

Contingency
plans

chapter 15



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Introduction

15.1 During the bid phase extensive analysis was completed to ensure that the core strategies adopted were robust and would deliver transport during the Games. This included simulation of both individual and multiple events, together with limited scenario tests.

15.2 As the Games approach, it will be essential to develop and implement a series of robust contingency plans to ensure the continued, successful delivery of transport operations during the Games. The London Olympic Games and Paralympic Games Act 2006, also requires the Transport Plan to 'make provision for – ... contingency plans ...'

15.3 Currently, it is envisaged that a family of contingency plans will be produced that will cover all transport modes, including public transport and road-based transport, and cover all client groups. The plans will be developed using an integrated approach so that cross-mode solutions can be properly designed and implemented.

15.4 The ODA's Transport team will work closely with its delivery partners to develop the plans. Many of these organisations already have a great deal of experience in contingency planning and have tried and tested plans in operation. It is proposed that these existing plans are used as a base from which the Games-time contingency plans will be developed.

15.5 In addition, the ODA's Transport team will work with other functional areas across LOCOG and the ODA to make certain that the transport contingency plans are not developed in isolation, but reflect the involvement of the full range of functions.

15.6 The plans will be developed to respond to a wide variety of potential incidents, for example:

- infrastructure failures;
- passenger actions;

- road traffic accidents;
- building/structure collapse;
- extreme weather conditions; and
- security issues.

15.7 A risk-based approach will be used to assist in the development of the plans. This approach will ensure that the plans include measures which are appropriate for the level of risk at the time.

15.8 The production of the contingency plans forms a key component of the Service Delivery Plans for the Olympic Games and Paralympic Games. Further details of this workstream are given in chapter 6. The outputs will dovetail with the 'customer information' workstream, since the management and dissemination of information will be critical during any implementation of a contingency plan. For example, it will be necessary to make certain that those people who may be affected by any incident are given relevant information on alternative travel arrangements.

15.9 The issue of contingency will also be considered during the venue transport planning process. The ODA will continue to consult with its delivery partners, including transport operators, local authorities, the emergency services and venue operators during this process.

15.10 The implementation of the transport contingency plans will be managed through the Main Operations Centre and the Olympic Transport Operations Centre. Further details on these two control centres were given in chapter 14.