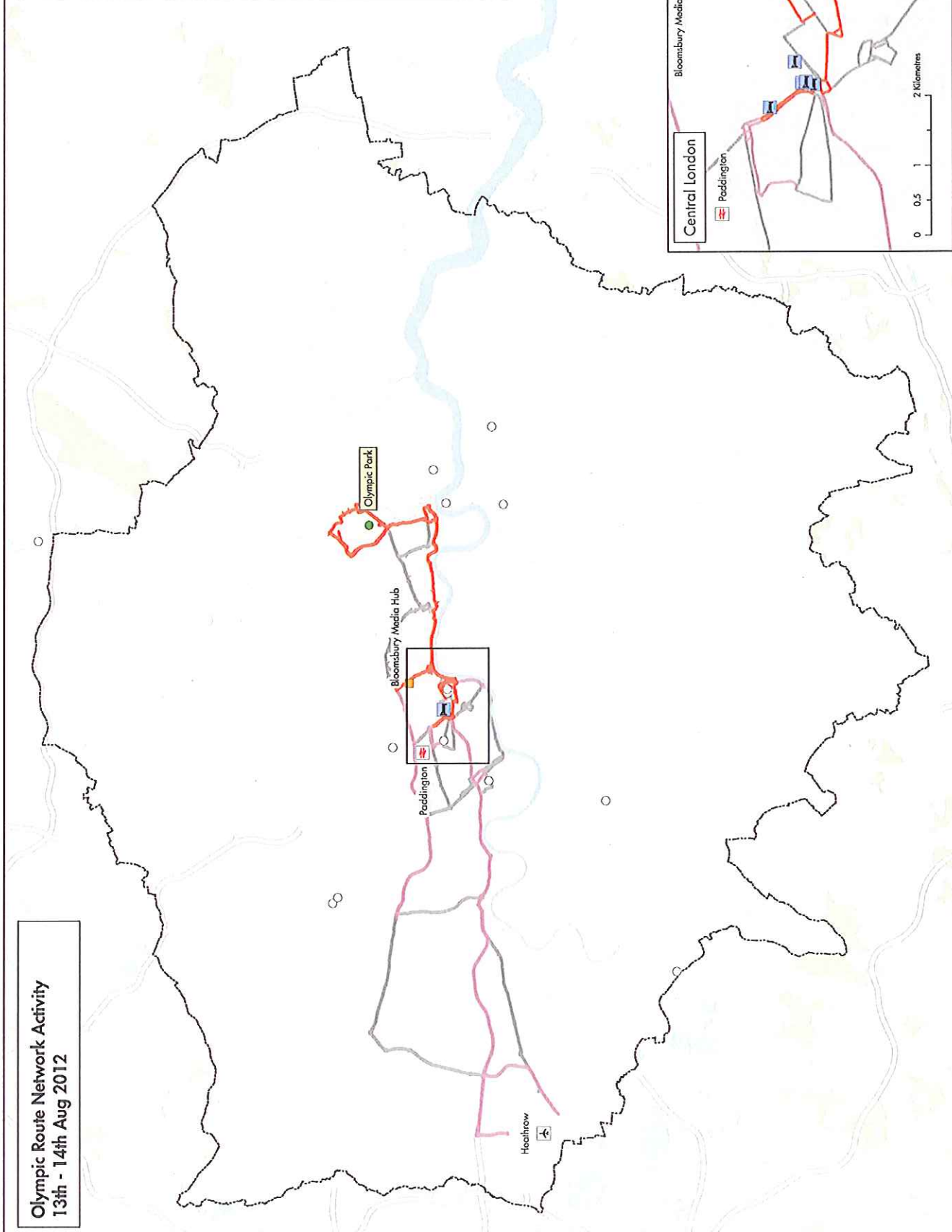
**Olympic Route Network**

- Core
- Venue
- Alternative







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0 1 2 4 Kilometres



**Olympic Route Network Activity  
15th - 26th Aug 2012**

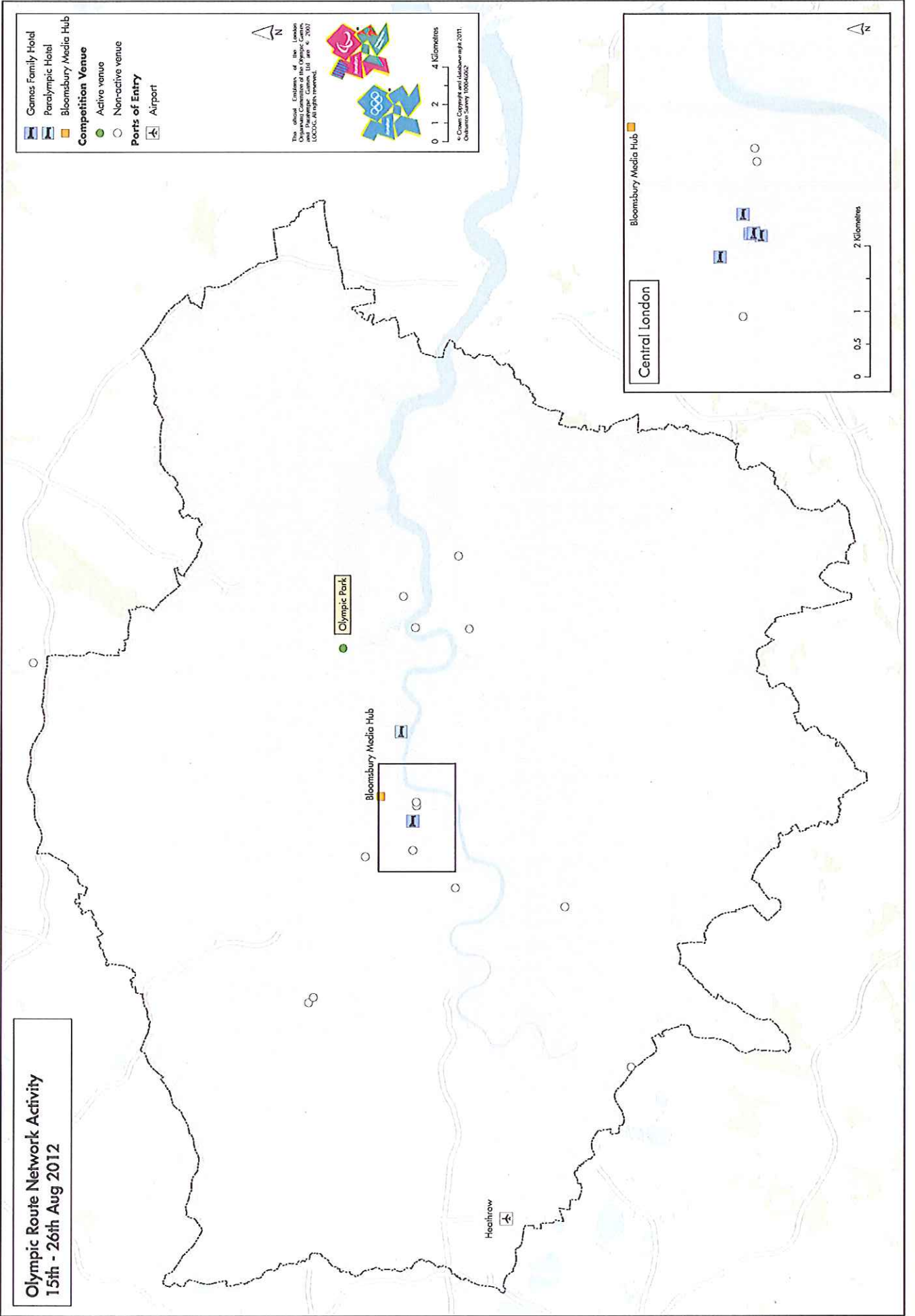
-  Games Family Hotel
  -  Paralympic Hotel
  -  Bloomsbury Media Hub
- Competition Venue**
-  Active venue
  -  Non-active venue
- Ports of Entry**
-  Airport



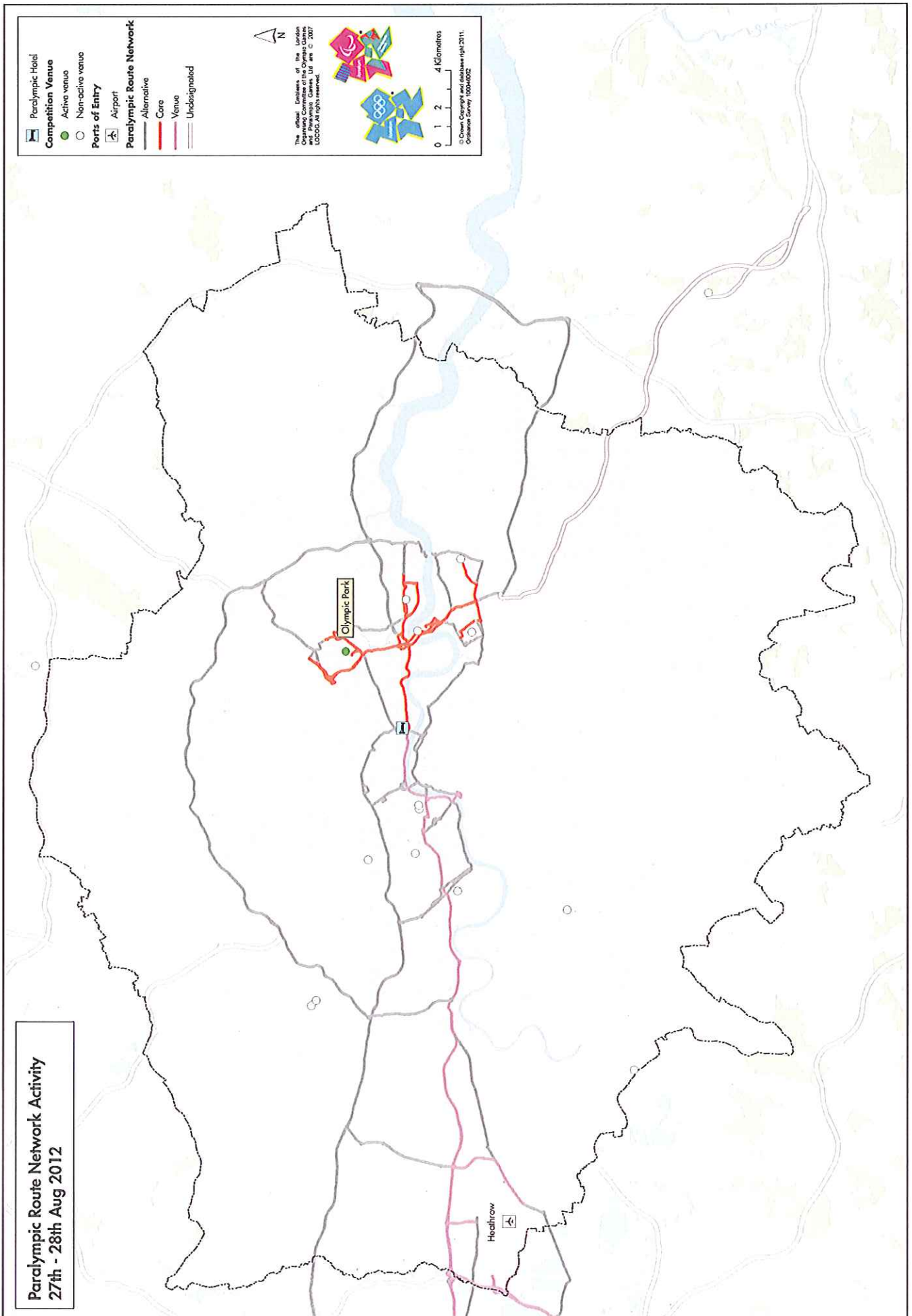
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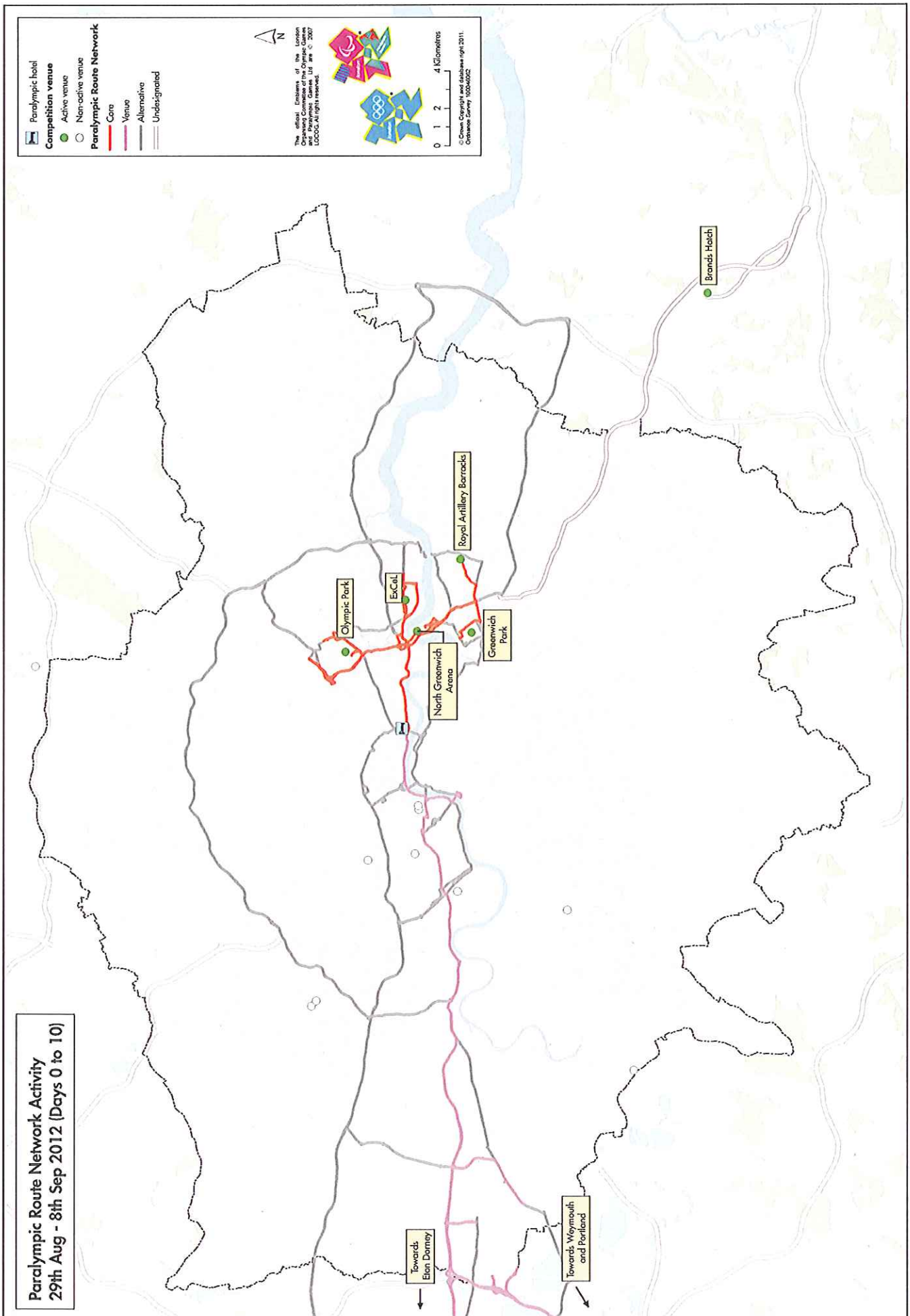


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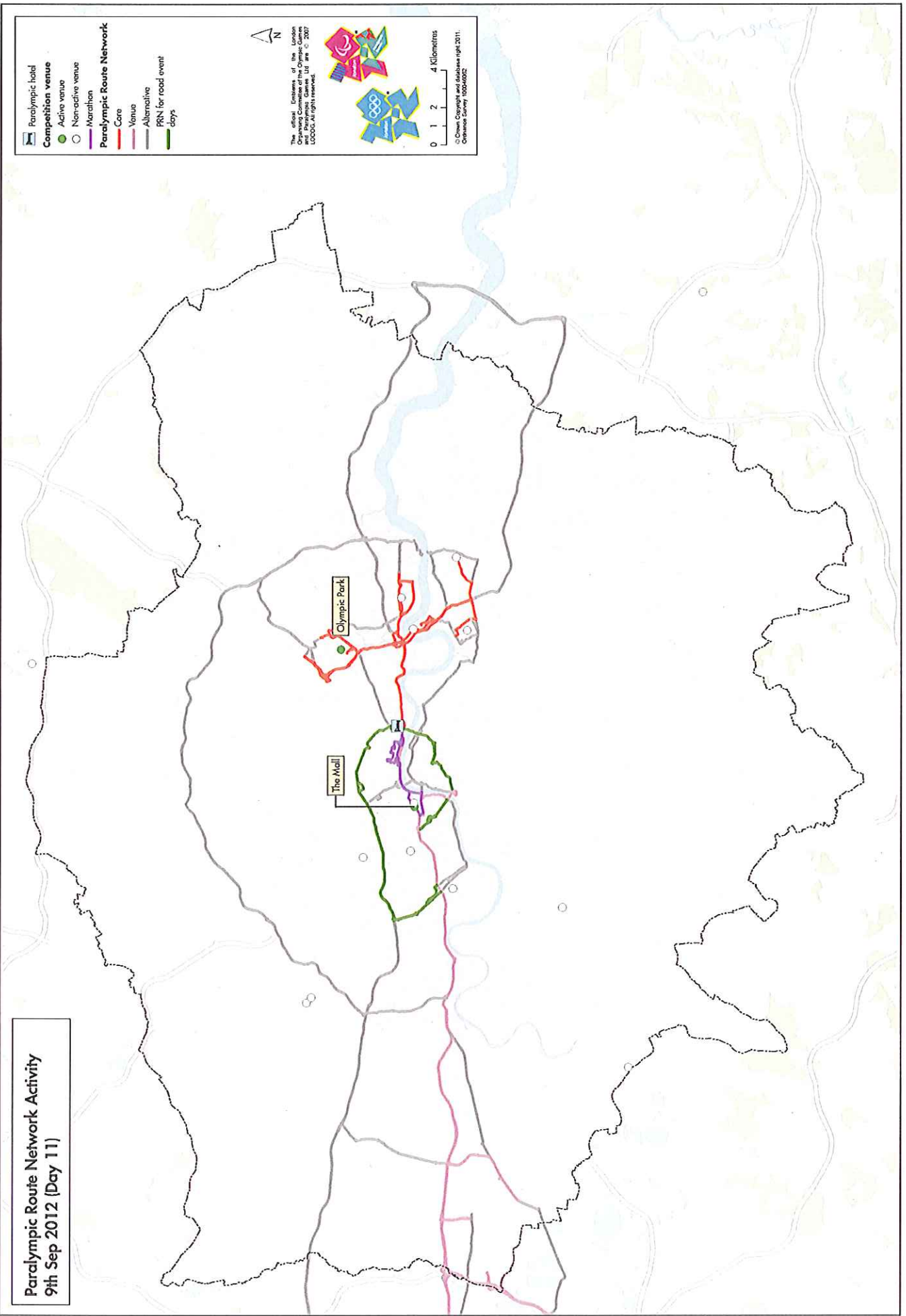








**Paralympic Route Network Activity  
9th Sep 2012 (Day 11)**

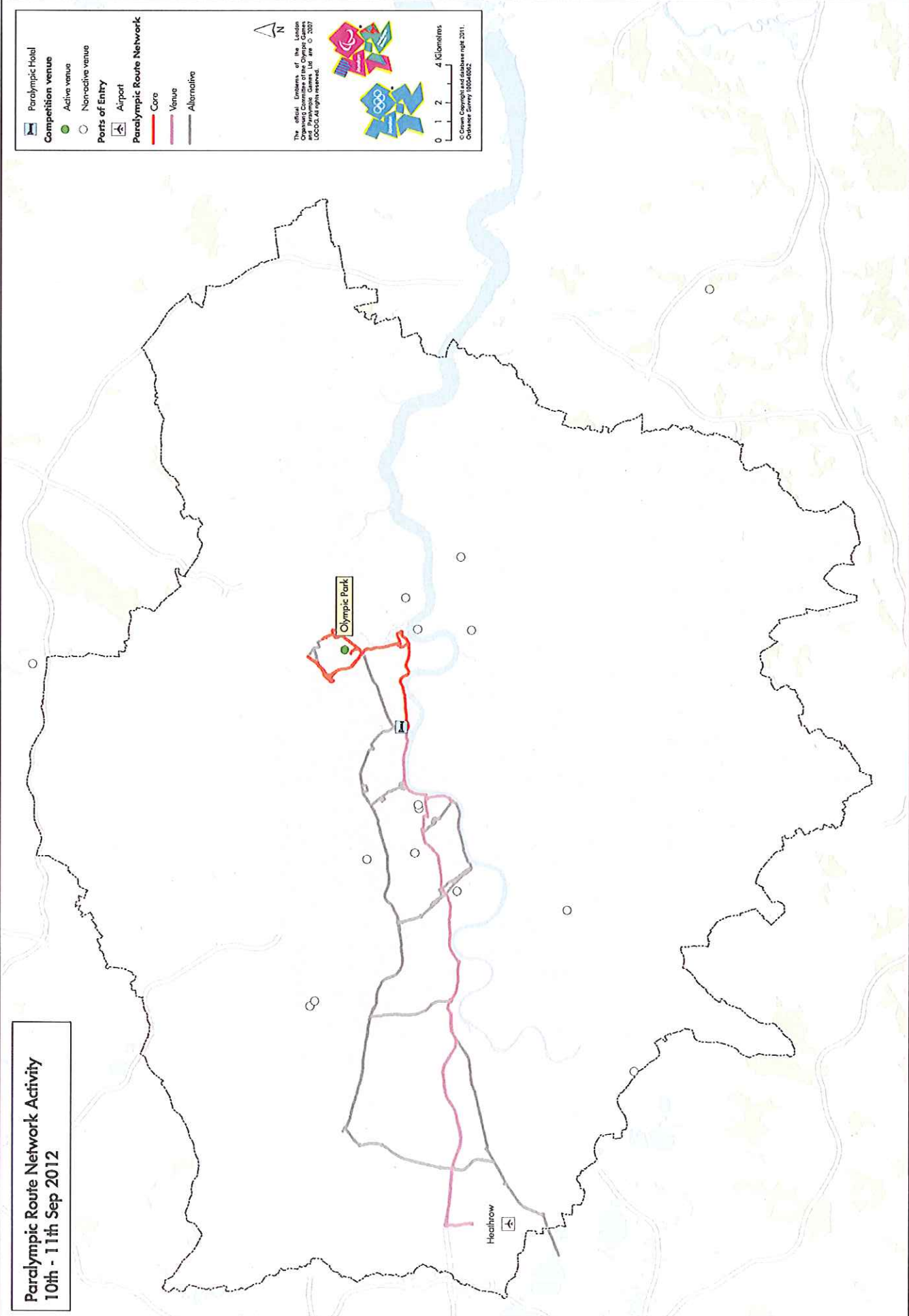
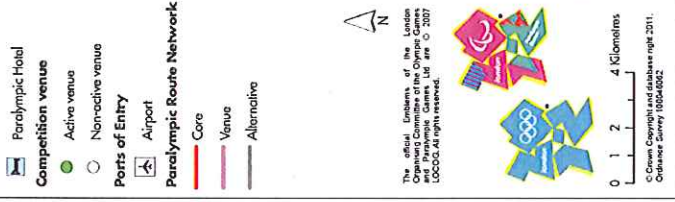


**Paralympic Route Network Activity**  
**10th - 11th Sep 2012**

Paralympic Hotel  
Competition venue  
Active venue  
Non-active venue  
Ports of Entry  
Airport  
Paralympic Route Network  
Core  
Venue  
Alternative

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0 1 2 4 Kilometres  
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Olympic Route Network



**Paralympic Route Network Activity  
12th - 14th Sep 2012**

-  Paralympic Hotel
-  Competition venue
-  Active venue
-  Non-active venue
-  Ports of Entry
-  Airport

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0 1 2 4 Kilometers

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Olympic Park

Heathrow

Laura Warren  
Scrutiny Team  
London Assembly  
City Hall  
The Queen's Walk  
London SE1 2AA

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

Our  
reference:  
Your  
reference:  
Date: 4 November 2011

Dear Laura,

### **London Assembly Transport Committee follow up work on 2012 transport**

Thank you for your letter of 14 October 2011. London Councils welcomes the opportunity to contribute to the Committee's work on 2012 Transport. Our members see London's transport network as being pivotal to the successful running of the Games in 2012.

Since the Assembly last considered transport preparations for the Games, there have been many considerable advances. In particular, the transfer of responsibility for the ORN to TfL has resulted in far better cooperation with boroughs and much better dialogue. I think we can see genuine progress here.

At the same time, there are still a few outstanding issues which give us cause for concern and, if not effectively addressed, may cause some serious problems during Games-time.

### **Travel Demand Management**

We do not disagree that the travel demand management programme is very worthwhile. However, we remain concerned that it will not deliver the required reduction in background demand on either public transport or the roads. While the level of necessary demand reduction appears to have been scaled back by TfL, there is a widespread view that it is not achievable in full. It is not clear what 'plan B' is if this is the case. To the extent that we understand it, the absolute priority is being given to maintaining traffic speeds and flows on the ORN, with the rest of the highway network suffering the consequences. We do not believe this is the right balance between the needs of the Games and the needs of London.

### **Travel Hotspots**

It is becoming clear that even if travel demand management is successful, there will be parts of the transport network that will see excessive demand. For example, it has been suggested that there will be queues of up to 90 minutes to access stations such as

London Bridge or Greenwich. While this may be acceptable for visitors to the Games, we do not believe it is acceptable for ordinary Londoners. Moreover, we do not think that people will consent to stay in a queue, of perhaps many thousand, outside an underground station for so long. We are concerned that the consequences of this have not been thought through.

### **Local Area Traffic Management and Parking Plans**

We have had, for some time, concerns about the delayed Local Area Traffic Management and Parking Plans (LATMPPs). These will be crucial for boroughs, other public services, residents and businesses to understand what will happen in the area around venues. They will have an impact on provision of public services, deliveries and servicing, as well as parking and traffic. We were originally advised by LOCOG that these would be published this time last year. The timetable has subsequently slipped considerably; we understand drafts have been shared with 'venue boroughs' for comment, but the plans urgently need to be published.

The LATMPPs will sit alongside plans for the ORN and the 'last mile'. We are concerned that not enough has been done to bring together all these proposals; the public are certainly not clear about the potential impact on them. The consultation on these various plans will take place in stages – as many as four rounds of consultation in some places – and this will cause further confusion. The slippage on the LATMPPs is such that there may be insufficient time for both a public inquiry *and* a judicial review if they are both triggered. At the same time, we understand there is yet to be an approved business plan or budget for operations in the LATMPP areas. This is all now dangerously late.

### **Identification of the ORN**

We are concerned about TfL's approach to informing motorists of which roads form part of the ORN and AORN and, in particular, where the enhanced penalties for the ORN will apply. We understand from recent discussions there is no provision to 'badge' the ORN. In other words, it will not be made clear on-street what roads form the ORN, other than the minority of roads which include a Games lane. We do not feel that the presence of a Games lane is sufficient for a motorist to deduce they are on the ORN, particularly as such lanes will feature on fewer than half the affected routes.

TfL's compliance strategy appears to rest heavily on the deterrent value of a £200 penalty, but failing to show clearly where that penalty applies appears to undermine that strategy.

As we understand it, TfL believes motorists should memorise the map of affected roads before starting their journey; we do not consider this to be reasonable. If the intention to vary the days and times of operation of the ORN is fulfilled (i.e. certain routes being 'switched off' on non-event days), motorists would then need to memorise two months of dates, as well as the map of locations. At present, a motorist can tell from the markings on the road, together with local signage, whether they will be committing a contravention that is more or less serious. We do not feel the Games should be any different.

We strongly recommend that TfL should deploy on-street signs along the ORN. Much like those for existing red routes, these signs would inform motorists that these roads are critical to the operation of the Games and that they risk a higher level of penalty for stopping there. We believe that not doing so will result in a great deal of confusion among motorists, who could not reasonably be expected to remember where and when the

enhanced penalty may apply. Given the intention is for no motorist to stop on the ORN, and so for zero tickets to be issued, we cannot see an alternative to this proposal.

### **Inclusion of the Alternative ORN**

We understand and agree with TfL's intention to minimise the impact of the ORN wherever possible. Our understanding of their current policy is to 'switch on' enhanced penalties on the AORN when it is brought into use. We understand this would apply both during planned events (i.e. road races) and if the core ORN fails due to an unexpected road closure (e.g. burst water main). Whether it would be lawful to do this in the latter case is questionable.

While we applaud TfL's efforts to keep the impact on motorists to a minimum, we do not feel it is reasonable to enforce a higher level of penalty without informing the motorist. To do so would be extremely unfair, and very difficult to enforce. Our recommendation, again, is to badge the entirety of those sections of the AORN where the higher penalty would apply, to inform the motorist of this. There would be no need to enforce on those days when the AORN was not in use, and the motorist would have been adequately warned.

### **Vehicle removals on the ORN**

As you will be aware, TfL are working in partnership with a number of boroughs on enforcement of those sections of the ORN which fall on borough roads. We have been in discussions with TfL for some time on how to make enforcement on the ORN legal, fair and robust. We believe their current approach may fall short of this objective.

Vehicles parked on the ORN will be towed away as they will cause an obstruction. Towed vehicles would ordinarily be removed to a pound, where they can be kept securely until such time as the owner comes to collect them. However, during the Games, we understand TfL intend to rely on 'local relocations', whereby vehicles will be towed away to either nearby streets or other vacant spaces in the local area. While the objective of enabling a fast turnaround of tow trucks is important, we do not believe this approach is workable for a number of reasons.

First, it is not possible to charge a fee for a relocation, nor are there powers to clamp a vehicle once it has been repositioned. Second, TfL will have a duty of care for each vehicle it relocates. It will be liable for any damage caused to each vehicle between the time of repositioning and the time of recovery by the driver – regardless of who the damage is caused by. Drivers who return during the day will need to pay the PCN (which may be only £100 if paid within 14 days) but nothing else. This seems to be to be more like valet parking than anything else. For four people in a car, the ORN will become a positively desirable place to park; for £25 each, they can get their car looked after and it will be easily accessible for them to return home. If TfL is not sufficiently thorough in recording any existing damage before repositioning the vehicle, drivers might even make a profit by obliging TfL, under its duty of care, to pay for repairs. We do not think this will be at all effective.

Third, we have doubts about the legal powers to further reposition a vehicle if it remains unclaimed in the day. It is worth bearing in mind that a significant proportion of all towed-away vehicles are not reclaimed at all, at present. If the vehicle is repositioned to somewhere on the highway where it is legal to park (the preferred option as I understand it) then there are no legal powers to clamp that vehicle or remove it from that space. If, on



the other hand, it is repositioned to somewhere where it is not legal to park, then the vehicle may be further towed away or have a new PCN issued to it vehicle. In either event, the owner will have a clear case for both the PCN and the removal charges to be cancelled on the statutory ground that the vehicle was left there without the consent of the owner. I understand that another possibility is to reposition vehicles to a place off the highway, such as a school playground. It would seem to me that you can then further reposition the vehicle but, again, no fee could be charged and the driver would have the right just to reclaim his vehicle.

Fourth, it seems to me to be wrong in principle that all the costs of these relocations are to be borne by the taxpayer. They could easily be borne by the errant motorist by following a process which results in a proper release fee being charged. Indeed, it might be said that to rely on taxpayer funding in this case is a breach of the authority's fiduciary duty. This is not a matter of revenue raising, which would, in any case, be unlawful, as release fees are simply based on covering costs.

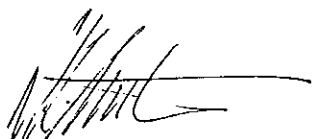
The answer to these points is for the use of 'pop-up' or temporary pounds, which are local to the ORN (thus maintaining a fast turnaround of tow trucks) but where the authority is in control and can charge the appropriate fee before the vehicle can be released. This is more expensive than the current solution, but these costs could be recovered through the appropriate release fee and, to my mind, would be a far more effective deterrent. It would mean that the ORN would cease to be a desirable place to park and, in so doing, could more easily be kept clear.

## Conclusion

It is fair to say that communications with boroughs have improved dramatically since TfL took over responsibility for many aspects of 2012 Transport. We are pleased they have involved London Councils, and individual boroughs, in many aspects of the planning – we feel this joined-up approach is the only way the Games will run successfully. However, we have a number of concerns, as outlined above, about some specific elements of the transport plans for Games-time. We do not feel TfL have taken these sufficiently seriously, nor have they anticipated the negative outcome if this goes wrong. The enforcement regime is a crucial element in the success of the ORN; if we do not make it sufficiently robust, we run the real risk of London being remembered for the same reasons as Atlanta in years to come.

Again, thank you for the opportunity to contribute to this debate. We would be happy to attend future meetings if that would be useful.

Yours sincerely,



Nick Lester  
Corporate Director, Services

Laura Warren  
Scrutiny Team  
London Assembly  
City Hall  
The Queen's Walk  
London SE1 2AA

Date 3 November 2011

Dear Ms Warren

**London Assembly Transport Committee's follow-up on 2012 transport  
Olympic and Paralympic Games**

I am writing in reply to Caroline Pidgeon's letter of 14 October. Thank you for giving the Road Haulage Association the opportunity to contribute to the debate on transport in London during the Olympic and Paralympic Games.

The Road Haulage Association (RHA) is the trade and employers organisation for the hire-or-reward sector of the road haulage industry. The RHA represents some 7,300 companies throughout the UK, with around 100,000 HGVs and with fleet size and driver numbers varying from one through to thousands. Generally, RHA members are entrepreneurs, including many family-owned businesses as well as some plcs. Without the activities of RHA members the UK would come to a halt both socially and economically.

We have been pleased by TfL's engagement with the industry including the setting up of the freight forum and the formation of freight workshops to engage with individual sectors of the industry. We also welcome the roll out of the postcode data for the ORN which will greatly assist route planning during the Games period.

We also welcome plans by Transport for London and the Traffic Commissioners to write to O licence holders who have environmental conditions on their licences highlighting how their businesses might be affected by the Games. However, there may be little point in such applications being made if customers do not understand the need to make special arrangements.

What we now require is an increased drive to get the message out to the businesses that the freight industry serves that the road restriction related to the operation of the ORN will have an impact on them.

From our own survey and working group it appears that many operators are now aware of the issues and restrictions that they will face concerning the Games. However, unfortunately, there appears to be a lack of awareness amongst customers and reluctance to cooperate in negotiating alternative delivery times or strategies.

Many business expect deliveries as usual and do not see that the Games will prevent their normal delivery schedule from happening. Our association is assisting members in getting the message across but we need engagement from TfL to ensure the message is understood. We want to ensure that as many businesses as possible in London begin engagement with their hauliers on alternative delivery procedures.

We have a number of other concerns. In particular we are also disappointed that London Councils has decided against relaxing the London Lorry Control Scheme (LLCS) during the 2012 Olympics despite warnings that keeping the ban will make it difficult for hauliers to keep London supplied when special Olympic route restrictions are also in force.

We are aware that hauliers are being advised by London Councils to appeal PCNs that could be issued in 2012 if drivers are forced to deviate from the LLCS roads because of Olympic Route Network restrictions. However we regret that road freight operators do not have a firm assurance that they will not be penalised severely in these circumstances.

Truck operators are also concerned by a shortage of areas in which to take mandatory break periods. This issue is likely to become more acute when access to certain parts of London is restricted. And those with depots in the London area note that it may be more difficult for their employees to get to and from work.

Much business and domestic traffic is likely to be transferred to roads other than the ORN, so this is also likely to increase congestion on other roads.

During the Games, RHA members expect to see an increased use of vans and 7.5-tonne trucks, which are exempt from certain routeing restrictions and the night-time delivery ban. However, as they are often less efficient than larger vehicles, this is likely to add to congestion and cost.

We would also like to see greater access to priority/bus lanes should be granted to trucks, which should be considered as "Freight Buses".

Finally in our view, the Low Emission Zone penalty on Euro 3 trucks should be suspended for the duration of the Games to allow additional truck resource to be brought in as necessary. Trucks regularly accessing London will already have achieved Euro 4 standards.

I hope you will give full consideration to the issues raised in this letter. I look forward to working constructively with the London Assembly in the future.

Yours sincerely,

John Howells

Director, RHA Southern and Eastern Region

## **Response from Federation of Small Businesses, 7 November 2011**

Here are some thoughts about the information and advice being provided to small businesses in the run up to the Olympic Games.

The information process has been through some evolution, and certainly we have seen improvements since the 2012 Travel Demand Management programme was brought under the TfL umbrella (from the ODA) earlier this year.

However, we do have some concerns around how information is being sent out. For example, I know workshops are being run on a geographical basis to give support and advice on travel in that area (for e.g. Stratford) however it is still very hard to find out when these workshops are being run. I am told that businesses can register their interest and will be told when the workshops are being run (and these will be based on demand) but I have fed back a number of times that businesses are more likely to sign up to something if they know when and where it is happening, not just that it might happen.

We still have concerns that a disproportionate amount of support is being given to the larger businesses, which very often will have in-house expertise (BC managers etc) or the manpower to free up staff to work on Olympic travel issues. I suppose the key concern is a lack of information, particularly as the ORN impact will not be finalised until early next year.

On the freight side, I don't know anything about sub-regional depots [to support deliveries]. My initial thoughts are that we would hesitate in supporting them. Our questions would be: how much would it cost? Who would do the delivering from these depots? How would deliveries be prioritised? We would like to see greater co-operation from London's councils on issues such as night time deliveries before we explore avenues such as sub regional depots.

Hannah Holdroyd  
London Development Manager  
Federation of Small Businesses

## Response from Sustrans on 2012 transport, 25 October 2011

Thanks for asking for further and updated evidence for your ongoing investigation. I've outlined a few points below.

'Clearing the Hurdles' was a useful report which clearly captured the issues we raised in our original response to the committee and recognised the need to see walking and cycling not simply as enjoyable alternatives to public transport but as necessary parts of the transport network during the Games. However, the response you received from London 2012 and TfL did not fully respond to the concerns you raised.

- In our original response to the investigation, we were concerned that travel demand projections were insufficiently accurate and often varied from source to source:

*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".<sup>[1]</sup>*

*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."<sup>[2]</sup>*

*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.<sup>[3]</sup> 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.*

- We are yet to see significantly revised travel demand projections and/or mode share aspirations for the Games. The most recent plan still has walking and cycling at 2% per

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mode (walking is at 3% for two venues) – this marks a 1% increase from previous editions of the transport plan. <http://www.london2012.com/documents/oda-transport/final-transport-plan/transport-plan-part-2-ch-7-.pdf> see page 49 for details.

- Sustrans is concerned that setting these aspirations so low is implicative of an expectation that cycle journeys in particular will decrease around the Olympic Park during the Games. The projected 2% 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%<sup>[4]</sup>. 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. Although the forecasts for Games transport will not be directly influenced by everyday journeys, it would be disappointing to see such low mode shares for cycling to the Games in an area so proud of its cycling culture.

- Furthermore, the public is now able to see a journey planner for their travel to and from Games sites. <http://www.london2012.com/visiting/getting-to-the-games/plan-your-travel/spectator-journey-planner.php> It is clear from the journey planner that most journeys by public transport will take spectators and regular travellers much longer during the Games than they would at any other time on London. Journeys we looked at which would usually take around 25 mins were expected to take over 2.5 hours (this is inclusive of some time to get through security it should be noted). However, having selected public transport as an option on the planner, it did not then say 'this journey would be far quicker on foot or by bike' nor did it redirect us to the very useful active travel programme website. <http://www.london2012.com/making-it-happen/sustainability/active-travel-programme/>

- When we selected the 'cycling' option on the website, we could not find any journeys for which we were not told that cycling would be inappropriate for our journey as a result of insufficient parking – this, we hope, is an error of the site and should be fixed at the earliest opportunity.

- Finally, in the Active Travel section of the website, the 8 OWCRE routes are noted and explained in some detail. <http://www.london2012.com/making-it-happen/transport/walking-and-cycling.php> Sustrans has worked with TfL, LOCOG, the ODA and London 2012 to ensure these routes offer an appropriate route for people choosing to walk and cycle to the Games. However, the website indicates that the routes may be subject to closures at some points for improvement works. Closure of any kind during Games time would have a detrimental impact on the active travel programme and could further disrupt the already finite capacity of the transport system. We also understand that security decisions could impact on the routes and could result in closures. Sustrans thinks it important that these kinds of decisions be clarified at the earliest opportunity.

Eleanor Besley  
Policy Advisor  
Sustrans

## **Follow up to London Cycling Campaign submission to London Assembly Transport Committee investigation into transport for the 2012 Olympic and Paralympic Games**

3 November 2011

Contact: Arnold Ridout (Co-ordinator, LCC 2012 Working Group)

The London Cycling campaign supports the Committee's inquiry into transport for the 2012 Games believes its continued interest in this subject will be important in ensuring that the transport challenges are met by the various actors with responsibility. It welcomes the further opportunity to comment in relation to the report "Clearing the hurdles: transport for the 2012 Olympic and Paralympic Games".

As indicated in its original submission of 17 January 2011 (attached for ease of reference) the LCC believes that cycling has a fundamental role to play in meeting the transport challenge of the Games whilst at the same time bringing clear environmental, health and legacy benefits. It particularly supports the call for increased targets for cycling, the concomitant increase secure cycle parking at the venues, and a genuine commitment to meet those targets by undertaking promotional measures.

Experience to date has shown a propensity for authorities to use fine words in planning in relation to the promotion of cycling whilst not providing a true commitment to delivery. This is found in the number of cycle facilities developed so far that are inadequate. This means that plans must be tied down to ensure delivery. Examples of bad practice in and around the Olympic Park are the critical truncation of Cycle Superhighway 2 and the ludicrously unusable cycle lanes in Great Eastern Street, E15.

Our further comments are as follows:

- LCC regards it as important that cycle and walking targets *should* be increased rather than *could* be increased.
- The Report rightly draws attention to the need to reduce demand for public and vehicular traffic during the Games. In view of the need to reduce Londoners' public transport use by a quarter during the Olympic period insufficient work is being done to make cycling an attractive proposition for commuters and spectators alike during this time. It is therefore even more important that promotion of cycling take place throughout London - a "Cycle during the Games" promotional programme (which could be incorporated into efforts with employers and retailers - such a Westfield - or could involve a temporary reduction /removal of hire charges etc.) will have a longer term benefit is promoting cycling and therefore meeting the Mayor's longer term target. bringing. This should be in addition to the specific promotional campaign

directed to active spectators. As with most investment in cycling it would provide excellent value for money.

- Existing defects to the Olympic Greenway routes need to be addressed e.g. no way signing on the Ilford to Stratford route, barriers on the Greenway itself which are unnecessarily too narrow for many cycles and certainly a cycle with a pannier or child seat to pass.
- The key importance of Stratford Regional Centre and Westfield as an Olympic Gateway requires that Westfield's existing plans for a cycle hub there including a cycle shop and secure cycle parking should absolutely be put in place as soon as possible in order to be in and be visible well before the Olympics.
- Adequate provision to minimise the disruption to cycling by the ORN and the closure of the Lea Valley towpath need to be put in place.

*Tom Bogdanowicz of LCC has also provided the following supplementary information.*

### **OWCR Route improvements**

In addition to the points sent by Mr Ridout it is worth informing the Committee that while the 8 Olympic Walking and Cycling Routes (OWCR) have been launched and include a large number of useful improvements they still retain a significant number of barriers that have not been resolved and may discourage walking and cycling. This would undermine the investment along many good route sections. LCC has provided a list of these barriers to TfL and they recognise some of the problems. Action by local authorities and TfL/ODA to resolve these issues would greatly assist those who wish to ride or walk to the games.

Examples include: no safe route from Stratford (where OWCR routes terminate) to the supervised cycle parking at the Southern Plaza; short stretches of road in Hackney (Cassland Road) and Tower Hamlets (Wick Road) where busy traffic creates road danger. An article in the London Cyclist magazine (August) refers to these and other issues.

### **Bow Roundabout and Stratford High Street**

A major impediment for spectators travelling along the Whitechapel Road on the Barclays cycle superhighway to the games is Bow roundabout where a cyclist was killed recently. As the LCC response notes no cycling provision has been yet provided along Stratford High Street. Addressing both Bow roundabout and Stratford High Street would greatly assist access to the Olympic Park both during the games and after them. A BBC TV report by Tom Edwards highlighted some of these problems.



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

## Submission on behalf of London Cycling Campaign

17 January 2011

Contact: Arnold Ridout (Co-ordinator, LCC 2012 Working Group)

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 to 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.