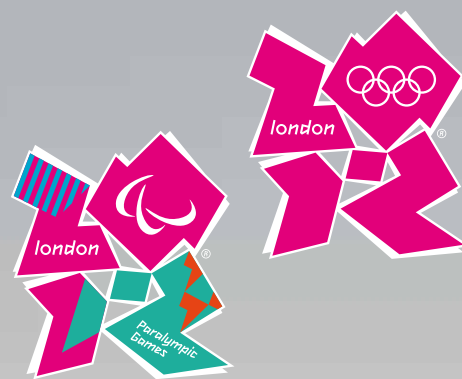


December 2009



On track



Our aim is for 100 per cent of spectators to get to the London 2012 Olympic and Paralympic Games by public transport, walking or cycling.

To meet this aim, the Olympic Delivery Authority (ODA) is making and contributing to improvements right across the transport network. Many of these improvements have already been delivered, and the remainder are underway and on track to be completed by the end of 2010.

Further improvements are being made by our delivery partners. Much of this work has been brought forward for the Games.

This transport investment will not only benefit passengers before and during the Games, but it will provide better transport for generations of passengers long after 2012.

As the world's biggest sporting event, the London 2012 Games will bring a huge sense of excitement across London and the UK as spectators make their way to cheer on the world's best athletes.

We will be working with businesses and residents in the months to come to make sure everyone has the information they need to plan their journeys in 2012, so the Games can be a success.

'Next year will be a significant one for Londoners as Transport for London delivers a number of key Games-related transport projects, including re-opening the extended East London Line, completion of the Jubilee Line upgrade, new London Overground trains entering service and the opening of the DLR extension to Stratford International Station.

'As the lead transport delivery partner for the London 2012 Games, we will provide fast and reliable transport for the Games and keep London moving for people going about their everyday business. We continue to work closely with the Olympic Delivery Authority towards this common aim.'

Peter Hendy
London's Transport Commissioner

Delivered

Passengers are benefiting now from the transport investment made by the ODA and its delivery partners, with a number of projects already delivered.



Light fantastic

As part of its investment of almost £80m in the Docklands Light Railway (DLR), the ODA is co-funding 22 new DLR railcars to boost capacity across the DLR network. The first of these accessible railcars are in service and will be used to run three-car instead of two-car trains from early 2010. Work to convert the former London Overground platforms at Stratford Regional to DLR operation for its new extension – from Canning Town to Stratford International – is well underway. The DLR's second crossing under the River Thames to a new station at Woolwich Arsenal opened in January 2009.

All aboard

Domestic trains are stopping this year for the first time at Stratford International Station. The ODA helped fund a 36m-long bridge that forms a new entrance and exit at the station. It will improve accessibility at the station and significantly shorten the walking distance to Stratford Regional Station.

Access all areas

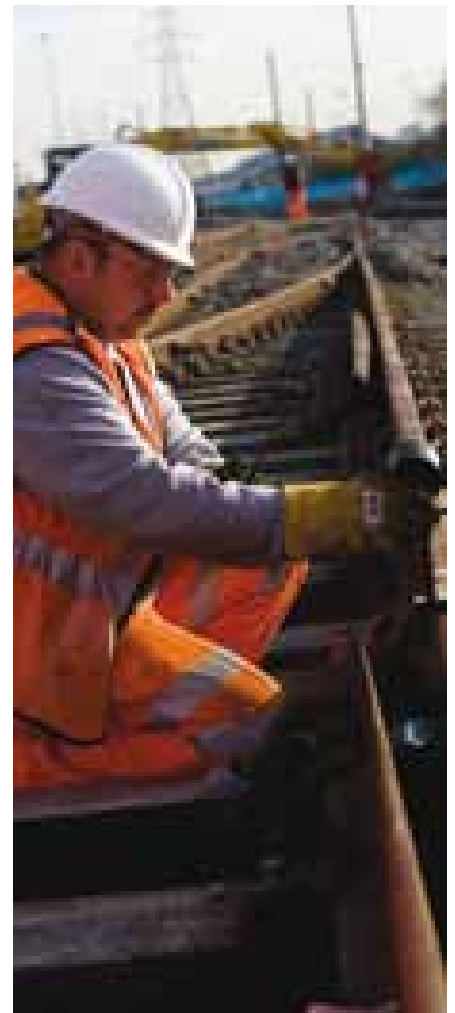
Plans to provide more accessible transport options for spectators during the London 2012 Games have moved ahead, with the first of the new lifts at Stratford Station already improving access for passengers. These plans and improvements are described in London 2012's 'Accessible Transport Strategy', published in May 2008.

'The ODA has been a key contributor to Docklands Light Railway's extensions and upgrades. Its investment of nearly £80m so far is now coming to life across the network with new rail carriages running, three-carriage trains set to operate in early 2010 and the Stratford International extension opening in summer 2010. There is still more to be done but we are on track to play a key role during the London 2012 Olympic and Paralympic Games.'

Robert Niven, DLR Head of Development and Planning

Recycling the railway

The first major transport project was delivered ahead of time and well within budget. The ODA relocated a large railway sidings depot – used to 'park' extra trains only needed during peak hours – from the heart of the Olympic Park to make way for venue construction. It built a replacement 12-track facility to the Park's north-east at Orient Way. The project received a top award for sustainable construction: 99 per cent of demolition material from the original site was recycled or reused, including 2,970m of track.



On track

Other projects to improve transport across London are moving ahead and are on track to finish well before the London 2012 Games.

Games 'gateway' station

The first of the major improvements to Stratford Regional Station have been delivered. Passengers are already using two of the new lifts, and wider, longer and clearer platforms. Other improvements, such as wider staircases, a new upper-level station entrance and a new westbound Central Line platform, are on track for completion by the end of 2010.



Ready to depart

Operational planning – timetabling, service patterns and customer information – is moving up a gear. The ODA is working closely with Train Operating Companies, Network Rail, London Underground and the DLR to maximise Games-time rail services for spectators.

All together now

For the first time during the Games, transport operations from all modes across the nation will be fully integrated and co-located within a new Transport Coordination Centre (TCC). Plans for the TCC have now been agreed and its first Test Event will be New Year's Eve 2010.

Stride and ride

The ODA is investing £10m to enhance walking and cycling paths linking London 2012 venues. Work has already started on the Regent's Canal towpath towards the Olympic Park and the Thames Path leading to the North Greenwich Arena and Royal Artillery Barracks in Woolwich. Improvements include re-surfacing paths, installing clearer signs, and better entrance and exit points. Supported by an Active Travel Programme, this work is part of London 2012's aim to get more people more active.



'The London 2012 Olympic and Paralympic Games are about sport, not transport. Our job is to enable spectators to get to the venues with ease, whether they're watching Football in Manchester, Tennis at Wimbledon or going to the Olympic Park. We also have to make sure it's business as usual for millions of people who use the railway. That's why our work is well underway planning the train timetables, preparing our London stations and making improvements in the capital and beyond.'

Iain Coucher, Chief Executive of Network Rail

Green deliveries

The ODA is maximising use of rail freight to deliver construction material to the Olympic Park in a sustainable way. It has a target of delivering 50 per cent (by weight) of material by rail or water, and is exceeding this through rail alone at present.

Up ahead

New and improved transport links will continue to be delivered to provide better transport for spectators and for all passengers before, during and long after the London 2012 Games.

On your marks

The roads making up the Olympic Route Network, on which athletes, technical officials, press, broadcast and other officials will travel, have been identified. Consultation on the network is taking place with local authorities, residents, businesses and other road users.

Wheels in motion

The ODA is close to finalising contracts for its 1,000-strong bus and coach fleet that will boost spectator transport options. These vehicles will be used to deliver the ODA's venue-specific and strategic park-and-ride options, which will be supported by a direct coach network from across the nation.



Need for speed

The high-speed Javelin® service, which will use domestic high-speed trains to run from St. Pancras International into the Olympic Park during the Games, beat its estimated seven-minute journey time during its first time trial this summer. It arrived in six minutes and 45 seconds.



Cruise control

The ODA is upgrading some of London's piers and canals and working with riverboat operators on ways to maximise river services for spectators travelling to London 2012 events.

Fine lines

Work to upgrade the North London Line, operated by London Overground, has started, with the first of the new air-conditioned trains already providing a breath of fresh air for passengers. Meanwhile, test running is taking place ahead of the reopening of the extended East London Line, which will feature new and fully accessible trains. Improvements to the Victoria and Jubilee Lines, through new trains and better signalling, are also underway.

Go west

West Ham Station will be used by passengers accessing the southern entrance of the Olympic Park, via The Greenway. Cost-effective temporary work is due to begin at the station in mid-2010 to get it ready for the Games and to minimise the impact of increased passengers on regular commuters and nearby residents. Permanent improvements, such as new CCTV and lighting, will also be made.

'High Speed 1 has been a strong supporter of the London 2012 Games since the bid and we have been working in partnership with the ODA since it was formed. We're pleased to be a central part of the transport success story for the Games in 2012 and thereafter.'

Paul Chapman, Managing Director, High Speed 1, which operates high-speed lines to mainland Europe

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MAYOR OF LONDON

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