

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting: 20th September 2011

Subject: Impact of 2012 Olympics on Harrow
transport and road network
infrastructure

Key Decision: No

Responsible Officer: Brendon Hills – Corporate Director –
Community and Environment

Portfolio Holder: Councillor Philip O'Dell – Deputy
Leader & Portfolio Holder for
Environment and Community Safety

Exempt: No

**Decision subject to
Call-in:** Yes, following consideration by the
Portfolio Holder

Enclosures: **Appendix A** - Timeline for
Olympic/Paralympic Games

Appendix B - Plan of London Olympic
venues

Appendix C - Plan of Olympic Route
Network

Appendix D - Plan of protected
routes for roadworks in Harrow

Section 1 – Summary and Recommendations

This report sets out the background to the likely impact of the 2012 Olympic and Paralympic Games on transport generally in London. It identifies steps that have been undertaken to mitigate the effects of the Olympic and Paralympic Games on Harrow's residents and businesses and road and transport infrastructure in general. It invites the Panel to indicate if they wish to pursue temporary parking controls around key underground stations to assist residents and businesses during the games.

Recommendations:

- i) The Panel is requested to note for information the background to the likely impacts of the 2012 Olympic and Paralympic Games;
- ii) The Panel is requested to indicate if they wish to pursue introducing temporary parking controls around key stations on the Jubilee Line during the 2012 Games period;
- iii) If the Panel agree to ii) above to recommend to the Portfolio Holder for Community and Environment that temporary parking controls for the 2012 Olympics are pursued and a more detailed report on the subject be presented to the November 2011 Panel meeting.

Reason: To consider and mitigate the effects of the 2012 Olympic and Paralympic Games on residents and businesses within Harrow.

Section 2 – Report

Background

- 2.1 The London Olympic and Paralympic Games have been described as the country's largest peacetime logistical operation and present London and the UK with a huge transport challenge.
- 2.2 The Olympic Games will run from 27th July to 12th August 2012 and the Paralympics follow from 29th August to 9th September 2012. Clearly there will be a considerable amount of activity leading up to and following the official games periods. A timeline is attached as **Appendix A** which also highlights other major events in London around this time.
- 2.3 A 240 page transport plan has been published which sets out the organisers and key stakeholders plans for dealing with and mitigating the effects of the games on transport in London and the UK.
- 2.4 The 2012 games offer unique opportunities for communities, creating jobs, improving London's Transport infrastructure and giving a huge boost to tourism, provide thousands of volunteering opportunities, a four year cultural festival and will enhance London's global reputation. It is

considered that all London Boroughs have a vital role to play to secure these benefits and ensure the successful delivery of the Games.

- 2.5 The overarching vision of the games is “to host an inspirational, safe and inclusive Olympic and Paralympic games and leave a sustainable legacy for London and the UK”
- 2.6 Over the 16 days of the Olympics approximately 8.8 million spectator tickets are available for the competitions with approximately 2 million tickets available for the 11 days of events.
- 2.7 In addition to the spectators there are expected to be a workforce of around 200,000 and 70,000 volunteers who will need to travel to the various venues adding to the demand for transport. Of course the games are also likely to attract a considerable numbers of tourists who will want to visit London to visit the many cultural and historic locations throughout the capital rather than spectating at the Olympics. A plan of the location of the Olympic venues in London is attached at **Appendix B**
- 2.8 There has been a £6.5 billion programme of investment in transport upgrades ahead of the games however the Olympic Delivery Authority (ODA) have stated that even with this investment the transport system in London will be busy on all days during the summer of 2012 which will mean people have to plan ahead and change their transport patterns. It will be “business as unusual”.

Transport Strategy

- 2.9 The importance of transport to the delivery of successful Games was recognised at an early stage during the bid and planning began in 2003. The strategy has evolved over time in response to the requirements of various organisation involved.
- 2.10 The main strands of the transport strategy are:
- Ensure the athletes are the top priority
 - Aim to achieve almost 100% of spectators with tickets to travel by public transport, walking or cycling
 - Keep London and the UK moving during the Games
 - Ensure the Games are accessible from all parts of the UK
 - Leave a lasting positive legacy
 - Achieve maximum value for money
- 2.11 To facilitate the movement of athletes, team officials, press, broadcasters and other officials a system of routes have been devised known as the Olympic Route Network (ORN) and Paralympic Route Network (PRN). These comprise a network of roads that will link accommodation, competition venues and key non-completion locations such as Heathrow Airport.
- 2.12 None of these routes lie within Harrow, the nearest being the North Circular in Brent serving Wembley Stadium and Arena which will be

hosting some of the events. The ORN can be seen on the plan in **Appendix C**.

2.13 A variety of temporary traffic management measures will be implemented along the ORN and PRN to ensure reliable journey times for official vehicles whilst minimizing the impact of Games traffic on other road users. These measures include:

- Changes to traffic signal timings
- Restricted turns and road closures
- Junction improvements
- Alterations to kerbside stopping, waiting and loading controls
- Suspension of bus lanes, bus stops and pedestrian crossing facilities
- Parking restrictions
- Games Lanes
- Diversionary routes
- Traffic signs and markings

Freight Transport

2.14 The ODA have advised that although the majority of spectators to the games will travel by public transport many roads in London will be busier than usual at certain times. The additional demand for goods and services in addition to the existing day to day traffic does represent some challenges especially when the additional effect of associated and cultural events, yet to be fully announced, are taken into account.

2.15 TfL and the ODA are working with a range of businesses organizations such as the Freight Transport association, Road haulage Association, the Federation of Small Businesses, Chambers of Commerce, and Freight Quality Partnerships to ensure that knowledge about the impact of the Games is distributed to the widest audience. Those areas with the highest impact are being particularly targeted.

2.16 The early engagement of customers and suppliers is key to mitigating the impact on the commercial livelihood of London. Some of the measures being proposed are:

- Changing the timing of deliveries
- Changing the location of delivery points
- Pre-games ordering and stockpiling of goods where possible
- Changing maintenance and servicing schedules
- Rescheduling office moves and pre-planning refurbishment and construction works
- Reducing vehicle movements through collaborative working
- Use of Delivery and Servicing Plans being supported by TfL

Provision of Information

2.17 To assist participants, spectators and mitigate the effect of all public

transport and road users during the Games it is important that effective and up to date information is available to the public to enable them to make informed decisions on their journeys and mode of transport.

- 2.18 The ODA and TfL are establishing a co-coordinated system of communication centers and will be working with the media to give real time advice and alerts about network problems, incidents and planned events. A spectator travel planner will be available soon that will provide facilities for disabled users.

Impact of Games on Harrow

- 2.19 There are no Games venues within the borough although all residents and businesses are likely to experience the general effects of the Games, identified above, during the lead up to and during and following the actual Olympic and Paralympic events.
- 2.20 The nearest venue for events is the Wembley Stadium and Arena complex. The effects of events at this venue are already well known and to some extent residents and businesses have already become accustomed to these.
- 2.21 The main conduit to affect Harrow both for the Wembley venues and the Olympic Park, North Greenwich, Lord's, The Mall, Hyde Park is the Jubilee Line that has its terminus at Stanmore. Parking pressures around the Stanmore terminus have to some extent been dealt with by the extension of the Stanmore CPZ in 2009 which was substantially funded by the S106 agreement established between Brent and the Wembley Stadium developers.
- 2.22 There are additional Jubilee Line stations at Canons Park, Queensbury and Kingsbury that could also be affected. The Canons Park Station area is currently under review and it has been highlighted to residents that there is the possibility of implementing additional parking controls, if residents agree, immediately prior to the start of the Games.
- 2.23 There are currently no parking proposals for the area around Queensbury Station in Harrow (the station is located within Brent close to the borough boundary) but has already been the subject of an increasing number of complaints in recent months. A CPZ is in place within Brent around the station area.
- 2.24 Kingsbury Station lies just outside the south eastern corner of the Borough. Although the immediate area in Harrow has been subject to some double yellow lines at junctions and bends in recent months the pressures on parking are great. Any additional parking pressure is likely to lead to significant obstruction of vehicle crossovers.
- 2.25 Parking pressures are likely to a lesser extent at other stations within Harrow which can provide access to Olympic venues, and associated cultural events. However, the effects will be more significant at those locations surrounding Jubilee Stations and so these should be the main focus of attention.

- 2.26 It is unfortunate that the ODA Travel Plan does not highlight the potential effects of the Games on outer London Boroughs like Harrow who have terminal stations likely to attract a considerable number of additional journeys. Indeed the Portfolio Holder for Community and Environment wrote to London Councils, the organization representing the interests of all London Boroughs, to highlight the lack of clarity and detail for boroughs to plan local arrangements. No financial support has been provided to more distant from Olympic Venues and routes other than for Look and Feel merchandise. This is despite the rising expectations for resources given that the Games are now less than 1 year away.
- 2.27 Although the Olympic Route Network (ORN) does not pass through Harrow there are concerns about possible contingency arrangements for emergencies, blockages or other effects on the ORN. Although it is understood that TfL have some arrangements in mind they are not currently sharing the information with boroughs like Harrow.
- 2.28 With Wembley and other large events the limited capacity of the station car park, owned by TfL, has been brought into question by the Public. There have already been calls from the public to create a park and ride facility. However this does not form part of the ODA and TfL Transport Plan strategy although there are some 2012 Games Coach services to the main Olympic venues planned from Harlow, Stevenage, Welwyn Garden City and Luton Airport together with places further a field.
- 2.29 There is the question over whether the Council should provide temporary parking and/or additional controls around stations to deal with the additional parking pressures the local community is likely to face. Indeed London Councils issued a member briefing at the time of writing this report which sets out that Boroughs need to assure themselves they are sufficiently prepared for the challenges of 2012. Their key suggestions covering Harrow are:
- Important to remember there will be a significant and sustained impact across London's public transport. Several train operation companies are considering varying or reducing their suburban services
 - There will be exceptional demand for parking space near rail and transport hubs. Boroughs need to ensure their current levels of parking restrictions are fit for purpose. They may need to consider enhancement at Games Times.
 - As Business consumers Boroughs have a role to play in ensuring their supply chain contributes to the drop in background travel demand.
 - As Employers Boroughs need to consider how many staff are essential and how they could be encouraged to take leave or work away from the office during the busiest times of the Games
 - As Community leaders Boroughs need to explain the local impact to residents and businesses
- 2.30 Guidance was made available to managers and staff through the

Council's intranet in June 2011 and a staff briefing was made available in July 2011. These dealt with some of the issues highlighted above.

Road Network

- 2.31 The Council in performing its traffic management duties is working with Transport for London in protecting key routes during the Olympic period. Although there are no Olympic Route within Harrow there is the possibility of diversionary routes, as discussed above.
- 2.32 As part of Clearway 2012 officers have identified several key routes where we wish to protect them from any planned works. This will ensure that the statutory undertakers and other bodies do not carry out any works on the selected parts of the network during the period of the Games from the end of June 2012. These routes are shown on the plan in **Appendix D**.

Enforcement Resources

- 2.33 Clearly any additional parking controls that might be considered will need adequate enforcement and this matter has been raised. The requirements will be monitored through the regular monthly liaison meetings that take place between the traffic and enforcement sections.
- 2.34 It is too early at this stage to quantify what effects the Olympics will have on resources.

Possible Temporary Parking Controls/ Enhancements

- 2.35 Consideration has been given to the possibility of providing temporary parking controls around Jubilee Line Stations during the games period. These could form temporary parking restrictions where none exist or enhancements for areas that have limited controls. For example The Controlled Parking Zone (CPZ) B covering the area to the west of Stanmore Station covers Mon-Fri 3pm to 4pm and Zone H to the east of the Station covers Mon-Sat 10am-11am
- 2.36 Initial discussions with the Department of Transport (DfT) has shown that they would be receptive in principle to giving approval to temporary enhanced parking controls. These could take the form of authorized signs at entrances to roads stating "Permit Holders Only beyond this point" with the relevant times and dates. These would need to be supported by legal traffic orders in the normal manner. Qualifying residents and businesses would need to be issued with a temporary permit.
- 2.37 Currently no additional funding has been made available externally that would allow these temporary restrictions to be progressed. Neither has any staff resource been allocated in the current programme. One option would be to consider the use of monies from the Harrow Capital programme which would impact on the ability to deliver the current programme agreed at the June panel meeting.
- 2.38 The questions are:

- Should the Council pursue the principle of establishing temporary parking controls around Jubilee Line Stations?
- If agreed, should these be progressed if no external funding is identified?

2.39 If the Panel wishes to pursue the matter then a more detailed report could be presented to the November Panel meeting. However the timescales are tight given that legal and administrative procedures are involved. Preparation and consultation work including obtaining DfT approval would be required within 2011/12 and with the lack of external funding the only practical source would be to revise the 2011/12 programme agreed at the June panel meeting. The main implementation and legal processes would take place in 2012 and could be included in the 2012/13 programme. This is normally reported to the February Panel meeting which recommends a programme of works to the Portfolio Holder for Community and Environment. At this meeting the likely funding from the Harrow Capital programme is generally known.

2.40 In the recommendations the Panel is requested to indicate how they would like to proceed.

Financial Implications

2.41 There is no current funding available to carry out any temporary parking controls that may be recommended from this report. The council is seeking external funds through London Councils and any update will be given at the Panel meeting.

2.42 If the Panel does recommend to progress any temporary parking measures then the options for funding would be reported to the November Panel meeting.

Risk management Implications

2.43 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include any schemes which are an outcome of this report. The risk register is included in the Community & Environment Directorate Risk Register.

Equalities Implications

2.44 An equality impact assessment (EqIA) will be carried out if members decide to recommend that officers look at developing parking controls as suggested in the report.

Corporate priorities

2.45 Any temporary parking measures in the report support the corporate priorities:

- Keeping neighbourhoods clean, green and safe

- United and involved communities: a Council that listens and leads
- Supporting and protecting people who are most in need
- Supporting our Town Centre, our local shopping centres and businesses

Section 3 - Statutory Officer Clearance

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|---------------------|-------------------------------------|---|
| Name: Kanta Hirani | <input checked="" type="checkbox"/> | on behalf of the Chief Financial Officer |
| Date: 30/08/11 | | |
| Name: Matthew Adams | <input checked="" type="checkbox"/> | on behalf of the Monitoring Officer |
| Date: 01/09/11 | | |

Section 4 - Contact Details and Background Papers

Contact:

Paul Newman, Team Leader - Parking & Sustainable Transport
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Background Papers:

Transport Plan for the London 2012 Olympic and Paralympic Games Jun 2011
 published by Olympic Deliver Authority

London Councils Member Briefing 2012 Transport

TfL London Streets Clearway 2012 Rules of Engagement for Planned Works
 May 2011