



# The Olympic Route Network

Foreword by Jim Fitzpatrick, Tessa Jowell and Boris Johnson

Our vision for the London 2012 Olympic Games and Paralympic Games is to host an inspirational, safe and inclusive event and leave a sustainable legacy for London and the UK.

The UK-wide handover celebrations and the reception of our Beijing athletes in London earlier this year demonstrate the pride and commitment now being shown for the 2012 Games.

Good progress is being made on all fronts, with construction now underway on the Olympic Park and transport infrastructure well advanced, with the Docklands Light Railway extension to London City airport, Central Line upgrade, Piccadilly line Terminal 5 Extension and Wembley Park station already completed.

Last year the Olympic Delivery Authority published the London 2012 Transport Strategy which sets out the key elements of the transport plan for 2012. This highlighted that a very important part of achieving our vision, in line with the commitments made in the Bid document, is safe, secure and efficient transport for the Games Family – the athletes, officials and media who are central to their success.

This consultation document sets out our proposals for the roads that will form an Olympic Route Network (ORN) to be used by the Games Family.

It explains in detail why such a network is needed and why designating the ORN now – more than three years in advance – will help to ensure that the ORN gives the greatest possible benefits during the Games while keeping traffic in London and regional venues moving for residents, businesses and visitors. It also explains how the Olympic Delivery Authority will – once the ORN has been designated – work with all those concerned to ensure that the temporary traffic management measures that may be needed on parts of the ORN are proportionate and achieve our objective.

We look forward to hearing your views on this important step towards delivering a truly inspirational Games in 2012.

Jim Fitzpatrick

Tessa Jowell

Boris Johnson

We have set out below large extracts from the consultation document which sets out the proposed roads that may form the Olympic Route Network (ORN): a network of roads to be used by athletes and Games officials during the London 2012 Olympic Games and Paralympic Games (the Games).

The purpose of the ORN is to enable safe, secure and efficient transportation of athletes and Games officials between venues and accommodation whilst at the same time minimising the impact on residents, businesses and visitors to ensure London is kept moving.

The LPHCA will be formally responding to this consultation and meeting with the Olympic Delivery Authority to discuss the implications of The Olympic Route Network

## The Games – The Challenge

The Games are huge in scale – the equivalent of 26 World Championships and 20 times the size of the Football World Cup. 15,000 athletes from over 200 countries take part. Hosting the Games has been described as the largest logistical challenge a country can undertake in peace time.

On each of the 16 days of the Olympic Games up to 500,000 spectators and 55,000 athletes, officials, media and sponsors will need transport; and 160,000 and 16,500 respectively on each of the 12 days of the Paralympic Games.

The Games present a significant challenge for a host city and good transport is absolutely vital to their success.

At the heart of any Games are the athletes. We must provide all athletes with an environment in which they can excel, and that includes minimising the amount of time they spend travelling, and ensuring they get to their events on time. We want athletes to compete, not commute.

Other key officials, the media and their equipment must also be moved safely, quickly and reliably between the competition venues, accommodation and other facilities.

These people (around 80,000 altogether), known as the Games Family, who need tailored, fast and reliable transport include:

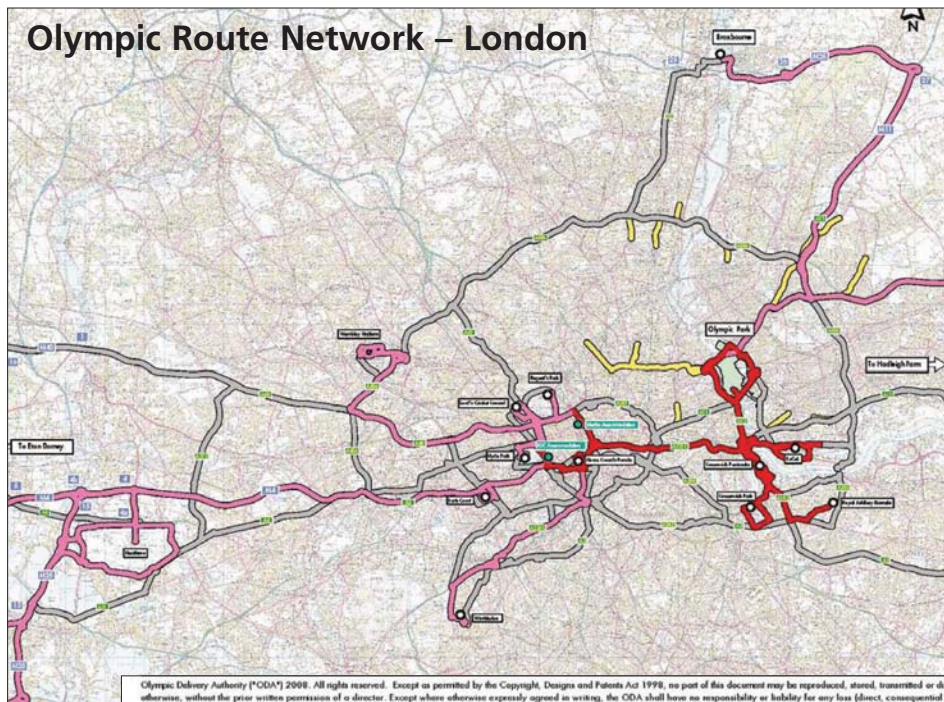
The athletes, who are right at the heart of the Games, and for whom every minute counts when training and competing;

The technical officials, who are vital for setting up and running the competition;

The world's media and their equipment, to ensure the global audience of around four billion can follow the action. This is not just journalists but also the technical staff and repair and maintenance crew needed for live broadcasts, all of whom may be reporting at multiple venues;

The International Olympic Committee and affiliated organisations, who include the World Anti-doping Agency, Medical Commission, medal ceremonies officials at multiple venues and Sports Federations; and Games Partners who provide £1bn of Games funding and services.

Without each of these groups the Games could not happen.



## The solution – The Olympic Route Network

Following the lessons and experience of previous host cities, London will have an ORN during the Games to transport the Games Family between venues and accommodation.

Some previous host cities have created an ORN by adding new infrastructure to their highway network, including bridges, structures and new roads. London will instead implement a temporary solution designed to minimise inconvenience to Londoners.

Under the powers provided in the 2006 London Olympic Games and Paralympic Games Act, the Secretary of State will designate a temporary ORN linking together competition venues and key non-competition venues.

Designation of the ORN grants the Olympic Delivery Authority (ODA) ability to see what road works are planned for the network, and to keep the ORN free of non-emergency road and street works during the Games. Once the ORN is legally designated, the ODA also gains the ability to consult on and implement Traffic Regulation Orders on the ORN to manage traffic.

Many of the traffic management measures will be behind the scenes – such as improvements to traffic signals or CCTV. This is unlikely to have a noticeable impact on road users, but will also leave a positive legacy for smoothing traffic flows in London.

Between some key locations on the busiest sections of the ORN, where there is sufficient space, the traffic management measures may include special lanes where use is reserved for accredited Games vehicles. We expect that London will have a smaller length of Games Lanes compared to recent summer Games host cities. The vast majority of roads included in the ORN will be available for use by traffic as normal.

The ODA will work with local highway authorities to manage the ORN, aiming to minimise inconvenience to residents, businesses and visitors while ensuring we can get the Games Family to their events on time.

We propose to include roads in the ORN to meet a set of four requirements:

1. **Core ORN:** the main roads between accommodation, the Olympic Park and other main venues which will be heavily used by Games traffic throughout the Games period. These roads are entirely within London.
2. **Venue specific ORN:** routes to other London venues and venues such as Weymouth, Eton Dorney and the route to Heathrow airport. A number of these venues will be in use for only part of the Games period.
3. **Alternative routes ORN:** included as a contingency against disruption on one of the core or venue specific routes and only used if needed.
4. **Preferred training venues ORN:** includes roads that are off the other ORN routes and need to be free from obstruction prior to and during the Games so that athletes can get to and from their training venues.

The ORN and the ODA's related traffic management powers are time limited. The ORN will cease to exist once the Games are finished and the roads will revert back to normal operation. Measures on the individual routes will be applied for the minimum time possible – in some cases they may only be needed for a few days.

## The next steps

There are two distinct stages to the creation of the ORN, of which this consultation is the first:

**Stage 1: Identification and consultation on the roads to be included in the ORN, and their formal designation by the Secretary of State for Transport.** Once the roads have been formally set out, the ODA will be able to review any works planned for those roads, and can develop the measures needed to manage traffic during the Games.

**Stage 2: Consultation on and implementation of traffic management measures on the ORN.** The ODA, working closely with LOCOG and other delivery partners (Transport for London in particular), will set out the traffic management measures which might be required during all or part of the Games. The ODA and its partners will engage and consult closely with local residents, businesses and road users to ensure that the measures deliver the best solution possible for the Games, the local area, and the road network as a whole.

Once the ORN is formally designated, the ODA will be able to make Traffic Regulation Orders on the ORN, to put in place the temporary additional measures for Games time.

## Why designate now?

We believe that there are clear advantages in designating the network now:

**Early communication:** The experience of previous host cities has shown that the key to a successful ORN is good preparation and early and effective communication with those who may be affected.

**It creates certainty:** The road network is constantly being worked on – for maintenance, improvements or to access infrastructure below the surface. Many of the tasks which can require a road to be dug up are planned years in advance so designating now allows utilities, local authorities, the public and businesses to see which roads are to be included in the ORN and plan accordingly.

**Time to manage impacts:** The ODA and its partners will have the maximum amount of time to engage, consult and work with people and businesses on and around the ORN and to mitigate any impacts.

This means that the ODA and its partners can ensure that the ORN gives the greatest possible benefits during the Games, while keeping the impacts upon those affected to the minimum.

It is our aim, by setting out proposed roads now, to give clarity to those who may be affected by the ORN. Organisations such as utility companies and local authorities will also benefit from this advance notice, which will allow them to undertake detailed, integrated planning to minimise the impacts both upon themselves and upon the operation of the ORN.

## THE PROPOSALS

### Introduction

1. This consultation document is about the designation of the Olympic Route Network, or ORN, for the London 2012 Olympic Games and Paralympic Games (the Games). In particular, this document:
  - sets out which roads we believe should be included in the ORN, and invites comments or alternative suggestions for those roads; and
  - explains the ongoing process of consultation and engagement which the ODA will lead in respect of the ORN.
2. Hosting the Games has been described as the largest logistical challenge a nation can face outside of war or natural disaster. It is the equivalent of 26 World Championships, 20 times the size of the Football World Cup, with 15,000 athletes from over 200 countries. The ORN is one part of London's response to that challenge.
3. Good transport is a critical part of making the Games a success. Transport for the Games will be delivered by the Olympic Delivery Authority (ODA) and the London Organising Committee for the Olympic Games and Paralympic Games (LOCOG), working with the Department for Transport (DfT), Highways Agency, Transport for London (TfL), local highway authorities, Network Rail, Train Operating Companies, British Airports Authority, London and Continental Railways, and other transport and security operators.
4. The plans for transport for the Games were set out in the Olympic Transport Plan (OTP), which was published in October 2007 (The Olympic Transport Plan is available from the London 2012 website at [www.london2012.com](http://www.london2012.com)). The plan set out how the ODA and its partners (as listed above) will manage up to 9.5 million ticketed spectators, a work force of 100,000 and a total of about 80,000 members of the Olympic Games and Paralympic Games families (hereafter referred to as the Games Family).
5. It included making the most of London and the UK's existing transport network improvements which would have taken place by 2012 regardless of the Games, as well as specific schemes for the Games.
6. Plans include, amongst other things, extensive upgrades to the Docklands Light Railway, the North London Line and Stratford Regional Station,

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which will provide a legacy of improvements lasting well after the Games have finished. There will also be temporary measures such as coach services, more frequent trains serving the Olympic Park, and the high speed Olympic Javelin service using the Channel Tunnel Rail Link.

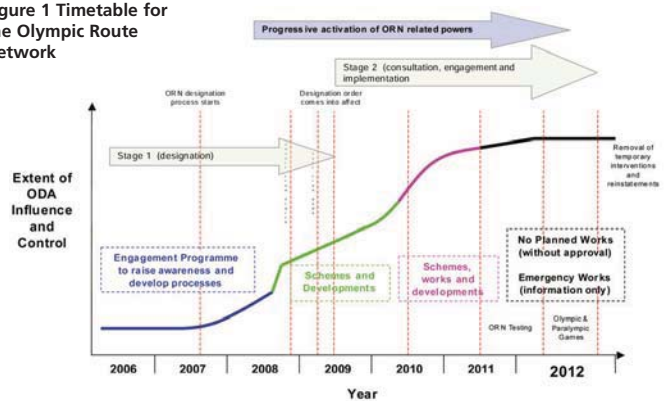
7. As well as catering for spectators, the ODA must make sure the athletes, officials and international media representatives and their equipment can be transported quickly and safely between accommodation, competition and training venues and other facilities.
8. And, of course, local residents and businesses must be able to go about their lives with the minimum of disruption.
9. During the Games, of the 80,000 members of the Games Family, around 55,000 members during the Olympic Games (and around 16,500 during the Paralympic Games) will need to be transported between accommodation and venues by car, bus and coach on any one day. They include:
  - The athletes, who are right at the heart of the Games, and for whom every minute counts when training and competing;
  - The technical officials, who are vital for setting up and running the competition;
  - The world's media and their equipment to ensure the global audience of around four billion can follow the action. This is not just journalists but the technical staff needed for live broadcasts and reporting at multiple venues, including repair and maintenance crew;
  - The International Olympic Committee (IOC) and affiliated organisations, who include the World Anti-doping Agency, Medical Commission, medal ceremonies officials at multiple venues and Sports Federations; and
  - Games Partners who provide £1bn of Games funding and services.
10. Without each of these groups the Games could not happen.
11. The ORN is a network of roads linking together all competition venues and key non competition facilities. The objective for the ORN is to minimise the amount of time spent travelling by the athletes, officials and other members of the Games Family and provide reliable journey times to:
  - enable safe, secure and efficient transportation of the Games Family between venues and accommodation; and
  - to minimise the impact of the Games on residents, businesses and visitors to London
12. The Games Family must to be able to move safely, quickly and reliably between competition, training, accommodation, and operational venues. Because of their importance to the success of the Games, London committed to creating an ORN as part of the original Bid to become the host city.
13. This is important because a major objective for the 2012 Games is to ensure that athletes have the best experience possible and are given an environment in which they can excel. This means that athletes should have a smooth and reliable journey from their accommodation to their competition venues and back again. Above all they should be focusing on their performance at their events, and not worrying about whether they will make it there in time for the starting pistol. London has always made it clear that at the 2012 Games athletes should spend their time competing rather than commuting. After all, the Games cannot happen without the athletes.
14. The lessons from previous Games demonstrate this. If the Games Family cannot travel quickly and safely, then the 2012 Games will not be a success. For example, if an athlete is late their event will not be delayed – they will simply be eliminated.
15. To help achieve the Bid commitments and to ensure their security, the Games Family and their equipment will travel between their accommodation and venues primarily by road.
16. At the same time the ORN is an important measure in helping to manage the impacts of the Games on the rest of

London. As well as making the Games a success, London must continue to function as a city.

17. The experience of previous host cities has shown that the key to a successful ORN is good preparation and early and effective communication with those who may be affected. For example, the road network is constantly being worked on and many of the things which can require a road to be dug up are planned years in advance. By setting out the network now we aim to create certainty and give those who might be affected the greatest amount of time to plan ahead and work with the ODA to minimise any impact.
18. It is our aim, by setting out the proposed ORN in 2008, to give clarity to those who may be affected by the ORN, in particular businesses and works promoters such as utility companies and local authorities, so that they can undertake advance planning to minimise the impacts both on themselves and on the operation of the ORN.
19. The proposed ORN described by this document consists of core ORN routes linking the central London venues and the IOC hotels on Park Lane with the Olympic Park, ExCel and southwards from the Olympic Park to Maritime Greenwich; venue specific ORN routes linking to other venues and key international arrival points; preferred training venues2 ORN routes, linking the training venues identified to the rest of the ORN; and some alternative routes to venues for use if the core ORN or venue specific ORN routes are unavailable due to an incident.
20. In addition a Paralympic Route Network will be implemented during the Paralympic Games. Although the requirements for the Paralympic Route Network are smaller in scale, the same principles will be applied to develop and implement it as for the ORN. The network for the Paralympic Games will use a subset of the roads designated for the ORN.
21. There are two distinct stages to the creation of the ORN:
  - Identification and consultation on the roads to be included in the ORN (i.e. this document) and their formal designation by the Secretary of State for Transport. Once the roads have been formally designated the ODA gains visibility of any works planned for those roads, and can begin work on the measures needed to manage traffic during the Games; and
  - Detailed design, consultation on and implementation of traffic management measures on the ORN. The ODA working closely with LOCOG and its delivery partners (TfL in particular) will set out the traffic management measures which might be required during the Games. The ODA and its partners will engage and consult closely with local residents, businesses and road users to ensure that the measures deliver the best solution possible for the Games, the local area, and the road network as a whole.

Figure 1 shows the timetable for the ORN including Stage 2.

Figure 1 Timetable for the Olympic Route Network



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Legend: Schemes - Permanent changes to the network, including works of a duration of more than 6 months; Developments - Sites with approved and pending planning permission under the Highway Act 1980 with potential impacts on the Games



# The Olympic Route Network

- 22. The roads we propose to include in the network are set out in detail in the maps at Annex D and defined in writing at Annex E.
- 23. The ORN is designated using powers under the 2006 London Olympic Games and Paralympic Games Act. Once designated, the ODA will gain a number of temporary powers under the Act to help manage traffic on the ORN roads:

Approval powers over the exercise of highway, traffic or street authority functions by authorities which could have an effect on the ORN or the delivery of the OTP;

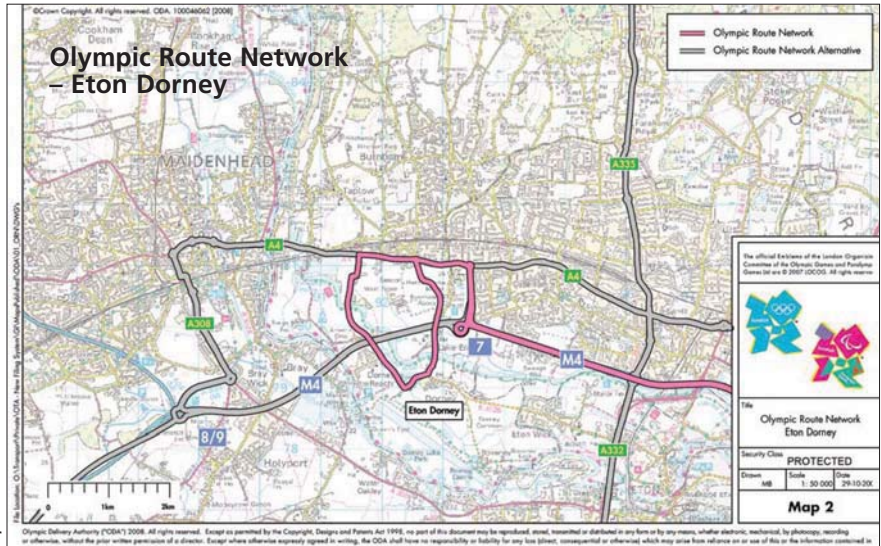
Powers to make Traffic Regulation Orders for the ORN in the same way existing authorities make them (which includes consultation); and

The requirement for a number of bodies to cooperate with the ODA to help deliver the OTP and facilitate transport for the Games. The Secretary of State has a power of direction over an authority which fails to comply with this.

- 24. The ODA's traffic management powers are time limited. The ORN will cease to exist after the Paralympic Games and the affected roads will revert back to normal operation. It is likely that some roads will revert back to normal before this, as some venues may only be required for a few days.
- 25. These powers are set out in more detail at Annex C.
- 26. The ODA has worked with a number of its stakeholders in the planning and design of the ORN. The core of the ORN was previously set out in the OTP, published in October 2007, and in the Bid Documents submitted to the IOC in November 2004. Some sections of the ORN described in this consultation paper are different from those set out in those previous documents, either as a result of changes to venues, stakeholder feedback, or as better information has become available.
- 27. Key stakeholders involved with the development of the ORN include DfT, TfL, Highways Agency, Department for Culture Media and Sport, a number of local highway authorities, and the Police and emergency services.
- 28. It should be noted that the development of the ORN is entirely separate from any road closures or restrictions which may be required during the Games for sporting events or security purposes.
- 29. This consultation is the first formal step in the development of the ORN. Once it has been designated the ODA will continue to work closely with local authorities, businesses and those living on or close to the network as they design the measures which will need to be implemented on the network.

## Lessons from previous Olympic Games and Paralympic Games

- 30. Every Games since Sydney in 2000 has had its own version of an ORN, each tailored to the specific circumstances of that city. Dedicated Olympic lanes were successfully used in Sydney in 2000, Athens in 2004 and more recently Beijing in 2008. Dedicated Games lanes were also used during the 2006 Melbourne Commonwealth Games to provide a quick, safe and reliable route between accommodation and competition venues. Each host city has had to strike a balance between new infrastructure (such as new roads) and prioritising Games traffic on their existing road network.
- 31. The Sydney 2000 organisers originally introduced an ORN in response to the lessons from the 1996 Atlanta Games, which suffered a number of problems in respect of transport. Sydney's solution included specific 'Olympic lanes' which were restricted for use of accredited Games vehicles



- only. This was very successful and helped make the Sydney Games work well for both athletes and spectators.
- 32. For the London 2012 Games we have looked very closely at what other host cities have done, taken what lessons we could and adapted them to provide a unique London solution.
- 33. In particular, previous Games tended to use a large number of specific Olympic lanes. The package of measures being designed by the ODA in conjunction with key stakeholders such as TfL, offer a more bespoke solution for London and we expect this solution will have far fewer dedicated Olympic lanes than recent past Games such as Beijing and Athens.
- 34. One of the most important lessons from previous Games is the importance of good communication with the public. It is clear that early and effective communication can make all the difference. Various media sources including television, radio, newspapers, internet and leaflets were all used in Sydney, Athens, and Beijing to educate the public about the changes to the road network and the effects that these may have on their journeys.
- 35. Further details on the experience of previous host cities are set out at Annex A.

## Why designate the Olympic Route Network now?

- 36. Although it is still nearly four years until the 2012 Games take place, and the ORN is primarily an operational measure for the Games period, we believe that there are clear advantages in designating the network now:  
Early communication. The experience of previous host cities has shown that the key to a successful ORN is good preparation and early and effective communication with those who may be affected.

It creates certainty. The road network is constantly being worked on – for maintenance, improvements or to enable utility companies to get access to their infrastructure below the surface. Many of the tasks which can require a road to be dug up are planned years in advance so designating now allows utility companies, local authorities, the public and businesses to see well in advance which roads are to be included in the ORN and plan accordingly.

In particular, planning and working together now means that costs can be avoided later.

Time to manage impacts. By designating the network sooner rather than later it gives the ODA and its partners the maximum amount of time to engage, consult and work with people and businesses on or around the roads. It also gives the ODA and its partners the maximum amount of time to work with them to mitigate any impacts.



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Visibility of changes. It will give the ODA visibility of any proposed changes which might affect the network, so they can engage with whoever is proposing the changes well in advance of the Games.

It gives the ODA and its partners the greatest amount of time to work through the formal Traffic Regulation Order processes.

- 37. This means that the ODA and its partners can ensure that the network gives the greatest possible benefits during the Games, while keeping the impacts on those affected to a minimum.
- 38. An example of the kinds of works which take place is the Victorian Mains Replacement Programme currently being implemented by Thames Water. Beneath London and the Thames Valley, Thames Water looks after more than 20,000 miles of water mains and 40,000 miles of sewers. Thames Water is engaged in a major mains replacement programme to replace the oldest and leakiest pipes in London. This work is crucial but because many of these pipes are under roads, it can also cause disruption. By designating the ORN now we can give certainty to statutory undertakers about which roads are particularly important for the Games, so that they can plan works around it.

## The roads in the London 2012 Olympic Route Network

- 39. Given London's nature as a thriving and busy city, meeting the objectives of the ORN will be challenging. On some roads at particular times of the day Games vehicles might add another 25% to the current number of vehicles using the road. It is not practical or affordable simply to build new roads between venues, nor would it be acceptable to restrict large numbers of roads to the sole use of Games vehicles. Similarly we will not follow the example of Beijing in 2008 and ban half of all cars from driving in the city on any one day.
- 40. While the Olympic Games is the largest sporting event in the world, the Paralympic Games is the second largest and is also a significant transport challenge. However, because the Paralympic Games is smaller than the Olympics and does not use as many sporting venues, the Paralympic Route Network will be correspondingly smaller.
- 41. Because it is smaller than the ORN, but uses some of the same roads that are designated for the ORN, no separate designation is required.
- 42. London decided at the bidding stage to achieve good, reliable travel times for the Games Family by implementing an ORN. We have included roads to meet a set of four requirements:

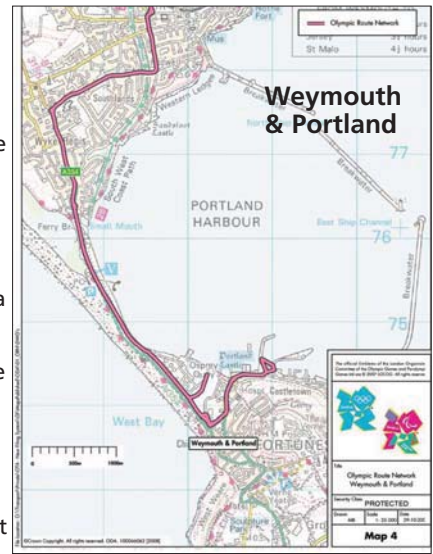
Core ORN: the main roads between accommodation, the Olympic Park and other main venues which will be heavily used by Games traffic throughout the Games period. These roads are entirely within London;

Venue specific ORN: routes to other London venues and venues such as Weymouth, Eton Dorney and the route to

Heathrow airport. A number of these venues will be in use for only part of the Games period.

Alternative routes ORN: included as a contingency against disruption on one of the core or venue specific routes and only used if needed.

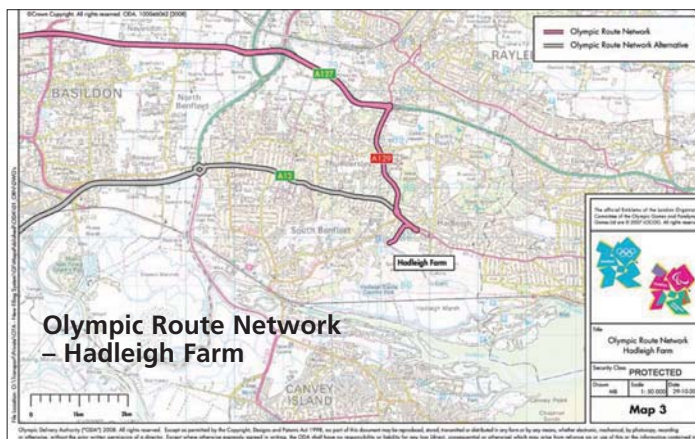
Preferred training venues ORN: includes roads that are off the other ORN routes and need to be free from obstruction prior to and during the Games so that athletes can get to and from their training venues.



- 43. The proposed roads are set out in the maps and listed at Annex E. These roads have been identified by the ODA and their partners in conjunction with key stakeholders on the basis of providing the most direct and reliable routes between venues. It should be noted that these categories have been used to select the roads we propose to include in the ORN. However, the designation itself does not distinguish between the roads and simply treats all roads included in the ORN the same. In summary the length of the ORN we propose to designate is about 180 kilometers. A draft of the actual designation order can be obtained by contacting DfT – see 'Consultation questions and how to respond' section.
- 44. In London most of the roads are part of the TfL road network (TLRN), the Highways Agency Strategic Trunk Routes and the Strategic Road Network of London Borough roads. The core ORN is largely made up of roads on the TLRN.
- 45. The main considerations in choosing the roads to include in the ORN have been:
  - The timely arrival and security of athletes and other Games travellers;
  - The need to ensure London's road network can accommodate projected traffic volumes across the city during the Games; and
  - Minimising the impacts from increased travel during the Games on residents and businesses along and near the ORN.
- 46. A draft Impact Assessment for the designation Order has been prepared and can be found at Annex F.

## What will happen after designation?

- 47. This consultation is the first stage in the formal creation of the ORN. Once the ORN has been designated it allows the ODA and its partners to proceed with the process of working with those responsible for the roads concerned, as well as those who live or work alongside them, or use them.
- 48. Subject to the outcome of this consultation exercise, the ODA will begin with raising awareness, engagement and consultation with stakeholders. Their engagement with those affected by the ORN will increase, as will their interest in works on the roads in the run up to the Games.
- 49. The ODA and TfL will do a lot of work behind the scenes to help manage traffic in London during the Games. While most of this will not be immediately visible to road users in the same way that, say, a new dual carriageway is, it will leave a valuable legacy for London once the Games are over. The work includes:
  - Upgrade of traffic signals. Approximately 200 traffic signal sites have been identified as part of the ORN. This will provide the ability for the Transport Coordination Centre (TCC) to intervene in real time to ensure the ORN and other parts of the road network are kept moving.





# The Olympic Route Network

The installation of additional CCTV will provide full visibility of all key junctions. All the traffic control and CCTV infrastructure installed as part of this ORN project will be permanent and therefore provide benefits to London's travelling public both before and after the 2012 Games. London's population is forecast to grow by 800,000 people by 2025 and the installations covered in this project will help to cope with the future demand on the road network.

There will be a small number of permanent changes to the road network, such as a new pedestrian crossing that will have benefits during and after the Games.

- 50. The ODA anticipates that during Games time it will need to put in place a number of temporary traffic management measures. These could include:
  - Dedicated Olympic Lanes – where an existing traffic lane is designated for the exclusive use of the Games Family.
  - Highway Modifications – may include measures such as signing and lining, carriageway works, removal/installation/modification to traffic islands, modified operating traffic conditions, and altered junction layouts.
  - Traffic Signal Works – installation of temporary traffic signals, installation of pre-signals, modified traffic signal timings/phasing/operation, closure of existing traffic signals.
  - Changes to permitted manoeuvres – restricted/prohibited access for general traffic, no right/left turns, restricted parking, waiting and loading.
- 51. On certain routes, measures may only be required for a few days. On the busiest routes it is likely they will be required throughout the Games. Following the creation of the ORN the ODA and its partners will be able to begin engaging in detail with those who might be affected by these measures. The programme of engagement is described in more detail below.

## Programme of engagement

- 52. The process and procedures to manage activities on the ORN from designation to post Games are as follows:
  - Stage 1 (led by DfT)**
    - Discussions with local authorities and others about how the post designation powers are proposed to be implemented and would work alongside their normal business (carried out with ODA).
    - Consultation on the roads to be included in the ORN (i.e. this document).
    - Designation Order laid in Parliament by the Secretary of State for Transport and comes into force (2009).
  - Stage 2 (led by ODA)**
    - Ongoing stakeholder consultation and engagement with statutory undertakers, local authorities, road users, businesses, residents and other stakeholders.
    - 2009-2011 monitoring – ODA interested in major works or changes to road layout which could affect Games time operation.
    - 2009-2012 – progressive activation of approval process – ODA approval would be required prior to works on the ORN.
    - 2010-2011- implementation of measures and ODA starts to put in place Traffic Regulation Orders.
    - 2011 – Official Games test events taking place.
    - 2011-2012 – ODA puts in place Traffic Regulation Orders for temporary measures.
    - Games period – no non-emergency works on ORN without ODA approval, enforcement activation.
    - Games period – traffic management measures in force.
    - Post Games – removal of temporary traffic management measures and ORN ceases to exist.

## Helping local communities

- 53. The ODA and TfL will work closely with local communities and businesses on the operation of the ORN in order to:
  - ensure the community and businesses are aware of local transport arrangements for the Games;
  - identify possible solutions to address impacts resulting from Games transport; and
  - communicate strategies to minimise impacts of Games transport
- 54. This process of detailed engagement will begin once the ORN is designated and will continue right up until the Games begin.



## Monitoring works after designation of the Olympic Route Network

- 55. Once the ORN has been formally created, the Olympic Games and Paralympic Games Act 2006 gives the ODA powers to approve or reject works on the network, subject to a right of appeal to the Secretary of State for Transport. The ODA intends to use these powers incrementally, with their interest and involvement in the network increasing as the Games grow closer. Within London the ODA intends to work very closely with TfL and the London Boroughs, using existing systems and processes as far as possible.
- 56. The Traffic Management Act 2004 introduced a new class of 'Strategic Roads' for London where London Borough Councils retain highway and traffic authority responsibilities, but for which TfL has oversight. The oversight arrangements operate in a similar way to those that apply to Greater London Authority roads and require a Borough to notify TfL if its proposal (including a proposal to undertake works such as maintenance) would adversely affect traffic operations on a strategic road.
- 57. TfL's Network Assurance Team assesses proposals for the TLRN and the strategic road network (for both their own projects and Borough projects). They use a computer based system to work out the impact on all road users. Assessment will result in one of four possible outcomes:
  - No objection
  - Timing of proposal changed
  - Proposal modified
  - Proposal blocked or withdrawn
- 58. Assessors can also request more information before a proposal can proceed.
- 59. The ODA are working closely with TfL to apply a Games overlay onto this system so that TfL can carry out this assessment on their behalf. The ODA will set up similar processes with Local Highway Authorities for venues outside the London area.
- 60. In addition, the ODA aims to work with authorities and statutory undertakers to ensure that during the Games, unplanned works can be kept to a minimum. Where they are unavoidable, the amount of time that any road space is required for these works should be kept to a minimum.
- 61. The ODA will provide detailed guidance to local authorities on how its monitoring regime will operate when the ORN is formally designated.

## Enforcement

- 62. Following designation, the ODA will prepare plans for enforcement on the ORN, working closely with local authorities, TfL and the relevant Police Forces. These measures will be designed to deter people from breaching any traffic regulations on the ORN.



# The Olympic Route Network

## Conclusion and next steps

- 63. The designation of the ORN is the first step in an ongoing process of engagement and consultation which will be managed by the ODA, with close support from DfT and TfL. We will carefully consider all the responses to this consultation.
- 64. A summary of responses to this consultation paper, including the next steps will be published at [www.dft.gov.uk](http://www.dft.gov.uk). Paper copies will be available on request.

## Consultation Questions and response

Whilst the initial consultation period was between 11 December 2008 until 19 March 2009 and the LPHCA will forward a response on behalf of members, dialogue with the ODA, the DfT and others will go beyond the consultation period.

Full copies of this consultation document can be found at [www.dft.gov.uk/consultations/open/](http://www.dft.gov.uk/consultations/open/)

The LPHCA is responding as an industry group and a list of those who can respond directly are on the above website with the 6 primary questions asked by the consultation.

## The experience of previous host cities

- 1. Every Olympic Games and Paralympic Games since Sydney in 2000 has had its own version of an Olympic Route Network (ORN), each tailored to the specific circumstances of that city. Dedicated Games Family traffic lanes were successfully used at Sydney in 2000, Athens in 2004 and more recently Beijing in 2008. Dedicated Games lanes were also used during the 2006 Melbourne Commonwealth Games to provide a quick, safe and reliable route between accommodation and competition venues. Each host city has had to strike a balance between new infrastructure (such as new roads) and prioritising Games traffic on their existing road network.
- 2. The Sydney 2000 organisers originally introduced an ORN in response to the lessons from the 1996 Atlanta Games, which suffered a number of problems in respect of transport. This was very successful and helped make the Sydney Games work well for both athletes and spectators.
- 3. For the London 2012 Games we have looked very closely at what other host cities have done, taken what lessons we could from them and come up with a unique London solution.
- 4. For example, Beijing had an extensive ORN. Much of that road network was newly built 6 lane highways, and most of it included dedicated Olympic lanes. Other restrictions put in place for the 2008 Games included a ban on half of all cars entering the city on any one day. This was primarily put in place to manage pollution issues, although it undoubtedly also benefited the road network. London will focus on making the best use of existing infrastructure rather than build new roads, and will not ban half of the cars on the road each day.
- 5. Olympic lanes have generally been identified through the provision of signing and lining. Methods of identifying these lanes have varied. However, lessons from previous Games show that there are benefits in making the colour of the Olympic lanes contrast from existing line marking. For example, in Beijing red dashed lines were used to separate the Olympic lane from general traffic lanes with the Olympic Rings painted in the centre of the dedicated Olympic lane to highlight its importance. Blue solid line marking was used for the 2006 Melbourne Commonwealth Games with the letter "GL" painted in the centre of the lane to signify its use. The lanes in Beijing and Melbourne were implemented in the offside lane which assisted in minimising the disruption to general traffic and Games Family traffic at junctions. The specific layout of the lanes, however, is dependent on the local road layout.
- 6. The dates and times of operation for Olympic lanes varied depending on the location of the lane, the volume of traffic and importance of the route. In Beijing the Olympic lanes were in operation for a 9 week period from 20 July 2008 to 20 September 2008. Daily operational timings varied with some sections of the network operating between 0600 and 2400, whilst others remained operational 24 hours a day. In Melbourne, the Games lanes operated 24 hours a day for a 2 week period.
- 7. One of the most important lessons from previous Games is the importance of good communication with the public. Various media sources including television, radio, newspapers, internet and leaflets were all used in Sydney, Athens, Melbourne and Beijing to educate the public about the changes to the road network and the effects that these may have on their journeys.
- 8. In Melbourne and Beijing, an initial Police presence (1-3 days) enforcing the lanes coupled with the media coverage ensured that a very high compliance was achieved during Games lanes operation.

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## LPHCA Summary

The LPHCA welcomes the opportunity to have input into the Olympic Route Network proposals and the wellbeing of the 2012 Games and its transport issues. An interim response will be forwarded by the closing date, which will be followed by an LPHCA members meeting where we hope our response will be ratified and any further comments gathered will be forwarded to the DfT and the ODA. Our response will be put in the members area of our website [www.lphca.co.uk](http://www.lphca.co.uk) and subsequently published in the next edition of Private Hire News, which is out in May.



## FREE member's helpline

The LPHCA has financed a free helpline for members with Croner Consulting one of the biggest consultancy companies in the U.K. Full details of how the helpline works has now been sent to all members with a membership card. Any members who have not yet received a membership card, please contact us.