



## Highways Committee

20<sup>th</sup> March 2012

### Report from the Head of Transportation

For Action

Wards Affected: ALL

**Report Title: Progress on preparations for the management of traffic and parking in support of London 2012 Olympic events at Wembley Stadium and Arena.**

#### 1.0 Summary

- 1.1 The report to the meeting of the Executive committee on 12 March 2012 provides members with an update on progress with preparations for the successful delivery of the 2012 Games in Brent.
- 1.2 This report provides an update on arrangements specifically for the management of traffic and parking during the games period for the events to be held at Wembley Stadium and Arena.

#### 2.0 Recommendations

- 2.1 The Committee are asked to note the progress on transportation and parking arrangements being made for the delivery of a successful Olympics in the Borough.
- 2.2 That officers provide a further update to members on final arrangements for transportation and parking for the games at the future meeting of the Highways Committee.

#### 3.0 Detail

##### Background

- 3.1 The London 2012 Games will have a significant impact on Brent as Wembley Stadium will be hosting the women's and men's football semi finals and finals

whilst Wembley Arena will be used as the venue for badminton and rhythmic gymnastics.

- 3.2 As a host borough for London 2012, officers have been working closely with the London Organising Committee of the Olympic and Paralympic Games (LOCOG), the Olympic Delivery Authority (ODA), the Government Olympic Executive (GOE) the Greater London Authority (GLA) and Transport for London (TfL) on transport and parking arrangements for the games.
- 3.3 Transportation officers have been working closely with LOCOG and TfL to develop the Local Area Traffic Management and Parking Plan for the events at the Stadium and Arena will take place from the 28 July to 12 August 2012

### **Wembley Stadium**

- 3.4 The stadium is the largest of the six stadiums staging the London 2012 Olympic Games Football competition with a capacity of 90,000. It will host nine matches over eight days including the gold medal events in both the Men's and Women's competition. Matches are programmed to be held on the 29th, 31st July and 1st, 4th, 6th, 7th 9th and 11th August. Although we do not have information on the teams that will be playing, and this will usually determine attendance, it is anticipated that each event will be a sellout. Kick off times for matches will vary between 14:30 to 19:45 hours.

### **Wembley Arena**

- 3.5 The Arena is a key London venue for concerts and has an approximate capacity of 12,000. During the Olympics the Arena's capacity will be reduced to 6,000 and the venue will host Badminton and Rhythmic Gymnastics competitions. Badminton will be played over nine consecutive days from 28th July to the 5th August with three matches a day. Rhythmic Gymnastics will be held over four days from 9th August to 12 August. Events in the Arena commence at 08:30 and conclude at 23:00 hours.

### **Transport Strategy**

- 3.6 London 2012 will be publicised as a car free event and greater emphasis will be placed on the use of public transport and other sustainable modes of travel. Bus and coach modes, including local bus services, coach operations, park-and-ride and shuttle bus services will be used to supplement the rail services at some venues and details are under development. Brent Transport Service will provide a shuttle bus service between Wembley Park Station and the Arena. The Active Travel Programme will also promote walking and cycling to all venues. The number of spectators, combined with a high number of tourists and people using the transport system means that London will be significantly busier than normal at certain times on certain days.
- 3.7 Most spectators will arrive in Wembley via the three main stations at which it is anticipated will be particularly busy at peak commuter periods. Ticket holders will be issued with free Oyster cards (day) and it is expected that

spectators attending events at Wembley will travel by rail to Wembley Park, Wembley Stadium and Wembley Central. As a result the main lines into Wembley, namely the Jubilee, Metropolitan, and Chiltern lines will be significantly busier throughout the Games period.

The ODA are in discussions with TfL on arrangements for improved train services for the games period, and it is highly likely that bus services in the area will also be improved.

- 3.8 Transportation officers continue to liaise with TfL on transport arrangements and the Wembley Central station modernisation and improvement works currently in progress, which includes the installation of a lift for disabled access, will be completed before the games.

## Travel Information

- 3.9 In response to requests for more detailed information, TfL has now published very detailed transport 'hotspot' information covering London's roads and public transport network. Information is available by visiting the TfL website; <http://www.tfl.gov.uk/gettingaround/london2012/21677.aspx>. Information from TfL demonstrates that, rather than requiring a blanket reduction in travel by 30 per cent across London as a whole, the transport challenge is focused at certain times and in certain locations, generally in central London and around the Games venues.
- 3.10 Around 70 per cent of Greater London's road traffic will be unaffected and two thirds of Tube and DLR stations will see no impact, in terms of additional time taken to board a train. However, on the busiest days, there will be an additional three million journeys in London as people watch the Games and attend cultural events, meaning the road and public transport networks will be much busier than usual in certain locations.
- 3.11 London 2012 and TfL have been working with businesses for over a year, to enable them to plan ahead and from early this year have begun to communicate directly with the public across London (and the UK).
- 3.12 Information on TfL's website; [www.tfl.gov.uk/2012](http://www.tfl.gov.uk/2012), show details of anticipated journey times travelling by road and rail and an online road journey planner tool has been developed.
- 3.13 The road and Tube station 'hotspot' maps and accompanying travel advice are based on the latest data and information on which TfL is developing its own operational transport plans and work with businesses on travel arrangements for the games period. It is anticipated that the three main stations for Wembley venues, namely, Wembley Park, Wembley Central and Wembley stadium will be significantly busier during peak times.
- 3.14 On the Tube (and DLR), detailed station descriptions have been produced, showing the impact at 30 of the affected stations, day-by-day and at half-hour intervals. They show the impact at stations if nothing was done to manage the demand from Games spectators and regular customers, taking into account seasonal demand patterns. They also show how the impact is

alleviated when an anticipated reduction of 20 per cent in the total number of journeys is achieved as a result of changed travel patterns at these times and locations. This reduction is based on work undertaken by TfL and London 2012 in consultation with businesses, who already expect and have planned that some staff will not travel at these times and locations as they will be working at another location, working from home, taking holiday – perhaps to attend the Games as a spectator – or flexible working such a working longer hours, but fewer days in each week.

- 3.15 Over the coming months TfL will continue to publish updated information for residents and businesses on their website, prioritising central London venues as it is anticipated that these are more significantly affected.

### **Olympic Road Network (ORN)**

- 3.16 In June 2009, following a consultation process, the Secretary of State for Transport made an Order designating the roads that will form the Olympic Route Network (ORN). Designation of the ORN gives the Olympic Delivery Authority (ODA) powers to approve planned road works on the ORN, to make Traffic Regulation Orders on ORN roads and designate additional ORN roads subject to consultation and the Secretary of State's consent. Transport for London (TfL) act on behalf of the ODA.
- 3.17 The Olympic Route Network will help ensure that the 'Olympic family'(athletes, officials and team support) can get around London – between their accommodation, training and competition venues – with the minimum of delay and stress, so they can perform at their best. Appendix A is the plans for the ORN in Brent. The ORN will come into operation on the 25<sup>th</sup> July.
- 3.18 From Central London the Olympic family will follow the ORN along the A40 - Hanger Lane Gyratory System -A406 North Circular Road, Drury Way, Great Central Way, South Way, First Way, and into Engineers Way on arrival. To assist with exit journey times the usual one-way working for stadium events in South Way with become two-way working allowing the games family to exit the Green Car Park at Gate 5 and travel along South Way to Fourth Way, and Great Central Way onto the A406 NCR. Empire Way (between Wembley Hill Road and Engineers Way) has also been designated as Alternative ORN along with Wembley Hill Road (from the Conference Centre Roundabout to the Harrow Road), and some vehicles may exit via these roads. Access to Great Central Way from the A406 NCR Eastbound carriageway will be discouraged and signposted from the A406 NCR Westbound exit via Neasden Lane to minimise congestion in bound for the Olympic family. TfL, acting on behalf of the ODA will install and remove post games, the necessary signs and line markings on the ORN.
- 3.19 The ORN on the A406 will be in operation between 07:00 - 23:00, officers are consulting with LOCOG on operational times for Brent roads, but it is envisaged these will be similar. Outside these times the roads will revert to normal use.

- 3.20 Enforcement on the ORN for the dedicated games lanes and parking will be carried out by the Police on TfL maintained roads (e.g. A406 NCR), and the London Boroughs for their network. Designated lanes will be signed and marked for use by the Olympic Family to ensure journey times are met. In Brent, only the A406 NCR and parts of Great Central Way, South Way and First Way would have designated lanes marked.
- 3.21 Engineers Way will be closed along the frontage of the Arena between Empire Way and Rutherford Way to traffic 24 hours a day from the 16th July to the 12th August 2012. This is to ensure the safety of athletes whilst travelling between the training/warm up areas located on land on the northern side of Engineers Way.
- 3.22 Harrow Road and Blackbird Hill / Neasden Lane are not part of the ORN and will be used as an alternative route (AORN) to the venues should an incident occur on the ORN within Brent. Alternatively, should an incident occur on the A40 the A41 will become the alternative route from Central London.
- 3.23 TfL have made arrangements for network resilience by appointing a contractor to react to events (such as collapsed manholes or damage caused by traffic accidents) that would disrupt traffic on the ORN, 24 hours a day. Temporary arrangements will be made to get traffic moving again as soon as possible with any other necessary highway work taking place at night time. Brent are also making similar arrangements for events that may occur on the borough network in the vicinity of Wembley and will also have officers in a control room during the operation of the ORN on a daily basis. Major utility companies such as Veolia Water, Thames Water and National Grid Gas are also ensuring that they have specific teams of operatives available that can respond rapidly to deal with emergencies.
- 3.24 Between March and September 'Clearway 2012' will be in operation. This is a programme aimed at utilities encouraging them to avoid any planned work on the ORN. Brent Council will not allow any works (other than emergencies) along the ORN, AORN (Alternative ORN) and major bus routes between 1<sup>st</sup> March to 30<sup>th</sup> September for the ORN and from 1<sup>st</sup> July to 9<sup>th</sup> September for the AORN and the strategic road network.

### **Local Area Traffic Management and Parking Plan**

- 3.25 LOCOG, TfL and officers from Transportation have been working on the local area traffic management plans for Wembley. The plans consist of two key areas; the Traffic Management Area and the Residents and Business Parking Protection Area. This involves the closure of Engineers Way and implementing the Wembley protective parking scheme for Stadium events (but not for Arena events). Discussions have also taken place with Quintain on contingency plans regarding access to the Civic Centre site and for construction traffic to access and egress the site from Fulton Road via the yellow car park behind the site.

- 3.26 Local arrangements will include the closure of Engineers Way, the holding of traffic on Fulton Road for pedestrians travelling along Olympic Way to and from the arena during peak times.
- 3.27 To accommodate the closure of Engineers Way (18<sup>th</sup> July to 13<sup>th</sup> August), following consultation with TfL Buses, it is necessary to divert bus routes 92 and PR2 along Fulton Road. To accommodate this, free parking (approx. 19 bays) between the junctions of Watkin Road to the entrance of Euro Car Parts (towards Fifth Way) will be suspended for the duration, and 'at any time' waiting and loading restriction will be in place. There are existing 'at any time' parking restrictions on the south side of the street, additional loading restrictions will also be in place. Fulton road currently already has 'at any time' waiting and loading restrictions in place for Wembley Stadium events.
- 3.28 Restricting vehicle access to Ecclestone Place to residents and businesses only is also being considered as a contingency for Wembley Stadium Events.
- 3.29 Officers are working with LOCOG and TfL on arrangements for communication with affected residents and businesses in both Fulton road and Ecclestone Place.
- 3.30 Brent has established traffic management arrangements for Wembley Stadium events which have been in operation for many years. These will be implemented for stadium events, with variations for the two-way traffic flow in South Way, which have been successfully piloted over five events including the Carling Cup Final on Sunday 26<sup>th</sup> February and England v Holland on 29<sup>th</sup> February 2012.
- 3.31 It is anticipated that during the games period, traffic on the ORN will be affected. The A406 will be reduced by one lane from Hanger Lane to provide a dedicated Olympic lane. Great Central Way will operate as with stadium event days with pre-match arrangement of two lanes inbound (one of which is a marked Olympic lane) and one outbound. Post-match arrangements will be tidal, with two lanes out and one lane in. Businesses on the industrial estate will be able to operate as usual although some delays may be expected.
- 3.32 Recycling and Waste are developing plans for additional street cleansing in preparation for and during the Games period, including a night service. In order to minimise disruption to waste collections, it is likely that collections will commence collections earlier (6am) and continue until later each day with any changes will be communicated to residents. Although waste disposal arrangements are still to be confirmed, a request has been made to the West London Waste Authority for increased access at local tipping sites to reduce journey times. These local facilities (Laxcon Close off Drury Way and Twyford off the A406 NCR) can be accessed during the games.
- 3.33 Parking Enforcement Officers will enforce the ORN within Brent. The London Councils TEC Committee in October 2011 agreed to increase parking charge

notices to £200 for the enforcement of moving traffic contraventions for driving in the games lanes and parking restrictions on the ORN. This will be subject to approval by the Mayor for London. There was a further consultation by London Councils regarding increases in charges on borough roads and Brent responded to oppose the suggested increases. There are no proposed changes to the level of fines on Brent's network (other than on the ORN). Officers are not concerned by this as current levels of fines for event day parking restrictions have proved to successfully deter illegal parking. Revenue from all fines on borough roads will be kept by the council, although the onus is to prevent illegal parking and congestion.

- 3.34 Although parking restrictions are already in place along the route, some minor amendments are being made to ensure that junctions remain clear of parked vehicles and current traffic orders are being amended to prohibit parking within 50m of junctions.
- 3.35 Parking Enforcement Officers will patrol the ORN on foot and on scooters/pedal cycles to ensure rapid response to any unauthorised parking. Removal trucks will be on hand to remove vehicles illegally parked and it may be necessary for some of these vehicles will be relocated to another street when possible due to the restriction of available space within the pound.
- 3.36 As usual, the Wembley Protective Parking scheme will only be implemented for events at the stadium and will not be in place for Arena events.
- 3.37 Wembley has always been publicised as a public transport destination and spectators for Olympic events will be issued with a free Oyster Card for the day. To accommodate the Olympics family, parking availability in the official car parks will be significantly reduced, although there will be adequate spaces available for disabled visitors. For stadium events, the Wembley Protective Parking scheme will be in full operation. However, some spectators may still decide to travel by private car to either events at the Stadium or Arena, and there is also the small risk of some satellite parking in the borough (and neighbouring boroughs) near to stations, in which case it may be necessary to improve parking enforcement in some areas and/or introduce additional restrictions.
- 3.38 Transportation officers will continue to liaise with stakeholders on transport related issues, including the impact on the network of the other events in the borough, namely a Brazilian Festival, Council-led events such as Brent Celebrates the Flame (25<sup>th</sup> July) and Brent Celebrates a Golden Summer (9<sup>th</sup> September) and several proposed Eid celebrations which fall within the games period. Preparations are also being made for the Olympic Torch relay through the borough. All event applications are subject to approval by the Borough Safety Advisory Group (BSAG) and Members will be updated as necessary.

## **Olympic Torch Relay**

- 3.39 The torch relay is due to arrive in Brent on Wednesday 25 July. The route is confidential and LOCOG will make an announcement with further details in the spring.
- 3.40 By signing the torch relay agreement with LOCOG, Brent has agreed to provide a number of key services (Waste & Recycling, Transportation, Parking, Health & Safety, Control Room/CCTV and Communications) for the relay.
- 3.41 Brent is required to and will develop a traffic management and communications plan for the day. Officers continue to work with LOCOG, the Police, TfL and other Councils on the development of the traffic management plan. Police and LOCOG have travelled the route with Brent Transportation officers to identify potential 'hot spots' on the route which will require crowd management planning. It is envisaged that Brent will use rolling road closures with potentially some suspension of parking bays required on key roads though this will be kept to a minimum. A report on the visit is awaited.
- 3.42 The communications plan will be an essential part of providing LOCOG with an overview of the relay in Brent as well as a timeline of key messages to the residents. LOCOG require a plan for Brent which will contribute to the overall communications strategy for the day.

### **Communications with Residents and Businesses**

- 3.43 TfL are preparing a 2012 Communications Plan. The initiatives and messages are led and controlled by TfL with local authorities supporting them through access to local communication networks and publications such as The Brent Magazine, the Enterprise Partnership and Council website. Brent is also working with TfL by hosting 'Travel Information to Businesses' workshops at the Town Hall throughout February and March 2012. TfL are gradually rolling out a programme of information for businesses, residents, commuters and spectators.
- 3.44 On 24<sup>th</sup> February 2012 LOCOG sent a letter and plans to all residents and businesses in the areas that will be most affected, to explain the proposed measures and invite comments. All Brent Councillors were emailed a copy of this information, and arrangements are being made for a copy to be available to the public on the Council's website.
- 3.45 Transportation officers continue to work with the Communications team to ensure that businesses on the Wembley trading estate and residents, particularly in North End Road, are fully aware of arrangements that will be in place for the games.
- 3.46 As part of the on-going development of the TfL communications plan, it is proposed that a leaflet will be available to residents and businesses over a wider area.



- 3.47 Officers will continue to update the Council's website as information becomes available providing links to the TfL website.
- 3.48 Network management arrangements are being made for the Torch Relay on Wednesday 25 July 2012 and Transportation officers are supporting the communications plan.

#### **4.0 Financial Implications**

- 4.1 The report to the meeting of the Executive committee on 12 March 2012 provides members with details on the funding available for the games to deliver the Borough Operational Plan.
- 4.2 LOCOG are funding all traffic management equipment and staffing costs for implementing the event management arrangements identified in the Local Area Traffic Management.

#### **5.0 Legal Implications**

- 5.1 The Secretary of State for Transport's order in 2009 effectively designated powers to the ODA to act as the Highway and Traffic Authority for the ORN for the Games period.
- 5.2 The ODA have delegated this authority to Transport for London, who are acting on their behalf.
- 5.3 The Council have entered into an agreement pursuant to Section 8 of the Highways Act 1980 in respect of Works to existing roads for the Olympic Route Network (ORN).
- 5.4 The Council have also entered into an agreement under section 101 of the Local Government Act 1972 in respect of Traffic Regulation Orders for the ORN.

#### **6.0 Diversity Implications**

- 6.1 The report to the meeting of the Executive committee on 12 March 2012 provides members with details on the diversity implications for staff impacted on the arrangements for the games. There are no further implications identified within this report.

#### **7.0 Staffing Implications**

- 7.1 The report to the meeting of the Executive committee on 12 March 2012 provided members with details of implications for staff impacted on the arrangements for the games.
- 7.2 Staff from Transportation are responsible for traffic management for events at Wembley stadium supported by staff from Highways Operations in Recycling and Waste.

- 7.3 Requirements for staff to work on the traffic management for events at Wembley venues have been identified through the development of the Local Areas Traffic Management and Parking Plan.
- 7.4 Arrangements for staff to work on events over the games period that assure service and business continuity are currently being considered and a staffing schedule will be developed over the next several weeks.
- 7.5 It is envisaged that the existing pool of staff that work on the traffic management for Wembley Stadium events will be able to cover these events over the games period. However, contingencies will be considered as part of the developing the schedule and the pool of staff will be expanded to include other officers in Transportation and Highways Operations and, if necessary, other service areas within the department.

## **Background Papers**

Executive Report, 18<sup>th</sup> January 2010 - Inspiring Brent: Brent Council Action Plan for the London 2012 Games.

Executive Report, 15<sup>th</sup> November 2010 - Inspiring Brent: Brent Councils Programme for the London 2012 Games.

Executive Report, 12<sup>th</sup> March 2012 - London 2012: update on Brent's Action Plan for the Games Period.

Wembley venues - Local Area Traffic Management and Parking Plan

## **Contact Officers**

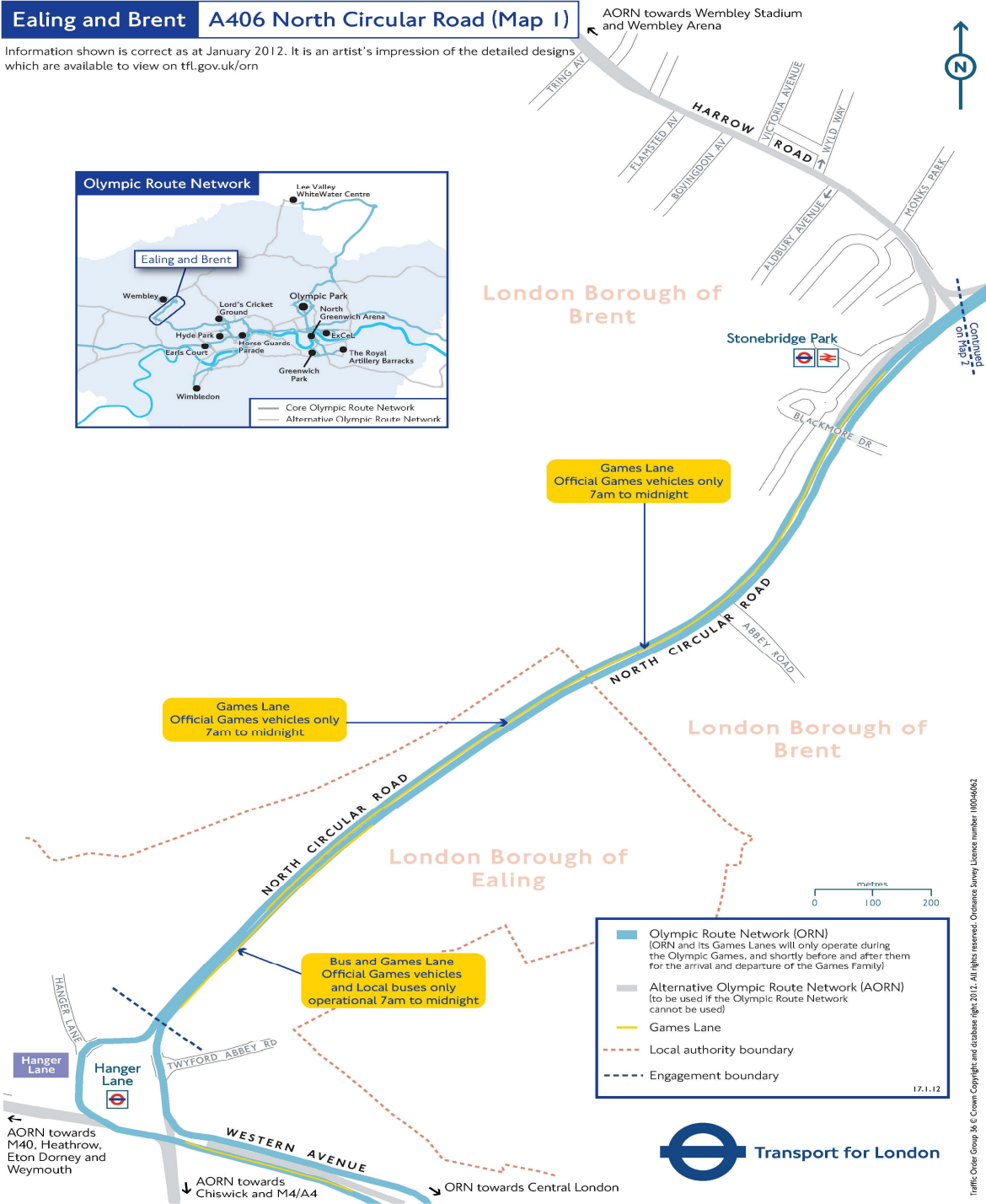
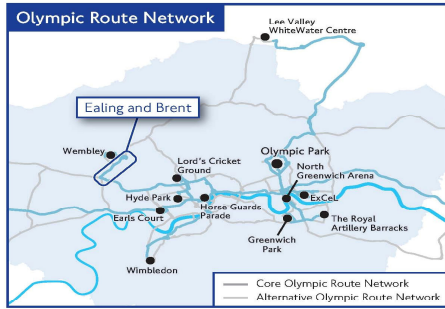
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Appendix A – Plans of the Olympic Route Network in Brent

# Ealing and Brent A406 North Circular Road (Map 1)

Information shown is correct as at January 2012. It is an artist's impression of the detailed designs which are available to view on [tfl.gov.uk/orn](http://tfl.gov.uk/orn)

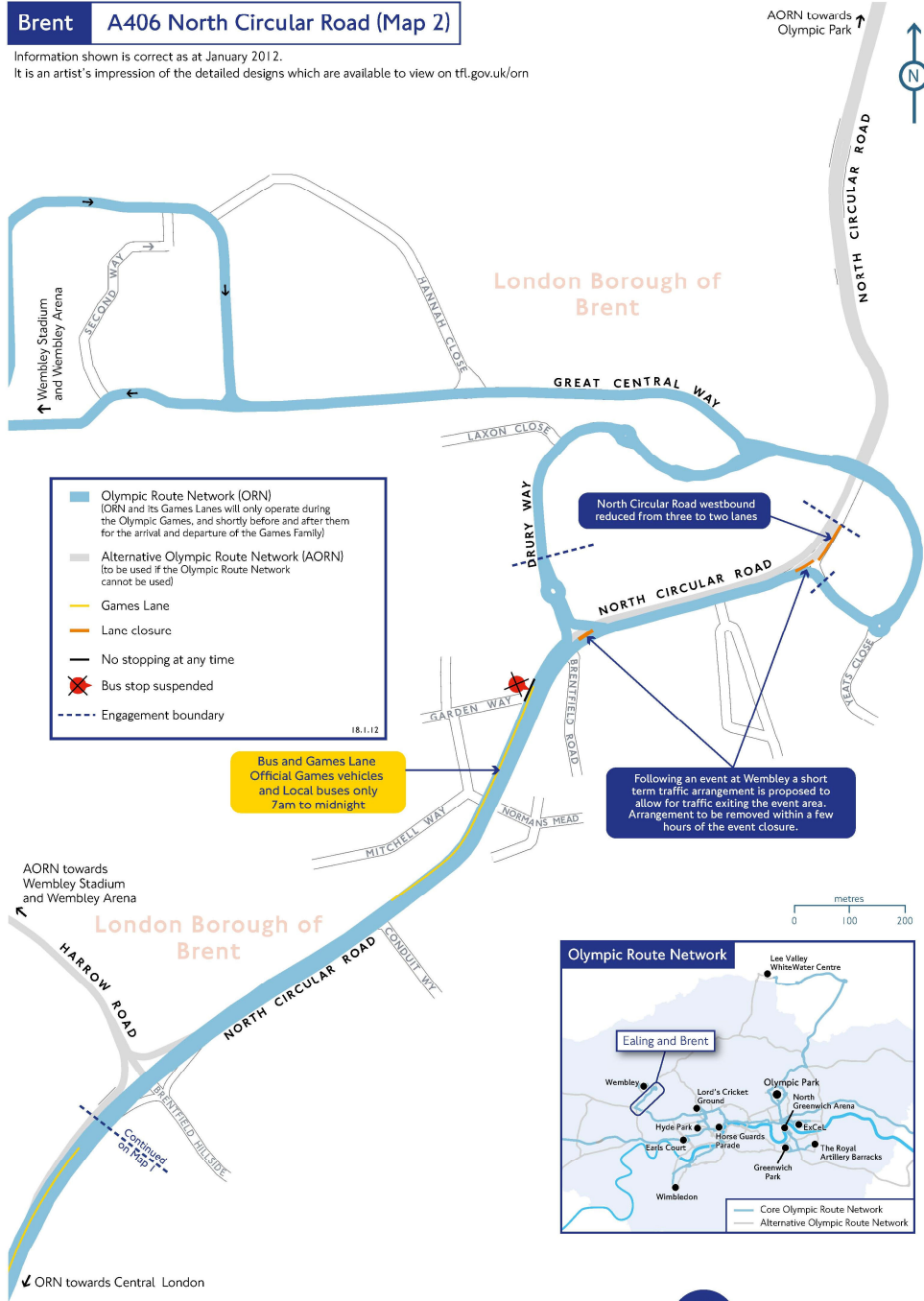


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# Appendix A – (Continued) Plans of the Olympic Route Network in Brent

## Brent A406 North Circular Road (Map 2)

Information shown is correct as at January 2012.  
It is an artist's impression of the detailed designs which are available to view on [tfl.gov.uk/orn](http://tfl.gov.uk/orn)



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# Appendix A – (Continued) Plans of the Olympic Route Network in Brent

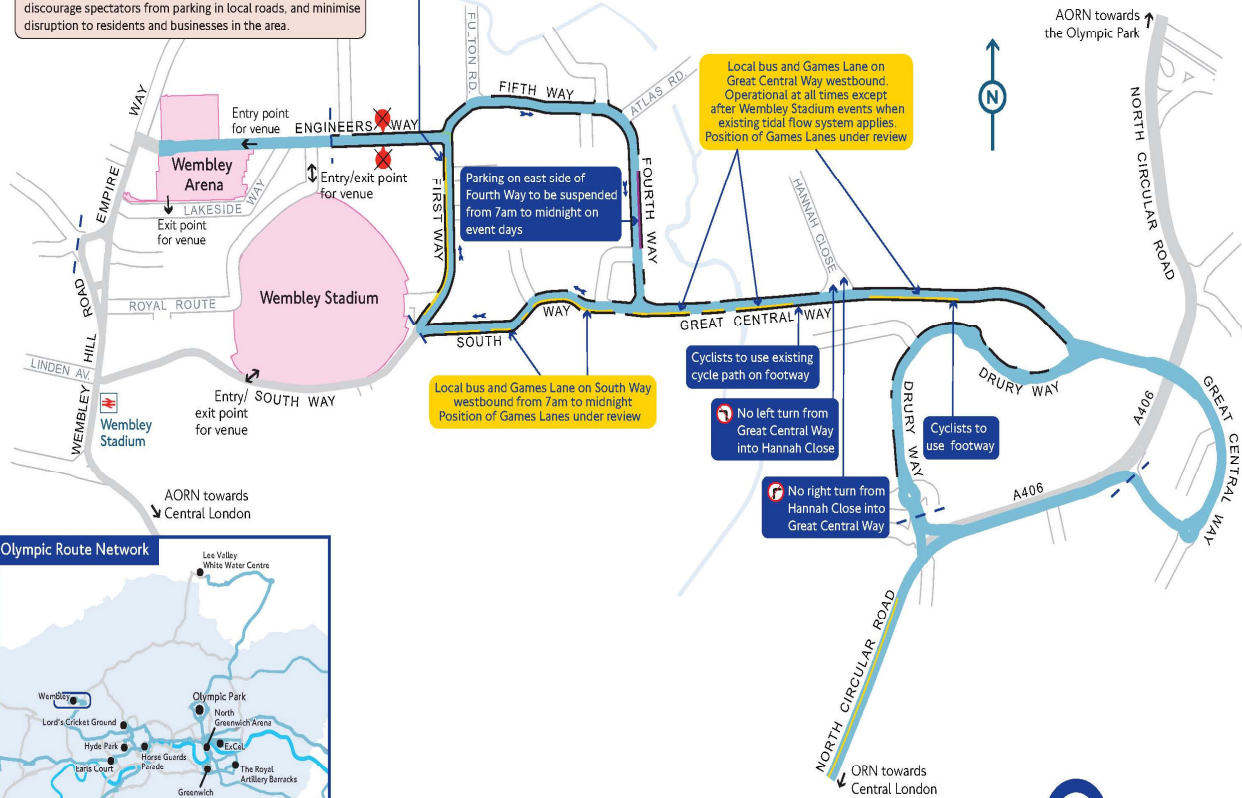
## Brent Wembley Venues to A406 North Circular Road

Information shown is correct as at January 2012. It is an artist's impression of the detailed designs.

**Wembley Arena and Wembley Stadium Traffic Management and Parking Protection Area**  
 London 2012, together with the local authority and key transport partners, is developing a temporary plan to manage traffic and parking around the Wembley Venues. This will help discourage spectators from parking in local roads, and minimise disruption to residents and businesses in the area.

	Olympic Route Network (ORN)		Parking suspension
	Alternative Olympic Route Network (AORN) (to be used if the Olympic Route Network cannot be used)		Bus stop suspended
	Games Lane		No right turn
	Venue boundary		No left turn
	No stopping at any time, except where stated		Engagement boundary
			One way traffic direction

17.1.12



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