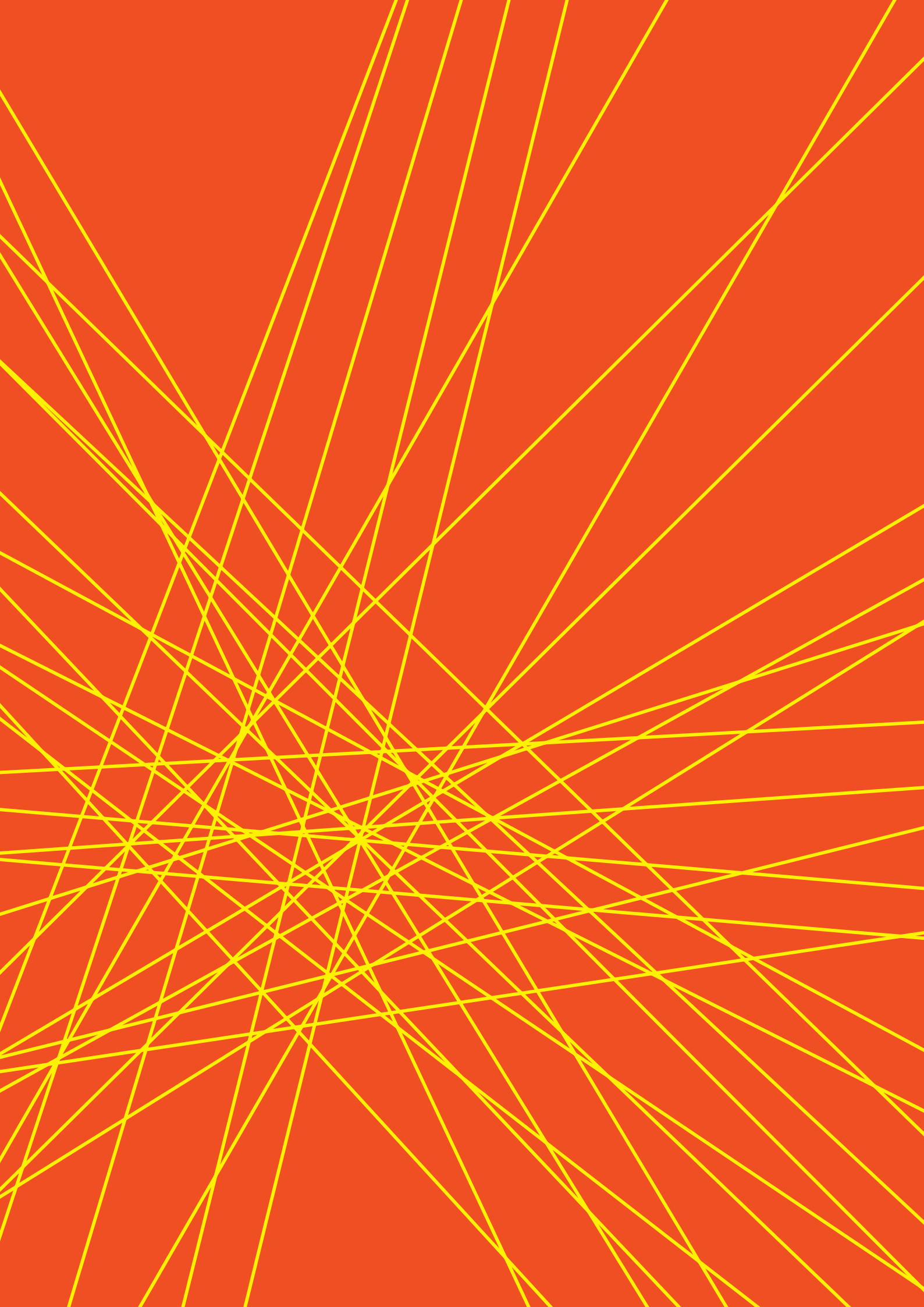




pace



Delivering now for the future

Improved transport links will be needed to support future generations long after 2012.

75p

Proportion of every £1 spent by the Olympic Delivery Authority (ODA) that is being invested in long-term regeneration

34,000

Number of new permanent jobs created from the Stratford City development

In 2012, London and the UK's transport system will need to deliver new levels of service to meet the demands of the Olympic and Paralympic Games. The heart of the Games will be the Olympic Park in east London, making strong transport links to and around this area vital to the success of the Games.

London's population is set to grow by more than 500,000 over the next decade and there is huge regeneration taking place throughout the Thames Gateway and within east London. The Games will be the catalyst for these improvements.

The 2.5sq km Olympic Park and its venues and facilities will attract new residents and businesses. The new Stratford City development, which is the UK's largest retail-led, mixed-use regeneration project, will also bring new homes, shops, leisure facilities, and thousands of new jobs and visitors to the area.

This future demand means we need to ensure that the transport enhancements we make will also bring a positive long-term benefit to this area and the nation after 2012.

Thinking of tomorrow today

The Olympic Delivery Authority (ODA) is investing more than £500m in infrastructure to develop and deliver transport facilities needed for the Games, which will also support the community after 2012.

We will deliver these improvements by:

- directly managing, funding and delivering infrastructure projects;
- enhancing some existing transport schemes; and
- facilitating schemes that would not have been implemented until after 2012.

The ODA is working with its key delivery partners, including Transport for London (TfL) and Network Rail, to ensure public transport users in London and the UK experience benefits long after the Games. Our enhancements will complement an extensive package of improvements that TfL and Network Rail are making across their networks.

More than trains and tracks

The Games will leave the UK and London with new platforms, lifts, and railway trains and bigger stations for commuters. These physical assets will help to provide improved accessibility, more capacity at stations, better connections and more frequent services.

However, we also want to deliver other benefits by helping to change people's attitudes to travel. For example, London 2012 is hosting a 'public transport' Games and encouraging people to use environmentally sustainable and active transport, such as walking and cycling, to get to future major events.

We also want to help generate socio-economic benefits for future generations by providing poorly connected communities with new transport options that link to jobs and services.



The 'Transport Plan for the London 2012 Olympic and Paralympic Games'

welcome

With the Beijing 2008 Games now under way, the focus will soon shift to London and the UK as the next host of the greatest show on Earth. This issue of 'pace' explains how London 2012 is planning transport to not only meet the needs of the Games but to benefit public transport users long after 2012. Over the next four years, we will continue to deliver transport that provides long-term benefits – called 'legacy' – to the community.

This is the second issue of 'pace'; each issue explains in more detail an area of the 'Transport Plan for the London 2012 Olympic and Paralympic Games', which the ODA published in October 2007. To download a copy of 'pace' or the Transport Plan, visit www.london2012.com/publications

If you have any questions about this issue of 'pace' or about transport legacy, please email london2012transport@london2012.com

Enhancing core infrastructure

Our structural improvements will provide clear long-term benefits for future generations using Stratford Regional Station

37,000

Commuters using Stratford Regional Station during the morning peak in 2008

83,000

Commuters expected to use Stratford Regional Station during the morning peak in 2016

Much of the physical transport infrastructure improvements will come into use during 2010, assisting travellers long before the Games. They will leave a lasting benefit for the decades after 2012.

Stratford Regional Station

The ODA is funding more than £100m of improvements at Stratford Regional Station so it can meet higher levels of demand during the Games and long after 2012. During the Games, the station will be the main gateway to the action at the Olympic Park. Approximately 70 per cent of spectators travelling by rail to the Park will use Stratford Regional Station.

By 2016, the number of passengers using Stratford station in the morning peak is expected to more than double; the ODA's improvements to the station will help meet this future demand.

The work to treble capacity and improve accessibility at the station will be finished by the end of 2010 – almost two years before the Games. It includes nine new lifts, eight new staircases, a re-opened subway, new platforms, wider, longer and clearer platforms, and a new station entrance at mezzanine level. The work is being delivered by Network Rail and London Underground Ltd.

A new westbound Central Line platform will allow passengers to get on and off from both sides of the train instead of just one at present. This will reduce congestion on platforms and in staircases and lifts.

We are also restoring and re-opening the eastern subway. The subway will reduce congestion and provide easier interchange between services.

The new entrance at mezzanine level will also reduce congestion during the Games. It will allow people leaving the Olympic Park to bypass the subways and use a new bridge (being built by Westfield) to directly access the new Central Line and DLR platforms for services towards London. In the years after the Games, it will continue to help reduce congestion for people using the new parklands and visitors to the 175,000sq m Stratford City retail and leisure development.

In addition, the ODA is funding new information services that will provide better and clearer travel information to passengers.

These improvements are being made as part of a wider package of enhancements to the station, such as developments related to the DLR and Stratford City. Improvements within these projects include a new northern entrance and ticket hall, and new platforms for the North London Line and DLR services.



Workers install steel reinforcements for new lifts and stairs to go from platform 6/8 into the disused eastern subway (due to be reopened by 2010)



The disused eastern subway will be restored and re-opened in time for the Games to reduce congestion and make it easier to change between services



Commuters are already experiencing the ODA-funded improvements. In August 2007, platform 6/8 was widened to give passengers more space and improve accessibility

Docklands Light Railway

Over 20 years, the Docklands Light Railway (DLR) has established a reputation as a progressive transport provider that has helped to regenerate a substantial area of east London. The ODA is working with the DLR to continue to provide long-term benefits to residents, businesses and public transport users.

During the Games, the DLR will provide a vital link between the Olympic Park in Stratford and competition venues at Greenwich, Woolwich and ExCeL.

New rail cars

The ODA is co-funding 22 of the 55 new DLR rail cars that will allow the DLR to provide additional services during the Games. The three-car instead of the current two-car train service will boost on-board capacity by 50 per cent on the majority of the network by 2010.

Woolwich Arsenal extension

The ODA is funding platform extensions at East India and Blackwall stations. This means three-car trains will be able to operate beyond Poplar to King George V and on the new extension under the River Thames to Woolwich Arsenal.

Stratford International extension

The ODA is contributing funding to the DLR extension from Canning Town to Stratford International Station. The route will encompass new DLR stations at Abbey Road, Star Lane, Stratford High Street and Stratford International, and existing stations at Canning Town, West Ham and Stratford Regional.

Current and future residents will experience the significant long-term benefit of having new and closer access to the DLR. Passengers who formerly used the North London Line route from Stratford to Canning Town will benefit from an increased service of approximately 10 trains per hour from the previous two trains per hour.

The new DLR station at Stratford International Station will provide easy interchange to and from east London and the Docklands for travellers using the high-speed Kent commuter services.

Royal Mint Street junction

The junction at Royal Mint Street at Tower Gateway on the DLR is one of the busiest parts of the network. We are providing funding to improve the capacity of the junction to enable more trains to operate during the Games and beyond. The new layout of the junction will also make it more reliable.

50%

Increase in on-board capacity when longer trains are introduced from 2010

500,000

Number of passenger trips per year that TfL estimates the DLR Woolwich Arsenal extension will divert from car to public transport



The two tunnels under the Thames that will extend the DLR from King George V to Woolwich Arsenal have been completed

Enhancing core infrastructure

In the long-term, improvements to the North London Line would give people who live close to it better access to the new jobs and facilities that will be created in east London.

North London Line

Services on the North London Line (NLL) form part of TfL's London Overground network. It will play a significant role in getting spectators to the Games, connecting Richmond in south-west London to Stratford via north London.

A joint TfL, Network Rail and ODA project is being developed, and this project would upgrade the line significantly.

Should this project be approved, the ODA would fund a package of around £100m of improvements to improve capacity and frequency on the NLL.

The ODA would co-fund with TfL new signals, extra tracks and longer platforms on Network Rail's network. This could potentially allow the NLL service to operate four-car instead of three-car trains. Four-car trains running at a higher frequency would significantly boost capacity.

The NLL services pass through some of the most deprived and congested areas of London. In the long-term, improvements to this service will give people who live close to it better access to the new jobs and facilities that will be created in east London.

Lea Valley Line

The Lea Valley Line connects Stratford to the mainline that links London Liverpool Street with Broxbourne (where the London 2012 Canoe/Kayak Slalom events will be held), Stansted Airport and Cambridge.

The ODA is funding the extension of platforms 11/12 at Stratford Regional Station to double its capacity, by allowing eight-car instead of four-car trains to run during the Games.

We are also funding the installation of new bi-directional signalling and a crossover from one track to another just north of the station. It will allow trains to go in both directions on the tracks instead of in a single direction. This will reduce congestion at Stratford by enabling trains coming from the north and running in and out of the new Orient Way railway sidings depot to arrive and depart more quickly.

Future rail projects

The ODA will continue to work with TfL and Network Rail to develop other rail projects, including working with London Underground on upgrading West Ham Station, to ensure projects meet the immediate demands of the Games and maximise any long-term benefits for the local community.



Improvements to the North London Line would encourage spectators going to Stratford to bypass central London connections, which are likely to be busy during the Games

Walking and cycling

Cycling in London has increased by 83 per cent since 2000 and London 2012 wants to encourage this mode of travel. Providing the right walking and cycling infrastructure will help London 2012 to meet its aim of 100 per cent of spectators getting to the Games by public transport, cycling or walking.

The ODA is investing more than £10m to deliver new and improved walking and cycling routes. These improvements, which are also designed to make these travel modes more accessible for disabled people of all impairments, include:

- new cycling/walking routes;
- junction/road crossing improvements;
- improvements to existing off-road routes (such as resurfacing);
- better access to the walking and cycling routes; and
- better signage.

The ODA is making improvements to eight walking and cycling routes that link into the Olympic Park and with River Zone venues.

We will also make improvements to walking and cycling routes that link to other venues inside and outside of London, including Weymouth and Portland (Sailing), Eton Dorney (Rowing and Flatwater Canoe/Kayak, Paralympic Rowing) and Broxbourne (Canoe/Kayak Slalom).

These infrastructure enhancements will also lead to wider long-term benefits (see page 6).

Olympic Route Network

The Olympic Route Network (ORN) will comprise a network of roads around London and the UK that links all competition and key non-competition venues, such as accommodation. The ORN will enable athletes, team officials, media, technical officials and other accredited Games officials to move between these venues quickly and reliably.

We are funding improvements to the roads and junctions within the ORN. This will leave permanent infrastructure that will benefit London and the UK, including improved traffic operations for all modes of transport.

80km

Length of walking and cycling paths being improved

14,000

Estimated number of people walking to the Olympic Park during Olympic Games peak days



An estimated 4,420 people will cycle to the Olympic Park during the busiest times of the Games

Wider benefits

By encouraging a shift in the way people travel to future major events, long-term health benefits are anticipated.

Wide-ranging benefits are being developed and delivered alongside the transport infrastructure improvements.

Change in travel attitude

By creating a positive public transport experience during the Games, London 2012 anticipates that sport and cultural spectators will continue to explore different public transport options to travel to and from major events. This includes group travel by coach, the use of the river, walking and cycling, Park and Ride services or trying a new route.

Health and safety

Promoting walking or cycling is not expected to make an immediate impact on the health of people living in the UK during the competition period of the Games. However, by continuing to develop walking and cycling, and by encouraging a shift in the way people travel to future major events, long-term health benefits are anticipated.

The ODA is working closely with councils and TfL to invest money into improving and developing safe off-road cycle and walking routes. Safer routes will encourage people who do not cycle often and who lack confidence on roads, such as families and young people, to feel more secure using these travel modes during and long after the Games.

Manchester 2002 Commonwealth Games

The Manchester 2002 Commonwealth Games showed that a shift from car to public transport is achievable if public transport is efficient, reliable and accessible.

The Games estimated that more than 80 per cent of trips to the event were made by public transport. This took around 200,000 car journeys off the roads and saved around 860,000 car miles.

The Commonwealth Games also showed that commuters will continue to use new travel options if they have a good initial transport experience. For example, the Park and Ride service that was successfully used during the Manchester Games was also well-used by Christmas shoppers during December 2003.



Sarah Price of England celebrates with her teammates Joanna Fergus and Katy Sexton after winning gold in the women's 200m Backstroke during the 2002 Commonwealth Games in Manchester

23,000

Estimated number of ticket holders who will have some difficulty using, or will be unable to use, stairs and escalators on the busiest day of competition at the Olympic Games

Accessible transport

We are working with TfL and delivery partners from all modes to improve accessibility to public transport and encourage disabled people of all impairments to use it for part of or their entire journey to the Games.

Access improvements can also help people with small children and even passengers carrying luggage to travel more easily. By encouraging disabled spectators to use public transport during the Games, they are more likely to feel confident using it in the future, giving them lifelong benefits of greater travel independence.

Copies of the London 2012 Accessible Transport Strategy can be downloaded from the Publications section of www.london2012.com

Socio-economic benefits

The key socio-economic long-term benefit that our transport improvements will deliver is an increased ability for people living in some of the most deprived areas of the city to access the new jobs,

training opportunities and facilities stemming from the Games and local regeneration. This will provide real benefits for future generations.

Creating better walking and cycling networks could have a positive long-term impact for low-income houses around the Olympic Park because resident commuters will not have to pay to use these travel options.

Command, coordination and communication

During the Games, a dedicated Transport Coordination Centre (TCC) will bring together teams from London 2012, delivery partners, and transport operators from all modes across the UK. It will be the first time a coordinated transport effort has been produced on this scale to improve journey times and information.

Not only will the TCC leave physical assets through new equipment and systems, the experience of multiple operators and stakeholders working together will be invaluable when delivering transport for large-scale events across the UK in the future.



Tactile warning surfaces on platforms and staircases will help to make stations more accessible to people with visual impairments

Wider benefits

Sustainability

London 2012 aims to build and host a 'green' Games and set a precedent of high sustainability standards for future projects.

The ODA is committed to minimising the carbon footprint of transport projects by adapting existing infrastructure to meet the needs of the Games and after 2012. We are also recycling and reusing materials and transporting construction material by sustainable ways where possible.

For example, a temporary siding connection is being constructed on the Lea Valley Line that will allow the delivery of bulk aggregates by rail instead of by road.

By encouraging spectators to travel to the Games by sustainable modes – public transport, walking and cycling – it is more likely spectators will continue to choose to use these modes after 2012. The reduced number of cars on the road should have a positive long-term environmental impact.

2,070

Concrete railway sleepers reused to build Orient Way

Sustainable sidings

The ODA delivered the new Orient Way railway sidings facility on budget and five weeks ahead of schedule in May 2008; it was officially opened in July 2008. The facility replaces the one at Thornton's Field, which was located in the heart of the Park. This area needed to be cleared for Aquatics Centre and Olympic Stadium construction.

During the project, the ODA recycled or reused 99 per cent of

demolition and clearance waste. This included 4,000 tonnes of crushed concrete (of which 1,000 tonnes was reused on site and 3,000 tonnes reused off site), 620 tonnes of tarmac and more than 2,000 railway sleepers.

Combined with the installation of a small wind turbine to supplement energy requirements, the carbon footprint of the project was reduced by 23 per cent.



180 tonnes of steel and 20,000 tonnes of site ballast was reused and recycled at Orient Way

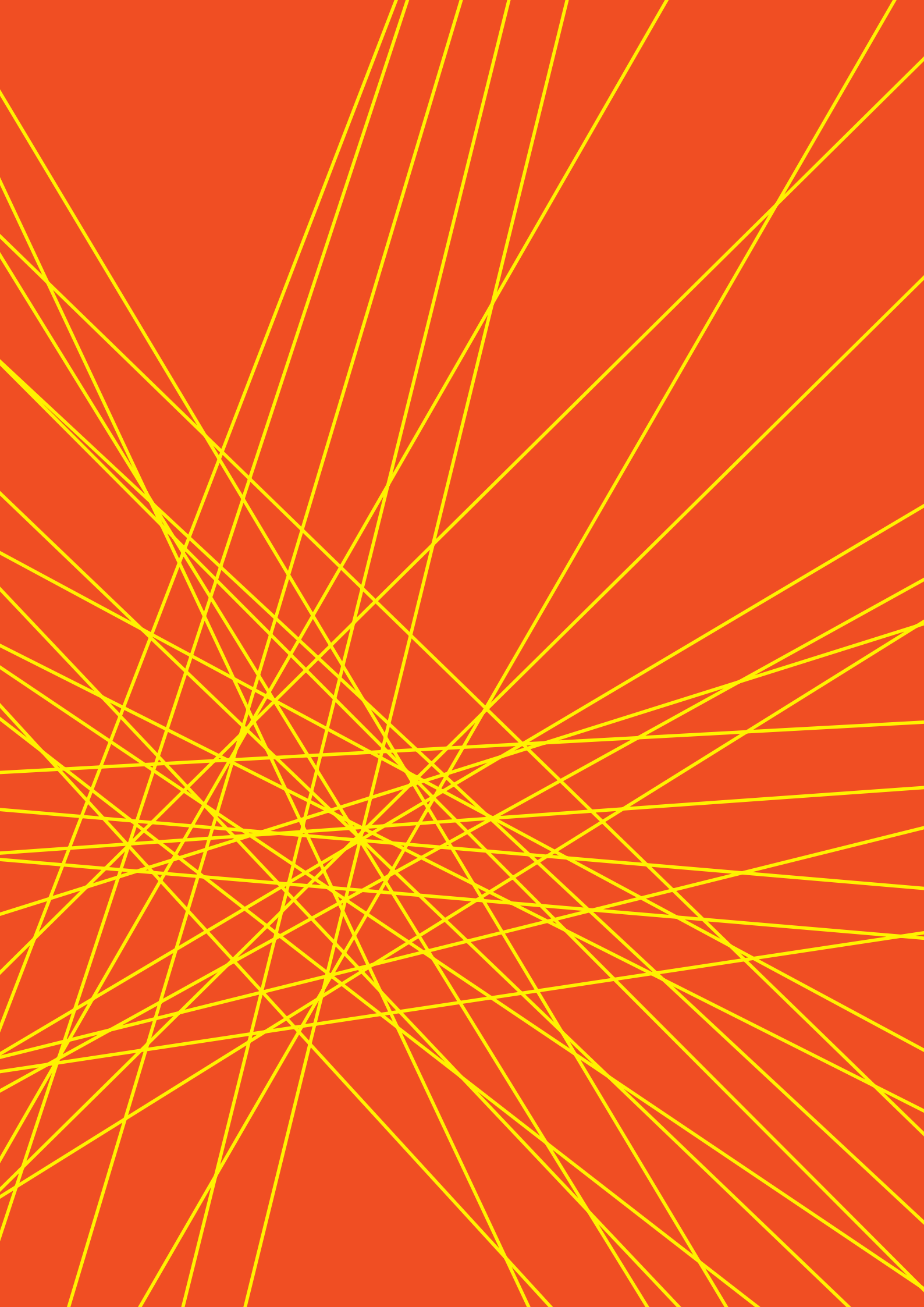
Towards 2012

Rather than the finish line, we see 2012 as just the beginning of a future of more accessible, efficient and reliable public transport.

By hosting the London 2012 Games, we have a unique opportunity to provide substantial long-term transport benefits to London and the UK. Together with the improvements being made by our delivery partners, we are putting the infrastructure in place to not only complement planned

regeneration, but to facilitate future growth and development.

Rather than the finish line, we see 2012 as just the beginning of a future of more accessible, efficient and reliable public transport.



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