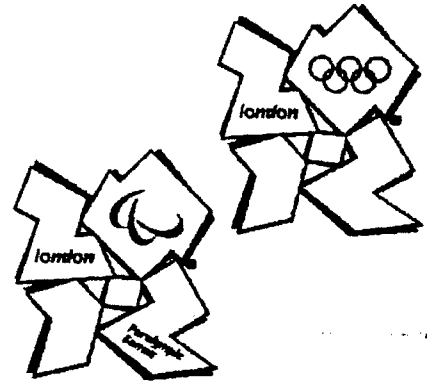


EMB Paper



Agenda Item:
 Subject: Olympic Route Network
 Attachments: Full business case submission

Recommendations
 EMB is recommended to:
 Approve submission to ODA board and Olympic Project Review Group

Purpose of this Review:
 Approval to design, develop and implement the Olympic Route Network (ORN)

Paper Summary

The purpose of the project is to provide an ORN that will enable the Games Family to move safely, quickly and reliably between competition venues and accommodation within guaranteed journey times as set out in table 14.9 of the bid and London 2012 Host City Contract.

The ORN will consist of traffic lanes ('Olympic Lanes'), banned turns, parking bans, revisions to traffic light timings etc.

The ORN will be designed and implemented in conjunction with delivery partners (TfL, HA etc) and includes routes to venues inside and outside of London.

Key Risks & Issues

- **Development and design phase:** project scope could change and costs increase.
- **Stakeholder and regulatory:** risk of potential opposition or potential legal challenge to ORN.
- **Operational phase:** impact from other Olympic events such as cultural events, test events etc.

Timetable of Key Reviews / Events

▪ Meeting Name	Date
▪ Meeting Name	Date



LONDON 2012



1. Introduction

- 1.1. The Games Family must be able to move safely, quickly and reliably between the competition venues, accommodation and sporting venues within guaranteed journey times set out in table 14.9 of the bid and London 2012 Host City Contract.

To achieve this, an Olympic Route Network (ORN) will be implemented. In addition a Paralympic Route Network will be implemented during the Paralympic Games. Although the Paralympic Route networks will be reduced in scale the same principles will be applied to develop and implement it as for the ORN.

2. Background

- 2.1. The ORN comprises of a network of roads linking all competition and key non-competition venues. In general the roads will still be available for use by all traffic during the Games. On the busiest sections of the ORN, traffic lanes ('Olympic Lanes') will be reserved for Games vehicles. These lanes may also be used, subject to agreement, by other London 2012 accredited vehicles, emergency vehicles (on response) and some public transport, for example, spectator shuttle buses.

3. Rationale

- 3.1. The London 2012 Host City Contract states that an Olympic Route Network (ORN) must be provided on which the Games Family can travel quickly, safely and securely between the various accommodation and sporting venues within guaranteed journey times. This is contractual and the ODA must implement an ORN

- 3.2. The benefit undertaking this project are that:

- The implementation of an ORN will give great benefits to the Games Family, ensuring that they arrive promptly at venues and accommodation on a safe reliable network of roads.
- Legacy benefits from permanent infrastructure will include improved traffic operation for all modes of transport, priority to public transport operations at traffic signals and improved pedestrian and cycle facilities.
- Legacy measure have been identified and will continually be reviewed which will provide modal benefits and benefits to all users groups.

4. Proposals

- 4.1. For the London ORN, Transport for London is responsible for the co-ordination of the overall project that also includes the Broxbourne and Weald Country Park ORN development. Consultancy resources have been procured for the option identification and the preliminary design of measure proposed for the ORN which are due to be completed shortly. The ODA is responsible for the management of the element of the project.

The detailed design and construction stage of the London ORN will be managed and implemented by TfL and other local highway/street/traffic authorities depending on the location. A programme of implementation will be developed in detail.

- 4.2. For the Outside London ORN, ODA Transport will be responsible for commissioning and managing consultants who will undertake option identification and the preliminary design of measure proposed for the ORN. These consultants will work closely with designated officers within the local highway authorities.
- 4.3. ODA Transport will be responsible for strategic co-ordination and ongoing assessment of these activities and will continue to monitor progress of the project until project completion, through monthly highlight reports from delivery partners. Reports include progress against milestone, scope, cost, cash flow, risks and completion dates. As each individual project develops more frequent and detailed reporting will be undertaken.
- 4.4. The current estimated cost of the project is £ [REDACTED] that includes £ [REDACTED] for Olympic Route Network in London, £ [REDACTED] for Olympic Route Network outside London and £ [REDACTED] has been allocated to cover project contingency.
- 4.5. This paper seeks approval from EMB and then OPRG for ODA funding of the ORN up to £ [REDACTED] as well as £ [REDACTED] for project contingency.

Paper submitted by:

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