

Transport and the Olympics

Purpose of the report

For discussion

Summary

This paper sets out a number of transport issues faced by local authorities in respect of the organization and implementation of the Olympic Transport Plan.

Recommendation

The Task and Finish Group is asked to consider the issues raised in the paper and how the LGA can support local authorities further in the run up to the Olympics.

Action

Officers to take forward the key points of the workshop.

Background

- 1 The 2012 Olympics and Paralympics will take place at a total of 34 sites across the country. Up to 800,000 visitors will attend the games on each day.
- 2 The Olympic Delivery Authority (ODA) first produced a Transport Plan in 2006. The latest version of the plan was published in June 2011. The objectives of the plan are to:
 - 2.1 Provide safe, secure, inclusive, fast and reliable transport for the Games Family client groups;
 - 2.2 Provide frequent, reliable, friendly, inclusive, accessible, environmentally-friendly and simple transport for spectators and visitors from all around the UK and overseas;
 - 2.3 Leave a positive legacy and to facilitate the regeneration of east London;
 - 2.4 Keep London and the rest of the UK moving during the Games and thus make it a positive experience to host the Games; and
 - 2.5 Achieve maximum value for money for every pound spent on transport.
- 3 Local authorities have a key role in making the transport plan work, along with other key organisations including TfL and Network Rail. An engagement infrastructure for local authorities has existed for some time. For example a London Boroughs Forum has been in place since 2006.
- 4 The transport plan is premised on the assumption that there will be a decline in regular transport usage of 30 per cent during the games. TfL has recently acknowledged that even under that assumption there will be substantial congestion at key transport hubs.

Key issues

- 5 Notwithstanding the work that the ODA and LOCOG are doing to engage authorities, concerns have been raised by some London Boroughs that

- the engagement is not coordinated and they have concerns about some train operators' plans to reduce or amend services and the extent to which they have been consulted on these matters.
- 6 Cllr Peter Box Chair of the Economy and Transport Board has written to John Armit, Chairman of the ODA, raising these concerns.
 - 7 The Economy and Transport Board has gathered informally views from local authorities outside London and there are similar concerns about the level of engagement. The Board has heard that:
 - 7.1 There is limited engagement with authorities outside the South East, other than with those councils that have an Olympic venue.
 - 7.2 Local authorities have found it difficult to engage with ODA/LOCOG transport team.
 - 7.3 ODA have rightly been talking with large transport operators, but this means that the focus is on bulk flows of passengers. There will be pressure on local councils to help with the difficult bits at the start of visitors' journeys, e.g. extra demand for parking near rail stations, which will already be full of regular travelers.
 - 7.4 Concern has also been expressed that the opportunity to promote genuine integrated travel needed to be thought about in advance of ticket sales, and the opportunity to do this now is limited.
 - 7.5 Local authorities are not clear on the plans for standby bus/coach replacements in the event of a failure of rail infrastructure.
 - 7.6 Outside the South East discussions at local levels about the extended/expanded transport network needed to support the visitors is limited.
 - 7.7 Local Authorities are concerned that they do not have sufficient information to plan effectively for the extra demand. Little data is being shared on ticket allocation. For example we know that 13% (22,000) of games travel on day 7 of the Olympics will be from the

East. However, there is no information on how this will be split across Norfolk, Suffolk, Cambridge or Essex.

Conclusions and Next Steps

- 8 The LGA has a key role in keeping local authorities informed and in creating the channels for local authorities to engage with the ODA and other relevant authorities.
- 9 The provision of additional information on the geography of ticket allocations would be of real benefit to local authorities as they plan for the games. The LGA can work with the ODA to identify how this can best be achieved.

Financial Implications

- 10 There are no additional financial implications for the LGA arising from this report.