

The most precarious aspect of the original London 2012 bid was a perceived inability of London to meet the transport demands of millions of sports tourists, athletes and officials that would be attending the Games.



Image created by [Wally Gobetz](#) and reproduced under a [Creative Commons licence](#).

Olympics Minister Tessa Jowell commented that: *'Reliable and efficient transport will be crucial to the success of London 2012 and we are determined to get it right...'* *'Railway lines, trains and stations are being upgraded to cope with the thousands of athletes, volunteers and spectators who will travel to the Games each day. We want to make sure spectators have a choice of ways to get to the Games, whether it's by public transport, bicycle or on foot.'*

Lord Sebastian Coe successfully mechanised a bid that dealt with the crucial and pivotal transport issue. The following key upgrades have subsequently been implemented:

Stratford Regional Station

A £100million upgrade investment (including a new Westbound Central line platform) will meet the demands of Olympic visitors, and also serve the community well by effectively coping with the projected doubling in commuter traffic that will occur by 2016.

West Ham

Spectators will use West Ham station to enter the South entrance of the Olympic Park by walking along an improved section of a walking and cycling track known as 'The Greenway'. The upgrade will include a temporary route directly from the District & Hammersmith & City line platform.

Bus and Coach Upgrades

An enhanced bus and coach network will service travel to all Olympic sites, including a shuttle bus provision between train and underground stations and the Olympic venue, if the distance is deemed too far to walk.

Docklands Light Railway (DLR)

An £80million investment will provide a significant legacy impact, linking together areas of East London that previously did not benefit from decent transport links. This includes a line extension between King George V and Woolwich Arsenal stations, and a new line extension between Canning Town and Stratford.

Stratford International Station

The jewel in the crown in London 2012's upgrades and legacy. The Station will run a high speed 7 minute train service from Central London to Stratford during the Games (the *Javelin*). Stratford International will also form part of the upgraded DLR extensions.

Olympic Route Network (ORN)

A new Transport Coordination Centre will unite Transport for London, the Department for Transport, the Highways Agency and

emergency services, in order to ensure that everyone involved in the Games (most notably Olympic athletes, coaches and officials) are able to travel between sites without problems. This will involve limited public access to the ORN and the Paralympic Route Network (PRN) so that Olympic and Paralympic participants can be given priority. No actual road upgrades will be made.

Walking and Cycling

The Games are a great way of promoting health (health is a sustainability issue that forms a crucial part of the legacy impact of the Games). The public are encouraged to travel to many Olympic sites in this manner, if they are able. Main walking/cycling routes to the Games sites are being upgraded, including the Lea Valley North, Epping Forest, Elevated Greenway, Lower Lea and The Royal Docks, Limehouse Cut, Victoria Park & Stepney, Hackney and Greenwich routes.

KEY CONSIDERATIONS

Key transport-related considerations for all stakeholders involved in the Games (athletes, officials, spectators, residents of London, volunteers, etc) include:

- ❖ prioritising public transport, cycle and walk modes as the best way to get to the venue;
- ❖ highlighting accessible transport routes;
- ❖ maximising use of shared transport, rather than individual vehicles;
- ❖ utilising accessible vehicles where appropriate;

- ❖ utilising low emission vehicles where public transport is not an option;
- ❖ reducing the distance, travel time and number of journeys required
- ❖ the need to manage emissions and local congestion issues



LOCAL DISRUPTIONS

Large portions of the underground network (particularly in East London) currently have to be regularly closed for development work and disruption to regular services is inevitable. A key consideration might be minimisation of disruption to local trade when these disruptions have to occur.

TRANSPORT VISION

In terms of sustainability, London seems to be effectively hitting targets for the achievement of a lasting legacy for the people of London, with LOCOG Chairman Sebastian Coe commenting that:

'These transport improvements demonstrate again what is meant by London 2012's vision to use the power of the Games to inspire lasting change. Not only are they essential to ensure a memorable experience for athletes,

spectators and the general public during Games-time, but their lasting legacy will deliver benefits for commuters and families for years to come.'

START THE DISCUSSION

- ❖ Why are sustainability issues so important when developing a transport strategy?
- ❖ How will London benefit in legacy terms from the Olympic Games in 2012?
- ❖ What impact will transport infrastructure upgrades have on commerce in the area?
- ❖ Can you see any potential issues that might arise despite the upgrades?
- ❖ What other legacy goals might these transport plans aid in realising?

FIND OUT MORE

To obtain a transport plan, email:
transportplan@london2012.com

CREDITS

© Oxford Brookes University 2010. oxb:060111:014dd

This resource was produced as part of the [2012 Learning Legacies Project](#) managed by the HEA Hospitality, Leisure, Sport and Tourism Subject Centre at Oxford Brookes University and was released as an Open Educational Resource. The project was funded by HEFCE and part of the JISC/HE Academy UKOER programme. Except where otherwise noted above and below, this work is released under a [Creative Commons Attribution only licence](#).

**Exceptions to the Licence**

The name of Oxford Brookes University and the Oxford Brookes University logo are the name and registered marks of Oxford Brookes University. To the fullest extent permitted by law Oxford Brookes University reserves all its rights in its name and marks, which may not be used except with its written permission.

The JISC logo is licensed under the terms of the Creative Commons Attribution-Non-Commercial-No Derivative Works 2.0 UK: England & Wales Licence. All reproductions must comply with the terms of that licence.

The Higher Education Academy logo and the HEA Hospitality, Leisure, Sport and Tourism Subject Centre logo are owned by the Higher Education Academy Limited and may be freely distributed and copied for educational purposes only, provided that appropriate acknowledgement is given to the Higher Education Academy as the copyright holder and original publisher.

**Reusing this work**

To refer to or reuse parts of this work please include the copyright notice above including the serial number. The only exception is if you intend to only reuse a part of the work with its own specific copyright notice, in which case cite that.

If you create a new piece of work based on the original (at least in part), it will help other users to find your work if you modify and reuse this serial number. When you reuse this work, edit the serial number by choosing 3 letters to start (your initials or institutional code are good examples), change the date section (between the colons) to your creation date in ddmmyy format and retain the last 5 digits from the original serial number. Make the new serial number your copyright declaration or add it to an existing one, e.g. 'abc:101011:014dd'.

If you create a new piece of work or do not wish to link a new work with any existing materials contained within, a new code should be created. Choose your own 3-letter code, add the creation date and search as below on Google with a plus sign at the start, e.g. '+tom:030504'. If nothing comes back citing this code then add a new 5-letter code of your choice to the end, e.g.; ':01lex', and do a final search for the whole code. If the search returns a positive result, make up a new 5-letter code and try again. Add the new code your copyright declaration or add it to an existing one.