



## 2012 Transport Latest

In member briefing No.46 (2012 Transport) we explored the various projects, interdependencies and 'known unknowns' affecting London's transport in the summer of 2012. This briefing looks at progress made in the last six months to help members make sense of the large volume of information that has been published and consider the local transport impact of hosting the Games.

### Overview

Hosting the Olympic and Paralympic Games in 2012 will see an unprecedented demand for road space and the public transport network in London. There is a coordinated, multi-agency response to manage this demand, and to help Londoners be able to enjoy the Games (or simply get to work) without too much travel disruption. Since our last member briefing on 2012 Transport was published, a great deal of work has taken place to model the likely impact of the Games on London's transport systems and to plan accordingly.

### Analysis

'2012 Transport' is a catch-all term designed to capture the various strands of work being undertaken to ensure London copes with the demands placed upon it at Games-time. This briefing explores the more significant areas of work, their progress to date and their local impact.

#### Travel Demand Management

The start of 2012 sees a dramatic increase in the volume, frequency and depth of information published to help Londoners understand how they will be affected by the Games and what to do about it. This information is focused on the 'hot spot reports'. TfL has produced a [comprehensive series of documents](#) which show the specific projected effect of the Games on each station or road corridor for each day of the Games.

Not all of London will be affected – 65 per cent of stations will see no additional waiting times, although the stations that will be affected are among London's busiest. These include Canary Wharf, Bond Street, Bank, Canada Water, London Bridge, Liverpool Street and King's Cross St Pancras. Similarly, around 70 per cent of the road network will be unaffected by the Games. However, some locations will be severely affected at some times. The location and time of severely affected areas will change throughout the Games. Reports for individual [Underground stations and lines](#), and specific parts of the [road network](#), can be found on the TfL website.

TfL has now downgraded its previous estimate that a 30 per cent reduction in demand will be necessary across the network. Its work with boroughs, businesses and the general public is

now much more targeted towards specific local drivers and outcomes where the demand is likely to be at its highest. For example, the London Underground ‘[Station Impact Summaries](#)’ show how much of the adverse impact on overcrowding can be addressed through small changes to travel times. This greater precision, together with more realistic targets for reduction in background demand, should come as some comfort to those who are trying to understand how the Games will affect them.

The London 2012 Travel Advice for Business (TAB) team has been working with large businesses, industry groups, business improvements districts and boroughs to help them to plan for the Games. These have considered how staff can travel to, and for, business, and how goods can be moved, during Games-time. The key messages have become known as ‘the four Rs’:

**Reduce:**

- order early and stockpile goods to reduce Games-time deliveries
- delay delivery until after Games.

**Retime:**

- do preventative maintenance and servicing of property and equipment ahead of summer 2012
- to a less-affected day or time
- arrange overnight or out-of-hours deliveries.

**Re-route:**

- change route to avoid areas affected by Games, for example alighting at Borough station instead of London Bridge, or changing at Monument rather than Bank.

**Re-mode:**

- revise delivery mode for the last mile of the journey
- collect product on foot from a nearby location instead of using a van.

Up to now these messages have been primarily focused on affected businesses. Messages aimed at the general travelling public will begin in April 2012.

### **Olympic Route Network (ORN)**

The ORN is both a specific set of roads, and the collective term for all the special routes used by Games Family vehicles during the Games. Full details are shown in Member Briefing No.46.

A number of measures are being implemented on the ORN to keep traffic running smoothly. These include the suspension of roadworks immediately before and during the Games, as well as a number of temporary restrictions, such as banned turns and closed pedestrian crossings. There will also be a limited number of ‘Games Lanes’. The ORN represents less than 3 per cent of London’s roads; temporary Games Lanes will be in place on less than 1 per cent.

Transport for London (TfL) is currently consulting on the traffic orders which will enable the ORN to be enforced. The Olympic Delivery Agency (ODA), London Councils and TfL have agreed a common position that penalties for all contraventions on the ORN should have a penalty level of £200 to ensure a consistent approach. To realise this agreement, the ODA is required to submit proposals for a £200 penalty to the Secretary of State (SoS). Concurrently, London Councils and TfL must make an equivalent proposal for the £200 penalty to the Mayor. The Mayor must subsequently notify the SoS of his decision. The SoS has the power to veto any proposal she deems ‘excessive’. We understand the ministerial position is currently in favour of the £200 penalty, but a decision cannot be made until formal proposals are submitted. This will take place in February 2012.

There is still an outstanding issue regarding ‘badging’ the ORN. London Councils has argued for some time that the areas where the enhanced £200 penalty will apply should be highlighted to the motorist by way of some sort of on-street signage. We feel TfL should do all that they can to ensure that drivers understand how, when, and where the ORN will

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operate. London boroughs should also help raise awareness through their communication channels, but this may not be enough without an obvious on-street deterrent.

### Local Area Traffic Management and Parking Plans (LATMPPs)

LATMPPs are designed to prevent spectators from parking around venues and to keep disruption to local residents and businesses to a minimum. This will also ensure the safe and effective operation of the venue, maintaining public safety and emergency routes as well as access by Games Family vehicles. LATMPPs remain one of the few areas of 2012 Transport not to be transferred to TfL; as such, they remain the responsibility of the London 2012 Organising Committee (LOCOG) to produce.

These plans are critical for neighbouring boroughs, freight operators and local businesses to plan their Games-time operations near venues. They were expected early in 2011 but have been beset with delays. They are now expected in March 2012, which leaves very little time for businesses to plan accordingly. This deadline is extremely challenging, particularly if a public inquiry or judicial review become necessary.

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### Freight

The freight industry is likely to be extremely busy at Games-time, but they will be operating in a much more challenging operating environment than usual. In the last six months, a freight industry forum has been established to identify what their unique issues will be and what TfL, the boroughs and others can do to help. Industry-specific groups (e.g. cash-in-transit, construction, healthcare etc) have been created to work through these issues in greater depth.

In addition, London Councils, which operates the London Lorry Control Scheme, has worked with the main freight trade associations to agree a set of light-touch principles for enforcement during Games-time. We have put together a [fact sheet](#) which explains the scheme, including how enforcement will work during the Games. There will also be improvements to the permit application process launched in January 2012, together with a special temporary permit which will last for the duration of the Games.

It is important to note that night-time deliveries are not in any way restricted by the London Lorry Control Scheme – vehicles with a genuine need to deliver in London may do so as long as they have a free permit from London Councils. The freight industry has tried to use the 2012 Games as a lever to reduce or remove the requirements of the scheme, but we have a very clear steer from members that this is not acceptable.

However, there are a number of ways in which the operating environment for the freight industry will be much more difficult at Games-time. TfL is asking for an increase in the volume of night-time deliveries. In many cases, this is to contribute to a reduction in background demand for road space during peak day-time periods. On the ORN, the parking restrictions will be such that there will be virtually no loading at all, although given how much of the ORN is a red route, this will not be very different from the situation as it currently stands. The most serious issue, though, relates to local planning conditions restricting night-time deliveries, which will need to be addressed on a case-by-case basis. TfL has developed a good practice guide for hauliers on minimising the noise they generate during night-time deliveries, which will hopefully go some way towards mitigating problems.

### Transport infrastructure

The Games have been the catalyst for significant infrastructure improvements. Improvements at Stratford and King’s Cross, network and capacity expansion across the DLR, the East London Line extension, accessibility works at Green Park and Southfields, and countless walking and cycling route enhancements have already been completed and are in use. There are four remaining key infrastructure projects to be completed:

1. The North London Railway Station Upgrade will see enhancements across 44 London Overground stations. This should be complete in the next few weeks.

2. The Transport Co-ordination Centre (TCC) will provide enhanced, real-time traffic management and control for the Games transport operation. This should also be ready for operational testing in early 2012.
3. Tower Pier and Greenwich Pier will be upgraded by March 2012.
4. Enabling work for the ORN (junction and carriageway works) will take place in the weeks before the Games. They will only be 'switched on' as and when needed.

## Commentary

Proactive involvement by all boroughs (and departments within them) will be crucial to meeting the challenges of 2012. Members may wish to consider the following 'live' issues in local discussions:

- Travel Demand Management – every day will be different, and local variations will be considerable. Boroughs are in a strong position to help residents and businesses plan for local disruption, and to get the most out of the Games, by referring to the information made available online.
- Parking enforcement and vehicle removal on the ORN – TfL has yet to firm up plans for removing vehicles from the ORN. Affected boroughs should seek assurances from TfL that their plans are robust, realistic and legally enforceable.
- The ORN is open to everyone, but access to Games Lanes will be restricted. TfL is currently working to decide exactly who will be eligible, and how the lanes might be used most effectively. A particular concern is what happens if they are too full or too empty.
- Night-time deliveries continue to cause serious concern to the freight industry, TfL and boroughs. High-level engagement has taken place, but local businesses should be encouraged to start planning as soon as possible. They should be asking their suppliers how they will deliver to or service their property at Games-time, and discussing any local planning, parking or similar issues with their local authority.
- TfL is working with individual borough communication teams to get messages across, particularly in terms of freight. Members are asked to check that their officers are fully engaged with TfL on this.

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### Links:

[London Councils' member briefing No.46 \(2012 Transport\)](#)

[London Councils' policy and lobbying \(Transport\)](#)

[Transport for London 2012 Getting Around](#)

### This member briefing has been circulated to:

**Portfolio holders and those members who requested policy briefings in the following categories: Transport and Culture, Sport, Tourism and 2012**