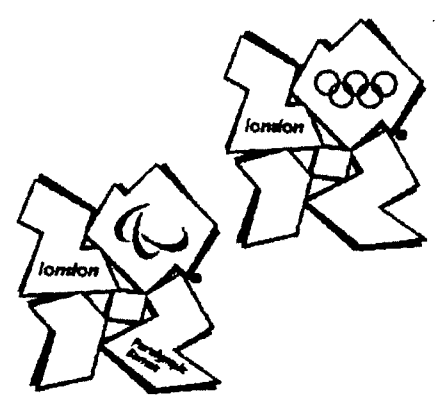


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# EMB Paper



Agenda Item:

Subject: Walking and Cycling Route Enhancements Programme

Attachments: Full business case submission

**Recommendations**  
EMB is recommended to:  
  
Approve this business case submission

**Purpose of this Review:**  
For consideration and approval

**Paper Summary**  
  
The purpose of this project is to meet and stimulate demand for walking and cycling trips for spectators and workforce during a) the London 2012 Olympic Games and Paralympic Games, to the Olympic Park and other competition venues within and outside London and b) legacy. The project will also assist in freeing up public transport capacity during the Games. This will be achieved through the delivery of walking and cycling route infrastructure enhancements. ODA investment in these route enhancements will be focused on the Olympic Park and river zone venues, but with a number of improvements at other London venues and venues outside of London.

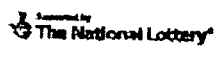
**Key Risks & Issues**  
  
1. **Development planning and design phase:** Risk of delays in the planning and feasibility phase of the project  
2. **Stakeholder issues:** High level of scrutiny and aspiration of walk/cycle schemes could result in delay of implementation of individual schemes  
3. **Implementation phase:** Unforeseen problems relating to deliverability of individual schemes.

**Timetable of Key Reviews / Events**

Meeting Name	Date
Meeting Name	Date



LONDON 2012



Document Identifier:  
Created by:  
Status:  
Version:

## 1. Introduction

1.1 The purpose of this project is to meet and stimulate demand for walking and cycling trips for spectators and workforce during both the London 2012 Olympic Games and Paralympic Games, to the Olympic Park and other competition venues within and outside London, and for legacy. The project will also free up public transport capacity during the Games. This will be achieved through the delivery of walking and cycling route infrastructure enhancements including;

- New cycling/walking routes
- Junction/road crossing improvements
- Improvements to existing off-road routes such as surface upgrades
- Route access point upgrades
- Signage improvements

## 2. Background

2.1 Demand forecasts undertaken for walk and cycle to the Olympic Park and river zone venues during the Olympic Games indicate that mode share for these modes could be around 7.2% (5.5% walking and 1.7% cycling). On peak days this equates to 14,000 spectators walking and 4,420 spectators cycling to the Olympic Park. In addition to meeting demand for walking and cycling trips during the Games the ODA investment in walking and cycling infrastructure will have a significant legacy benefit, through ensuring improved connectivity to the Park and other venues for local people for at least 20 years beyond 2012. Strategic 'Greenway' walking and cycling routes linking to the Olympic Park and river zone competition venues have been identified and these routes will be the focus of ODA investment.

2.2 A number of studies have been undertaken to assist with the development of this project and the identification of priority schemes. The project is shortly to move into the detailed design, approval and delivery phase.

## 3. Rationale

3.1 The benefits of undertaking this project can be summarised as;

- Enabling greater numbers of spectators and workforce accessing Games competition venues and events by non-polluting, sustainable modes.
- Assist with key ODA Sustainability objectives of tackling climate change, promoting inclusivity and promoting healthy lifestyles.
- Assist in spreading the demand for travel to Games competition venues across modes.
- Provide and enhance local walking and cycling permeability into competition venues for the benefit of local communities.
- Support the long term development of walking and cycling in London.

## 4. Proposals

4.1 Transport for London Cycling Walking and Accessibility is the lead delivery partner for the delivery of projects in London. The within London workstream focuses on the delivery of route enhancements to 8 'Green' walking and cycling routes connecting to the Olympic Park and river zone venues.

4.2 At a local level walking and cycling schemes will be delivered by local authorities and other organisations such as British Waterways. ODA Transport will maintain overall

responsibility for the project, and will adopt an oversight and assurance role to ensure the project objectives are achieved, and the project is delivered according to agreed programme milestones.

- 4.3 A number of small scale walking and cycling enhancements at venues outside London will also be delivered as part of this project. These will assist in meeting demand for enhanced numbers of walking and cycling trips in Games time, and will have a legacy benefit.
- 4.4 The budget at outturn prices (excluding contingency) for the within London work stream is £ [REDACTED] and the outside London work stream has been allocated a sum of £ [REDACTED]. This business case seeks authority for the release of the £ [REDACTED] included in the baseline budget which includes £ [REDACTED] of QRAP80 contingency.

**Paper submitted by:**

Paul Neal - Head of Games Family and Surface Transport

**Endorsed by (EMB Member):**

Hugh Sumner - Director of Transport