

# Report to Task and Finish Review on The 2012 Games – Is Buckinghamshire Ready?

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<b>Title:</b>	<b>Transport for Buckinghamshire – Eton Dorney 2012 access planning</b>
<b>Date:</b>	11 <sup>th</sup> August 2011
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## Background

1. In 2007 Transport for Buckinghamshire (TfB) began working in partnership with South Bucks District Council (SBDC), Slough Borough Council (SBC), Royal Borough of Windsor and Maidenhead (RBWM) and the Olympic Delivery Authority (ODA) to prepare for the arrival of the Olympic and Paralympic Games at the Eton Dorney site in July 2012. For transport related issues Buckinghamshire County Council is acting as the lead authority and working in liaison with adjoining authorities and representing in matters related to the Eton Dorney Venue. Sean Rooney as County Traffic Manager and Strategic Client Compliance Manager is acting as the strategic Lead.
2. As the plans related to the delivery of the Games has progressed and increased, work has progressed and now multiple working groups, including input from the Olympic Delivery Agency, (ODA) and London Organising Committee for the Olympic Games (LOCOG), numerous officers and teams within Buckinghamshire County Council are progressing towards the common goal of delivering the 2012 Olympics at the Eton Dorney site.
3. The ODA are responsible for the Games Family and their ability to arrive at the venue in good time for the events programme.
4. LOCOG are responsible for the actual venue and the visitors to the venue along with ensuring the impact on local residents and businesses is minimised.
5. The Eton Dorney site will be home to the Rowing and Canoe Sprint competition events. Only one competition session will be held per day of competition. For the Olympic Games each day's session will be held between 09:30 and 14:30, from Saturday 28<sup>th</sup> July to Saturday 11<sup>th</sup> August 2012. During the Paralympic games each day's session will be held between 09:30 and 12:30, from Friday 31<sup>st</sup> August to 2<sup>nd</sup> September 2012.

## Summary

### Transport Staff Involvement prior to the Games

6. Transport for Buckinghamshire staff are currently involved in multiple working groups across the full spectrum of issues related to the delivery of the Eton Dorney venue for the Olympic and Paralympic Games. These include, but is not an exhaustive list, development control issues, parking issues, park and ride, communications, rights of way and working with businesses.
7. To help manage the outcomes of these meetings and make sure that work is not being duplicated TfB has set up a monthly Coordination Group to feed back meeting outcomes and progress actions consistently (Terms of Reference for this group are included in Annex 1). This group has been meeting for at least 18 months and will continue to meet up to the Games period.
8. This Coordination Group includes representatives from Rights of Way, Communications, Resilience, as well as Maintenance, and works to deliver a consistent message from across all services of the County Council to members of the various Olympic groups. Ian Barham, the Bucks 2012 Coordinator also attends the Group.
9. The Coordination Group is also responsible for coordinating the various workstrands across TfB and the interactions with the various teams within LOCOG, ODA, BCC and our colleagues from adjoining and District Councils, producing a Transport related risk register (see Annex 2 and further in the report) and represent Transport issues at the wider governance meetings that are organised by ODA and LOCOG along with the GOE.
10. To further facilitate this TfB have recently secured an Engagement Officer (Dan Elworthy), who will be funded by the ODA. Dan is currently based in County Hall, Aylesbury, but works across all the Local Authorities involved in the delivery of Eton Dorney. His role is to ensure correct engagement with the local Communities affected by the games, and provide a consistent approach and messages across all the Local Authorities. He is working in close liaison with engagement officers from both the ODA and LOCOG and has been actively involved in some of the public awareness sessions that have been promoted by the ODA and LOCOG.
11. In addition to this we also have a member of staff (Becca Dengler) who has been seconded to work for the ODA, 2 days a week, to work directly with local businesses to help encourage their involvement in reducing the background traffic, from business travel, during and post games time by encouraging businesses to consider alternate working practices during the games period.

### Testing

12. In recent weeks the ODA have been testing the Eton Dorney venue as well as some of the initiatives planned for the Olympic Route Network (ORN), including banned right turns and altered signing on the A4. The recent World

Junior Rowing Championships held at Eton Dorney were successfully managed without noticeable effect on the network.

13. A further test event is to take place between 1<sup>st</sup> and 4<sup>th</sup> September where a canoe sprint event is planned.

#### Torch Relays

14. The Torch Relays are an important element to any Olympic and Paralympic Games, and we are working with the ODA and LOCOG to encourage the decision to be made that both relays visit Buckinghamshire. Currently it is anticipated that the Paralympic Torch Relay may be visiting the Stoke Mandeville site but the details are yet to be confirmed. For the Olympic Torch Relay we know that there will be overnight stops in Luton, Oxford and Reading are anticipating the daytime route may cover Buckinghamshire however the exact details of this are currently not defined..

15. It is also important to note that elements of the cost and resource of enabling this to happen will need to be met by the host Authorities

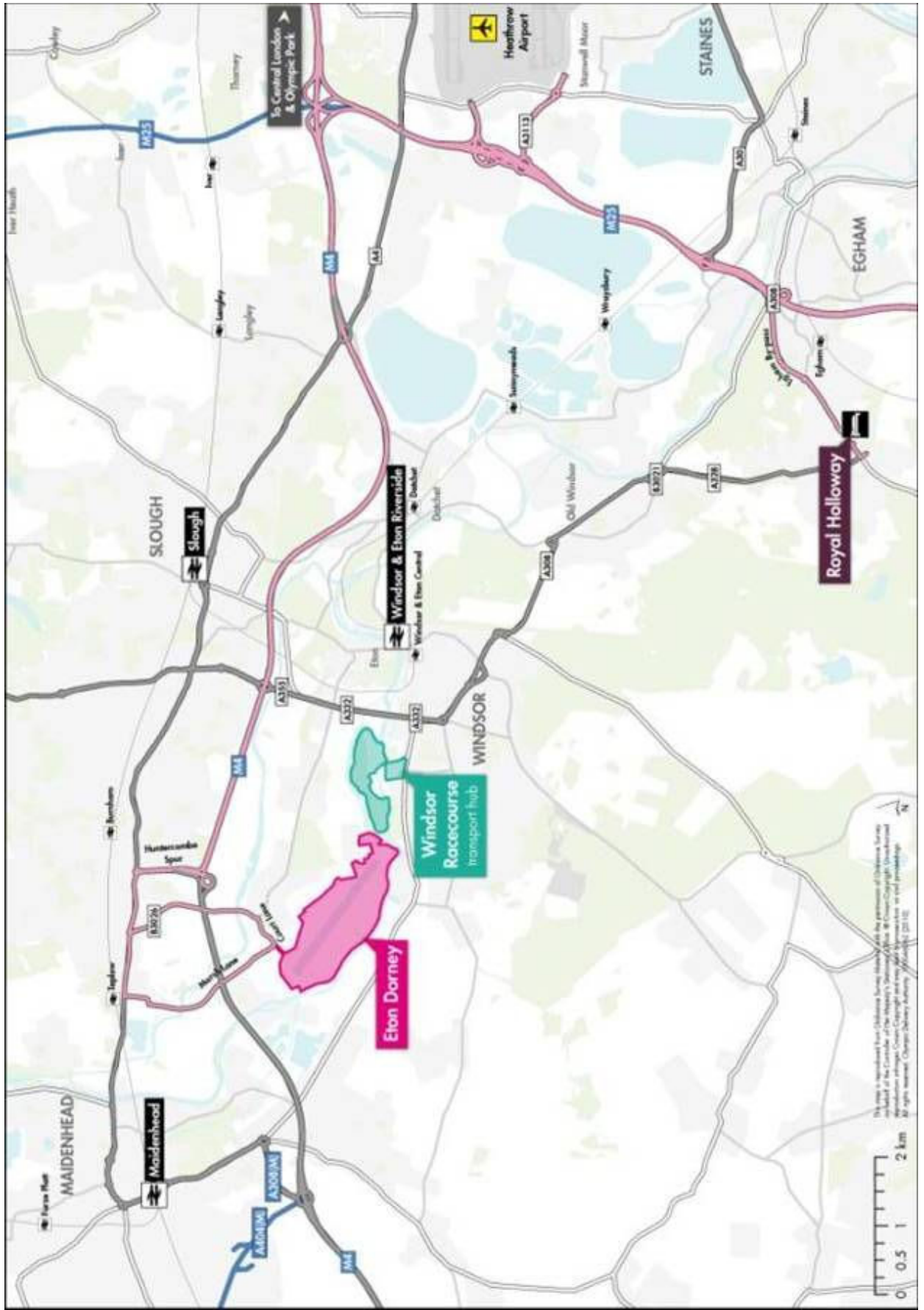
#### Northern Park & Ride (P&R)

16. Concern has been raised, and acknowledged by the Olympic groups, that without a northern P&R traffic congestion may well occur on both the A404 and M4 at locations which are strategic to the successful operation of the wider ORN and PRN. It has also been stated that we need to ensure that the residents of Bucks are able to have easy access to a P&R site and the Northern suggestion would allow residents of Bucks to have this relatively easy access point.

17. The proposed northern P&R site, at Cressex Island, High Wycombe, has yet to be confirmed with the ODA or Wycombe District Council (WDC) however exploratory discussions are well underway and BCC officers are working with both the ODA and WDC to facilitate this option and are continuing to lobby for its inclusion in any plans made by the ODA or LOCOG as it is considered a vital intercept location for spectators coming from the north.

#### Games Time – Olympic Route Network (ORN), Paralympic Route Network (PRN) and Local Area Traffic Management and Parking (LATM&P)

18. The final designs of the proposed measures to allow the effective running of the ORN and PRN are almost resolved. This is a responsibility of ODA and LOCOG to provide these designs, with Local Authorities feeding into these designs. Once complete and agreed, the Traffic Regulation Orders will be able to be developed with a view to publish at the earliest opportunity. The principle ORN and PRN will include the M4 and A4, whilst the secondary route includes the M40 and A355 in Buckinghamshire. The ORN is shown in Map 1 on the following page.



Map 1 – ORN

19. It should also be noted that during the Olympic Games the majority of spectators will be using the southern entrance, via Windsor Racecourse, with only local pedestrian or cycle traffic utilising the northern entrance. The northern entrance will not be publicised nationally and is envisaged for use by local people and cyclists alone. During the Paralympic Games, however, spectators will be entering via the northern entrance, from the A4 as Windsor Racecourse is not available for use. This change around is not anticipated to be a problem as Paralympic traffic will be less.
20. To keep these route networks clear Transport for Buckinghamshire will be providing a dedicated resource who will respond within 15 minutes to all highway issues specifically on these networks. It is expected that this will require at least two shifts, involving two operatives in each shift, and dedicated plant and materials to cover at least a 12 hour period on each competition day of the games. They will be based close to the venue to allow the enhanced response times to be achieved.
21. The LATM&P will cover an area around the competition venue and does not include the ORN or PRN. The details are still being refined with our partners however it has been agreed that any parking enforcement, in South Bucks, will be undertaken and resourced by Thames Valley Police. This is because South Bucks is not a Civil Enforcement Area.
22. In addition to the dedicated ORN and PRN maintenance crew Transport for Buckinghamshire will be prioritising work in South Bucks and particularly the area of the LATM&P to enable our other maintenance and signals crews to tackle any issues, in coordination with SBDC, SBC and RBWM. Our Streetworks Team will also be working closely with utilities companies to manage any emergency works which may be necessary in the area of Dorney during Games time.
23. Finally we will have key members of staff, on site or on standby to coordinate any emergency responses necessary to support the emergency services and our Local Authority partners.

### Risks

24. Whilst work to finalise the ORN, PRN and the LATM&P is well on the way there are a number of risks that will need to be managed. The coordination group has produced a comprehensive risk register (see Annex 2) highlighting the main issues.
25. From Transport for Buckinghamshire's perspective the most significant of these risks, and the expected solutions, are:

Risk	Solution
If ODA and LOCOG do not provide detail design and information in order to commence TRO process <b>then</b> orders will not be in place in time for 2012 games	Pressure being put on LOCOG and ODA to resolve issues. Ian Barham raising through the Nationwide Operations Group. This risk has also been placed on the corporate risk register.

<p><b>If</b> the P&amp;R site in Wycombe is not confirmed <b>then</b> the traffic congestion on the A/M404 into Maidenhead cannot be reduced. This could have a major impact on the journey times on the ORN and PRN and on spectator journey times</p>	<p>Pressure being put on ODA to meet to resolve this issue.</p>
<p><b>If</b> the communications from both BCC and ODA are not well managed <b>then</b> there will be reputational damage to BCC and negative view of the 2012 games</p>	<p>Actively promote and coordinate communications Effectively utilise the ODA Engagement Officer post within TfB Communications Team</p>

### After the Games – Legacy

26. For the most part there is no physical transport related ‘Legacy’ effect, following the end of the games at the Eton Dorney site. The measures that are being proposed are mainly signs and lines which will be removed at the end of the Paralympic Games. The most significant legacy which is anticipated is likely to come from the work undertaken by Becca Dengler, to influence and educate businesses on their travel behaviour during the games. It is hoped that businesses will use the skills they’ve adopted during Games time long after the Games have finished, and will be supported through the links that have been built up over the last year.

### **Resource implications**

27. Whilst there are currently a number of unknowns, which cannot be resolved until the final ORN, PRN and LATM&P plans are signed off, Transport for Buckinghamshire will need to resource a number of elements to support the delivery of these plans. This will include:

- Staff involvement at all Olympic and Paralympic related meetings.
- Potentially covering the cost and resource required to facilitate the Olympic and Paralympic Torch Relay if our request is successful (including signing, temporary TRO’s and staffing).
- Staff support to advertise TRO’s, which is being led by colleagues in SBC.
- Assisting in the delivery and the managing the Northern P&R if our request is successful.
- Providing plant and staff to deliver a 15 minute highway response during games time (over and above normal operations).
- Reprioritising all work for maintenance gangs, including signals and street works, to resolve issues on the network around the Eton Dorney venue during games time.

28. As many of these elements, particularly with regard to issuing TRO’s and signing cover multiple working groups the TfB Coordination Group is working to manage these requests for resource to make sure that duplication is minimised and that value for money can be sought at all levels.

29. We are also working closely with our neighbouring authorities to joint manage the delivery of particular elements. One such example of this is the use of

SBC resource to advertise the TRO's, on behalf of BCC, for the LATM&P work.

### Next Steps

#### 30. ORN:

<b>Date</b>	<b>Action</b>
June 2011	Service Level Agreement submitted for agreement
September 2011	All testing completed
October 2011	TRO's to be published
October 2011	Northern P&R agreement reached
December 2011	Implementation Plan agreed
23 <sup>rd</sup> July 2012	All temporary measures in place
31 <sup>st</sup> December 2012	Removal of measures – ORN features will be removed immediately after the games, whilst measures within the venue will take a little longer

#### 31. LATM&P:

<b>Date</b>	<b>Action</b>
October 2011	Agreement on extent of the LATM&P and confirmation on parking management and enforcement plans for all Local Authorities involved
October/November 2011	Service Level Agreement in place
21 <sup>st</sup> October 2011	TRO's will need be published
March 2012	Begin LATM&P implementation
November 2012	Finish LATM&P Decommissioning

#### 32. Torch Relay: Following release of the route

<b>Date</b>	<b>Action</b>
January 2012	Temporary TRO's will need to be started
April 2012	Resource will be secured and available to enable the various relay's through Buckinghamshire
Beginning July 2012	Olympic Torch Relay
End August 2012	Paralympic Torch Relay

33. These dates will be reviewed and managed through the co ordination meeting and the delivery team.

## Annex 1

### Terms of Reference – Transport for Buckinghamshire 2012 Coordination Group

#### Terms of Reference

- To share information from other ODA/LOCOG transport related working groups
- To coordinate 2012 transport related activities across TfB
- To ensure that any individual attending ODA/LOCOG meetings on behalf of TfB understands Buckinghamshire's the overall strategy and priorities
- To interface with the Bucks 2012 Group and keep them informed of current actions and concerns
- To coordinate Transport activities with other activities across the Council including Rights of Way and Resilience
- To coordinate the work in TfB in line with the Buckinghamshire's strategic objectives for the 2012 Games