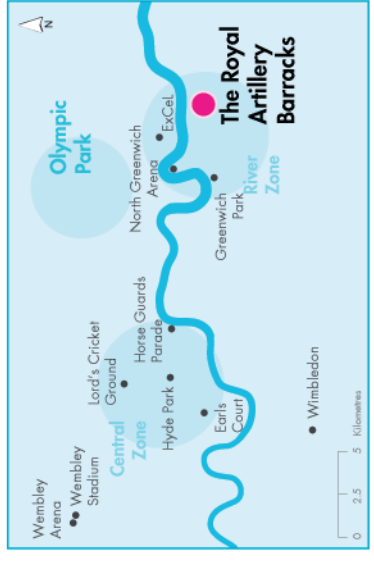
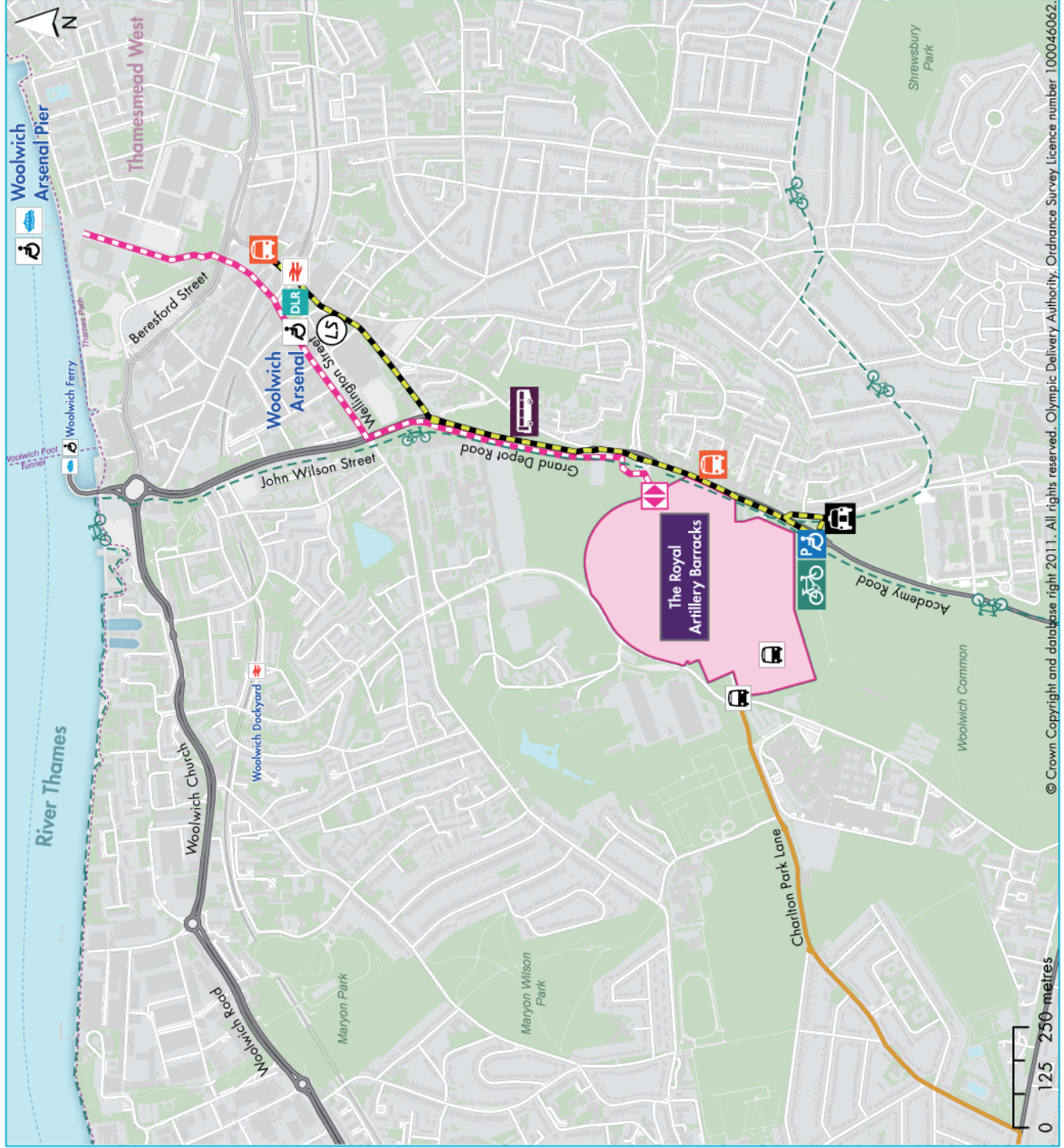


Mode	Games transport provision
<p>Bus and coach</p>	<p>Greenwich Park is currently well served by a number of local bus services. Key destinations include North Greenwich, Plumstead, Woolwich, Cufford, Russell Square and Queen Elizabeth Hospital. Local London buses have low floors and provide audio and visual information. There is one wheelchair space per bus.</p> <p>Local bus services will temporarily be adjusted to support the Olympic and Paralympic Games, while maintaining the local service. Some new bus infrastructure may be required to maintain the level of bus services in the area and to local destinations, such as North Greenwich station and the Queen Elizabeth Hospital.</p> <p>2012 Games coach services will run to Greenwich Park on Monday 30 July for the Cross Country event. Wheelchair spaces can be pre-booked on 2012 Games coach services. A drop-off/pick-up point for spectator coaches will be available on Goffers Road.</p>
<p>Park-and-ride</p>	<p>A park-and-ride service will be operating on Cross Country day. Park-and-ride facilities will not be provided on other days.</p> <p>Wheelchair spaces can be pre-booked on park-and-ride coaches. The other drop-off/pick-up point on Goffers Road is close to the venue and a step-free route to the venue will be provided.</p> <p>Park-and-ride facilities will not be provided for this venue during the Paralympic Games.</p>
<p>Taxi and private hire vehicles</p>	<p>Taxis are an important means of transportation for disabled spectators and it is understood that a taxi rank must be located as close as possible to the venue spectator entry and exit points. Taxi ranks and pre-booked pick-up points will be available close to the venue throughout the Olympic and Paralympic Games to provide an accessible alternative for spectators.</p>
<p>Pre-booked accessible parking for disabled spectators</p>	<p>For the Olympic and Paralympic Games, a limited number of pre-booked parking spaces will be provided to ticket holders who have a valid Blue Badge, or a recognised national disability parking permit. Parking will be valid for the day of the event only and may be subject to time restrictions. All accessible spaces will need to be pre-booked and spectators will be asked to provide evidence of their accredited parking permit. It will not be possible to gain entry to a venue's accessible parking site without evidence of pre-booking.</p> <p>Pre-booked accessible parking for Greenwich Park will be located within the Old Naval College Grounds and will be accessed from Romney Road. It is anticipated that the vehicle route to the pre-booked accessible parking area is likely to be Blackwall Lane, Trafalgar Road and Romney Road.</p>
<p>Local area traffic management and parking plans</p>	<p>A number of temporary traffic management and parking control measures will be required to ensure that venue transport operations can work effectively, to deter spectator parking in the vicinity of the venue and to ensure local residents and local businesses can continue to operate alongside Games-related activity. These plans are being developed in conjunction with Greenwich Council, TfL, the emergency services, and other stakeholders.</p>

Figure 8.27 The Royal Artillery Barracks

<p>A temporary Shooting venue will be constructed on the edge of Woolwich Common to the south of the existing Royal Artillery Barracks, which is owned and operated by the Ministry of Defence. The venue is located in the London Borough of Greenwich.</p>	
Olympic competitions	Shooting – Pistol, Shotgun
Paralympic competitions	Paralympic Archery; Paralympic Shooting
Venue location	A temporary venue will be constructed on the Ministry of Defence Royal Artillery Barracks estate and Woolwich Common to accommodate the Olympic Shooting, Paralympic Shooting and Paralympic Archery events.
Venue capacity (gross)	The gross capacity of the venue is 7,500 for Olympic and Paralympic events.
Competition periods (indicative only, subject to change)	<p>Olympic Games Shooting events over 11 days between 28 July and 6 August</p> <p>Paralympic Games Paralympic Archery events over 7 days from 30 August to 5 September Paralympic Shooting events over 8 days from 30 August to 6 September</p>
Number of competition sessions per day (indicative only, subject to change)	<p>Olympic Games One to two sessions per day</p> <p>Paralympic Games One to three sessions per day</p>
Competition session start/finish times (Indicative only, subject to change)	<p>Olympic Games Earliest session start time: 08.15 Latest session finish time: 17.30</p> <p>Paralympic Games Earliest session start time: 09.00 Latest session finish time: 18.40</p>

Figure 8.28
The Royal Artillery Barracks



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Figure 8.29 Initial estimate of mode split for spectator travel to The Royal Artillery Barracks

Mode	Mode split for spectator trips: Olympic Games	Number of spectators per Olympic Games session (based on gross capacity)	Mode split for spectator trips: Paralympic Games	Number of spectators per Paralympic Games session (based on gross capacity)
Rail (inc. National Rail, London Underground, DLR, rail shuttles)	80%	6,000	70%	5,250
Direct coach	4%	300	12%	900
Local buses	5%	375	6%	450
Walk	2%	150	2%	150
Cycle	2%	150	2%	150
River	5%	375	5%	375
Park-and-ride/ Park-and-walk	0%	0	0%	0
Taxi	2%	150	3%	225
Total	100%	7,500	100%	7,500

Figure 8.30 Spectator arrival and departure profile – Olympic Games

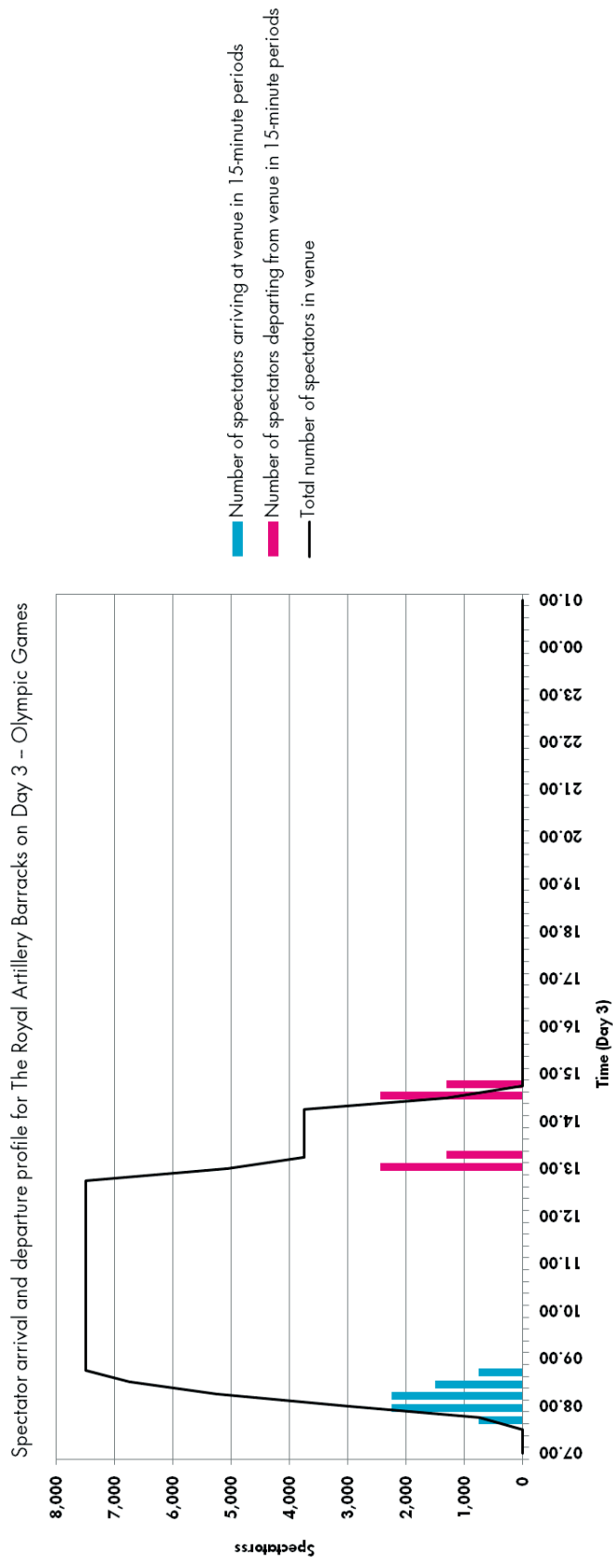


Figure 8.31 Spectator arrival and departure profile – Paralympic Games

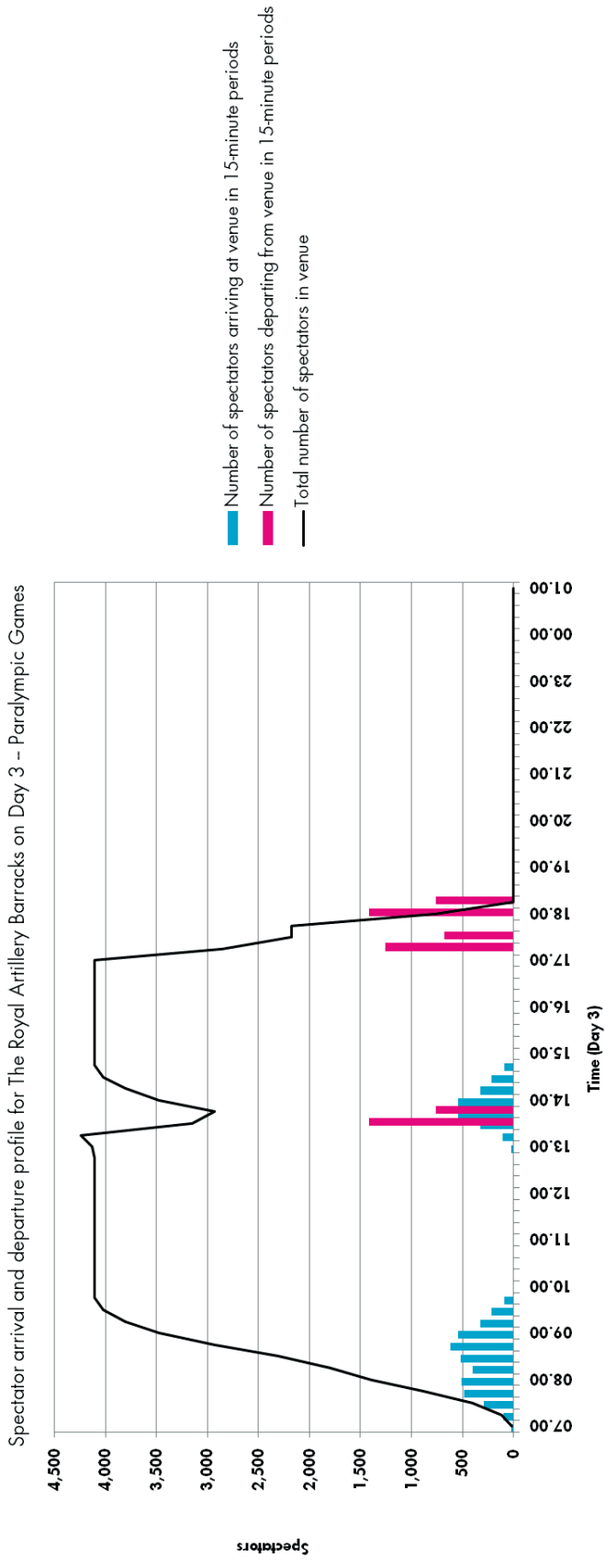


Figure 8.32 Summary of the transport strategy for The Royal Artillery Barracks

Mode	Games transport provision
Games Family	<p>For both the Olympic and Paralympic Games, Games Family vehicles will use the ORN and PRN to access the venue. The ORN and PRN to The Royal Artillery Barracks runs from the A102 to the A207 Shooters Hill Road, and then up Charlton Park Lane to the Games Family entrance to the venue at Ha Ha Road.</p>
Spectator access points	<p>The main spectator access point will be on the east side of the venue off the junction of Ha-Ha Road and Grand Depot Road.</p>
Rail	<p>Woolwich Arsenal (National Rail, DLR) is the main transport interchange serving The Royal Artillery Barracks and will be the recommended station during the Olympic and Paralympic Games. DLR will be providing an increased service during the Games from Woolwich Arsenal and will be operating a five-minute frequency during the peak hours and three-car trains. Southeastern trains will also be operating an enhanced service.</p> <p>Woolwich Arsenal station has step-free access with staff assistance available. A shuttle bus operation will transport spectators from Woolwich Arsenal station and Woolwich Arsenal Pier to the venue and return to the two transport nodes. It will operate for the duration of the Olympic and Paralympic Games at this venue.</p>
River	<p>Woolwich Arsenal Pier is 1.6 km north of the venue, which is approximately a 20-minute walk. River Bus services currently operate between Woolwich Arsenal Pier and London Eye Pier via North Greenwich, Canary Wharf and London Bridge. The services are operated by Thames Clippers and the average journey time from central London (London Bridge) is 42 minutes.</p> <p>The Woolwich Ferry also operates from Woolwich Ferry Approach to North Woolwich Pier Road. This is a free service that has a journey time of five minutes.</p> <p>The Pier and the Thames Clipper boats are suitable for people with a range of accessibility needs, including wheelchair users; however, pier gradients may be affected by tides. River services will be used throughout the Olympic and Paralympic Games.</p>
Walk and cycle	<p>The Royal Artillery Barracks can be accessed via routes that are part of London’s Strategic Walks Network. Sections 4 and 5 of the Green Chain pass south of the venue and the temporary closure of Ha Ha Road as a result of Games operations will require a signed diversion for a short part of section 5. The Capital Ring from Woolwich foot tunnel to Falconwood station also crosses Woolwich Common, south of The Royal Artillery Barracks.</p> <p>National Cycle Network route 1 runs alongside the River Thames to the north of the venue and London Cycle Network route 75 on the A205 to the east. TfL Cycling Guides 7 and 8 indicate a number of roads suitable for cycling near The Royal Artillery Barracks. These recommendations include Circular Way, Ha-Ha Road and Repository Road, which will be subject to closures associated with the set-up and running of the Games. East-west and north-south diversions have been identified and will be communicated in advance on-site and online.</p> <p>Over 100 temporary cycle parking spaces will be provided for both spectators and workforce. This will be accessed from Circular Way. Walking and cycling facilities will be available for the duration of the Olympic and Paralympic Games.</p>

Games transport provision	
Mode	
Bus and coach	<p>The venue is well served by local bus services. Local bus services will be temporarily adjusted to support the Olympic and Paralympic Games while maintaining the local service. Some new bus infrastructure may be required to maintain the level of bus services in the area and to local destinations, such as the Queen Elizabeth Hospital.</p> <p>A total of ten coach pre-booked parking spaces will be provided on Woolwich New Road.</p> <p>Local London buses have low floors and provide audio and visual information. There is one wheelchair space per bus.</p>
Park-and-ride	<p>Park-and-ride facilities are not proposed for this venue for the Olympic or Paralympic Games.</p>
Taxi and private hire vehicles	<p>Taxis are an important means of transportation for disabled spectators and it is understood that a taxi rank must be located as close as possible to the venue spectator entry and exit points. Taxi ranks and pre-booked pick-up points will be available close to the venue throughout the Olympic and Paralympic Games to provide an accessible alternative for spectators.</p> <p>An existing taxi rank is located on Vincent Road by Woolwich Arsenal station, which will be operational during the Games.</p> <p>Consideration is being given to the location of a temporary taxi facility near the Woolwich Common Triangle for the competition days.</p>
Pre-booked accessible parking for disabled spectators	<p>For the Olympic and Paralympic Games, a limited number of pre-booked parking spaces will be provided to ticket holders who have a valid Blue Badge, or a recognised national disability parking permit. Parking will be valid for the day of the event only and may be subject to time restrictions. All accessible spaces will need to be pre-booked and spectators will be asked to provide evidence of their accredited parking permit. It will not be possible to gain entry to a venue's accessible parking site without evidence of pre-booking.</p> <p>Approximately 40 pre-booked accessible parking spaces for disabled spectators will be provided, located on Woolwich Common, to the south of the venue. A temporary vehicle access point will be provided off Circular Way for disabled drivers.</p>
Local area traffic management and parking plans	<p>A number of temporary traffic management measures will be required to ensure that local residents and local businesses can continue to operate alongside Games-related activity. These plans are being developed in conjunction with Greenwich Council, TfL, the emergency services, and other stakeholders.</p>




Figure 8.33 Earls Court

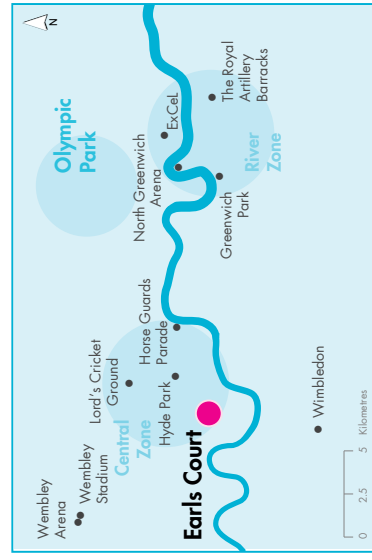
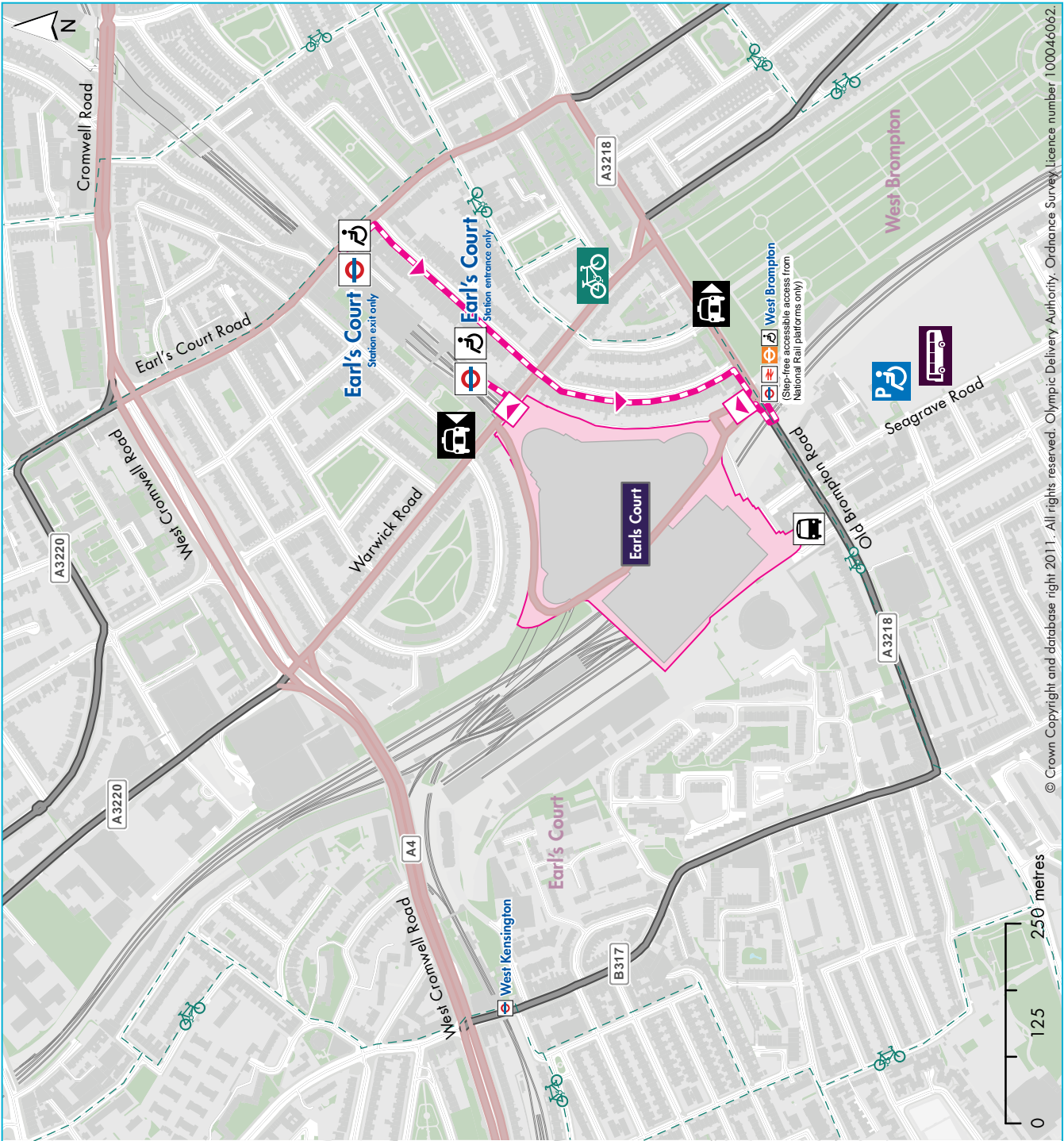
<p>Earls Court Exhibition Centre is one of the country's largest indoor arena and concert venues. The venue comprises two arenas: Earls Court One has a maximum capacity of approximately 20,000, while Earls Court Two can hold up to 10,000 people. Earls Court Exhibition Centre is located on the boundary of the London Boroughs of Kensington & Chelsea, and Hammersmith & Fulham.</p>	
Olympic competitions	Volleyball
Paralympic competitions	None
Venue location	The events will be held in Earls Court One arena with 'back of house' support located in Earls Court Two.
Venue capacity (gross)	Gross ticket capacity for the Volleyball competitions is 15,000.
Competition periods (Indicative only, subject to change)	16 days from Saturday 28 July to Sunday 12 August
Number of competition sessions per day (indicative only, subject to change)	Between one and three
Competition session start/finish times (indicative only, subject to change)	Earliest session start time: 09.30 Latest session finish time: 23.00

Figure 8.34
Earls Court



The key to sports pictograms can be found in Appendix E

-  Event area
-  Accredited vehicle access point (Olympic and Paralympic Route Networks only)
-  Spectator access point
-  Indicative spectator access route
-  Taxi rank
-  Coach pickup/drop-off
-  London Underground station
-  London Overground station
-  National Rail station
-  Step-free station with staff assistance
-  Pre-booked accessible parking
-  Cycle parking
-  Olympic Route Network – Venue-specific
-  Olympic Route Network – Alternative
-  Recommended cycling route



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Figure 8.35 Initial estimate of mode split for spectator travel to Earls Court: Olympic Games

Mode	Mode split for spectator trips	Number of spectators per session (based on gross capacity)
Rail (inc. National Rail, London Underground, DLR, rail shuttles)	82%	12,300
Coach	5%	750
Local buses	8%	1,200
Walk	2%	300
Cycle	2%	300
River	0%	0
Park-and-ride/park-and-walk	0%	0
Taxi	1%	150
Total	100%	15,000

Figure 8.36 Olympic spectator arrival and departure profile – Olympic Games

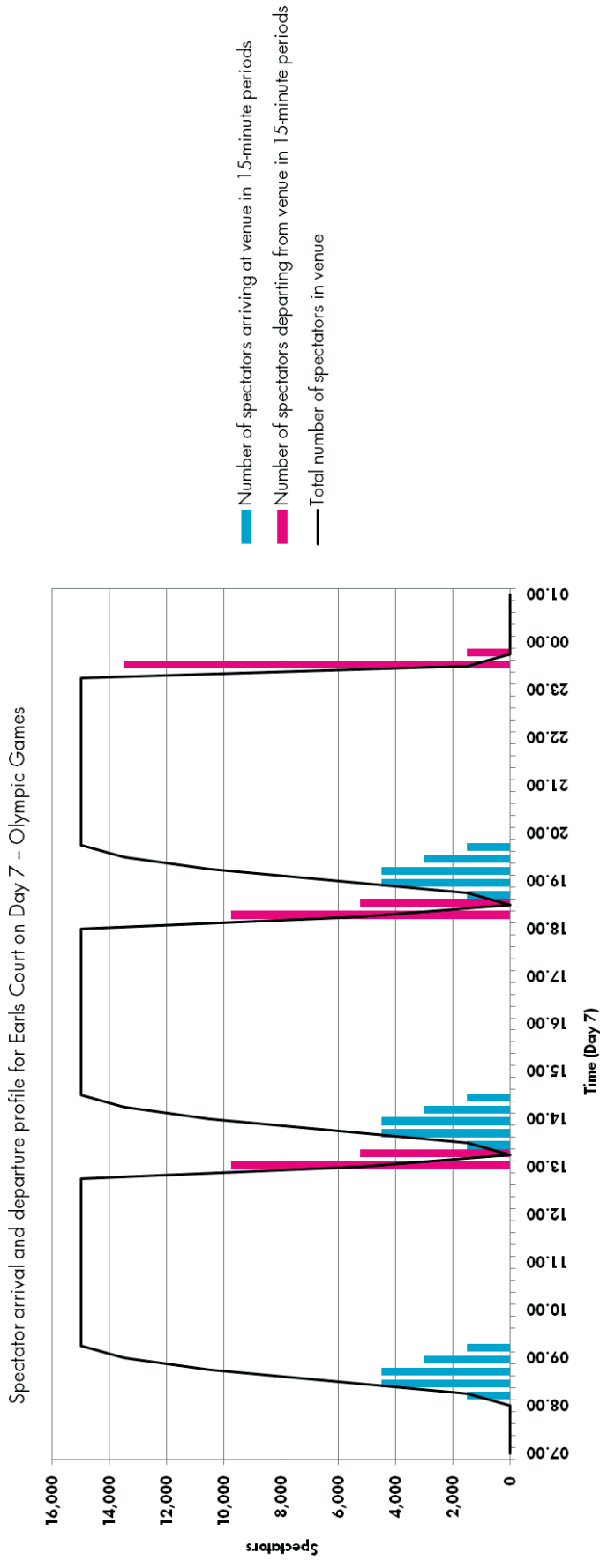


Figure 8.37 Summary of the transport strategy for Earls Court

Mode	Games transport provision
Games Family	Games Family vehicles will use the ORN to access the venue. Games Family vehicles will approach the venue via Old Brompton Road. Games Family access will be assigned by individual client group and subject to confirmation of venue layout.
Spectator access points	Spectator access to the venue will be via the Old Brompton Road entrance. Egress will be via the Warwick Road exit towards Earl's Court station.
Rail	Earl's Court station will be the recommended station. West Brompton station will be the secondary station for National Rail and London Underground services on the West London Line route. London Underground will operate enhanced services throughout the Olympic Games. National Rail services will be enhanced where required. Earl's Court station is step-free with staff assistance available. West Brompton station is step-free to three of the four platforms. The fourth is the platform from the Earl's Court direction. As it not completely step-free, West Brompton will not be promoted as an accessible station.
River	There is no waterborne access to this venue.
Walk and cycle	Additional cycle parking facilities will be within St Cuthbert with St Matthias CE Primary School, which is located close to the venue.
Bus and coach	The venue is well served by local bus routes. Northbound buses serve Warwick Road and southbound buses use Earl's Court Road, both part of the Earl's Court one-way system and the ORN. Local London buses have low floors and provide audio and visual information. There is one wheelchair space per bus. There are existing coach drop-off and pick-up facilities in the area. There are existing coach facilities in the immediate vicinity of the venue. Exact arrangements will be confirmed when the venue layout is finalised.
Park-and-ride	Park-and-ride facilities are not proposed for this venue.
Taxi and private hire vehicles	Taxis are an important means of transportation for disabled spectators and it is understood that a taxi rank must be located as close as possible to the venue spectator entry and exit points. Taxi ranks and pre-booked pick-up points will be available close to the venue throughout the Olympic Games in order to provide an accessible alternative for spectators. Taxi and private hire vehicles will be located on street within a short walking distance of the venue.
Pre-booked accessible parking for disabled spectators	For the Olympic Games, a limited number of pre-booked parking spaces will be provided to ticket holders who have a valid Blue Badge, or a recognised national disability parking permit. Parking will be valid for the day of the event only and may be subject to time restrictions. All accessible spaces will need to be pre-booked and spectators will be asked to provide evidence of their accredited parking permit. It will not be possible to gain entry to a venue's accessible parking site without evidence of pre-booking. Pre-booked accessible parking will be located within Seagrave Road Car Park.
Local area traffic management and parking plans	A number of temporary traffic management and parking control measures will be required to ensure that venue transport operations can work effectively, to deter spectator parking in the vicinity of the venue and to ensure local residents and local businesses can continue to operate alongside Games-related activity. These plans will be developed in conjunction with the Royal Borough of Kensington and Chelsea, the London Borough of Hammersmith and Fulham, TfL, the emergency services, and other stakeholders.

Figure 8.38 Horse Guards Parade and The Mall

Horse Guards Parade is a large parade ground and is the site for the annual ceremony of Trooping the Colour, as well as other reviews, parades and ceremonies. The venue will host the Beach Volleyball competition. One temporary competitive court will be installed, with a capacity of 15,000. The venue is located off Whitehall within the City of Westminster.



The Mall is the main thoroughfare from Buckingham Palace to Admiralty Arch and is used for royal parades and other official events. The venue will be the start/finish location for the Athletics road events and the Cycling Road Race. One temporary spectator viewing area will be constructed with a capacity of 3,000. The venue is located to the north of St James's Park within the City of Westminster.

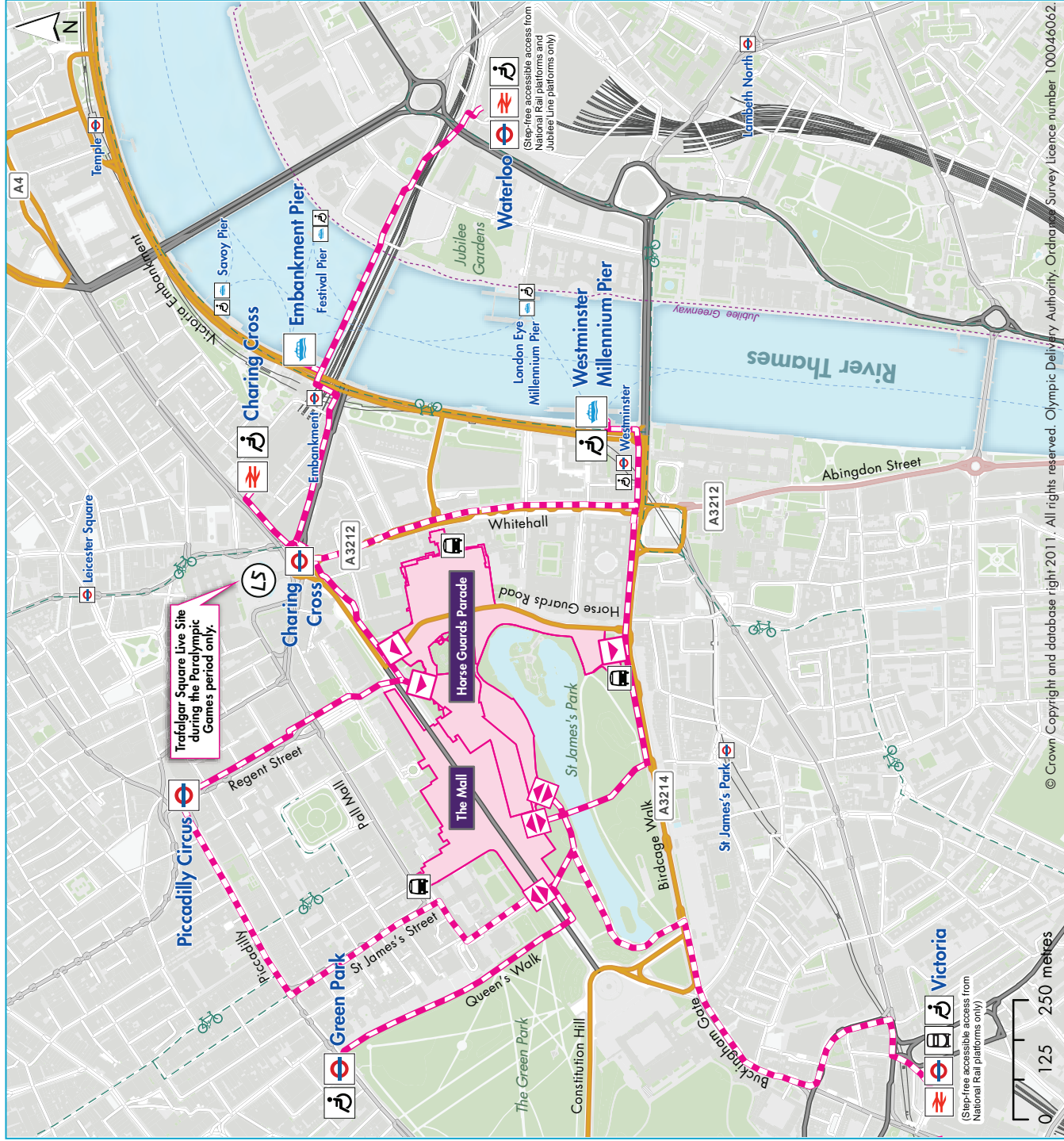
Olympic sports	Horse Guards Parade: Beach Volleyball The Mall: Athletics – Marathons and Race Walks Cycling – Road Race
Paralympic sports	The Mall: Athletics – Marathon
Venue locations	The Beach Volleyball arena will be constructed as a temporary venue on the parade ground. The road event start/finish arena will be constructed as a temporary venue on either side of The Mall.
Venue capacities (gross)	Beach Volleyball: 15,000 Road events: 3,000
Competition periods (indicative only, subject to change)	Olympic Games Beach Volleyball: Thirteen consecutive days from Saturday 28 July to Thursday 9 August. Road events: Six days within the period Saturday 28 July to Sunday 12 August. Paralympic Games Road events: One day on Sunday 9 September.
Number of competition sessions per day (indicative only, subject to change)	Olympic Games Beach Volleyball: Up to four sessions per day Road events: Up to two sessions per day Paralympic Games Road events: One session per day
Competition session start/finish times (indicative only, subject to change)	Olympic Games Beach Volleyball: Earliest session start time: 09.00 Latest session finish time: 23.50 Road events: Earliest session start time: 09.00 Latest session finish time: 19.00 Paralympic Games Road events: Earliest session start time: 09.00 Latest session finish time: 13.00

Figure 8.39
Horse Guards Parade/The Mall

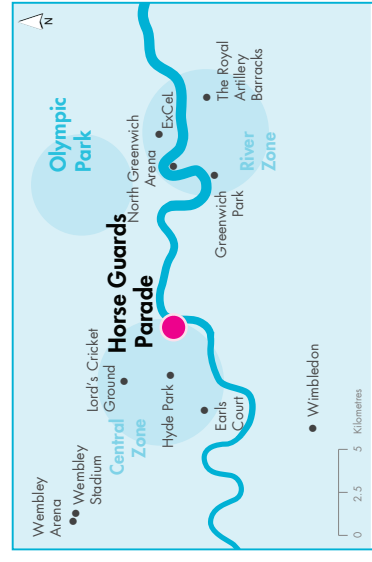


The key to sports pictograms can be found in Appendix E

-  Event area
-  Accredited vehicle access point (Olympic and Paralympic Route Networks only)
-  Spectator access point
-  Indicative spectator access route
-  Live site
-  National Rail station
-  London Underground station
-  River services
-  Bus station
-  Step-free station/pier with staff assistance
-  Olympic Route Network – Core
-  Olympic Route Network – Venue-specific
-  Olympic Route Network – Alternative
-  Walking path
-  Recommended cycling route



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Locations of cycle parking, coach parking, shuttle bus pick-up/drop-off from Green Park station and pre-booked accessible parking to be confirmed

Figure 8.40 Initial estimate of mode split for spectator travel to Horse Guards Parade and The Mall

Mode	Mode split for spectator trips	Number of spectators per session Beach Volleyball (based on gross capacity)	Number of spectators per session The Mall (based on gross capacity)
Rail (inc. National Rail, London Underground, DLR, rail shuttles)	82%	12,300	2,460
Coach	5%	750	150
Local buses	5%	750	150
Walk	3%	450	90
Cycle	2%	300	60
River	1%	150	30
Park-and-ride/park-and-walk	0%	0	0
Taxi	2%	300	60
Total	100%	15,000	3,000

Figure 8.41 Spectator arrival and departure profile – Olympic Games

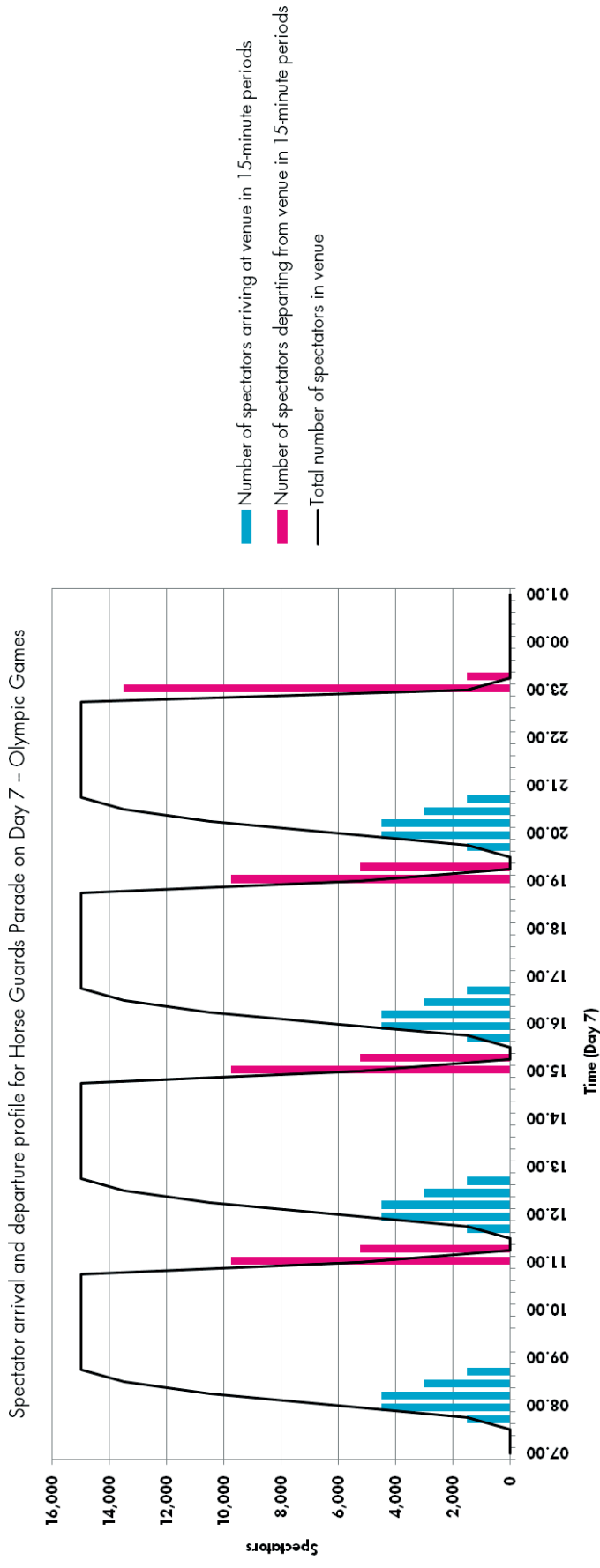


Figure 8.42 Summary of the transport strategy for Horse Guards Parade and The Mall

Games transport provision	
Games Family	<p>For the Olympic and Paralympic Games, Games Family vehicles will use the ORN and PRN to access the venue.</p> <p>Beach Volleyball:</p> <p>Games Family vehicles will approach the venue via Victoria Embankment, Horse Guards Avenue and Whitehall. Games Family load zones will be located on Whitehall northbound.</p> <p>Road events:</p> <p>Games Family vehicles will approach the venue via Victoria Embankment, Horse Guards Avenue, Whitehall, Cockspur Street, Pall Mall and Marlborough Road. Games Family load zones will be located on Pall Mall and Marlborough Road.</p>
Spectator access points	<p>There are four spectator entrance points at the venue.</p> <p>Beach Volleyball:</p> <p>The primary spectator entrance point is located off The Mall and can be accessed via Admiralty Arch or Duke of York steps.</p> <p>The secondary spectator entrance point is located in St James's Park, north of the lake bridge, and can be accessed via the St James's Park footpath network to the west and south.</p> <p>Road events:</p> <p>For both the Olympic and Paralympic Games, the primary spectator entrance point is located in St James's Park, north of the lake bridge, and can be accessed via the St James's Park footpath network to the west and south.</p> <p>The secondary spectator entrance point is located off The Mall and can be accessed from the west.</p>
Rail	<p>The location of the venue offers good accessibility with respect to public transport by National Rail and London Underground for the Olympic and Paralympic Games. There are 13 stations in the area that are within a 1.5km catchment (approximately 20-minute walk) of one of the spectator entrance points to the venue. Charing Cross (600m), Victoria (1,100m) and Waterloo (1,900m) National Rail stations will be promoted as recommended stations. All National Rail stations provide step-free access from all platforms to street level. National Rail to London Underground connections are not step-free at Waterloo. The Northern and Jubilee line platforms are step-free at Waterloo.</p> <p>No accessible shuttles are proposed from National Rail stations.</p> <p>Charing Cross (650m), Piccadilly Circus (700m) and Green Park (950m) London Underground stations will be promoted as recommended stations:</p> <p>Piccadilly Circus London Underground station is not step-free. Green Park will have three new lifts installed to make all platforms step-free by 2012. As such, Green Park will be advertised as the accessible recommended station for the venue.</p> <p>An accessible shuttle service will be operated by London 2012 from Green Park station to the spectator entrance point.</p>

Games transport provision	
Mode River	<p>Embankment Pier lies 850m to the north-east of the venue. This pier is operated by TfL River Services and used by the Thames Clipper fleet and Crown River Cruises. Westminster Millennium Pier lies approximately 1.1 km to the south-west of the venue. This pier is operated by TfL River Services and used by Thames River Services, City Cruises and Crown River Cruises. Both City Cruises and Thames River Service run a service between Westminster Millennium Pier and Greenwich Pier. Crown River Cruises operates a service between Westminster Millennium Pier and St Katherine's Pier. River services will be used throughout the Olympic and Paralympic Games.</p>
Walk and cycle	<p>Some of the existing pedestrian routes around and through St James's Park will be impacted by the venue perimeter fence line, spectator viewing areas and event race routes. Alternative routes for pedestrians attempting to pass through St James's Park will be advertised and signposted throughout the Games period.</p> <p>There is an extensive network of connecting cycle routes around Horse Guards Parade and The Mall. These routes are both on-road and off-road. The London Local Cycling Guide Routes run along many strategic roads surrounding the venue including The Mall and Constitution Hill (both off-road) and Horse Guards Parade that directly serve the venue. Some of these cycle routes will be affected by Games operations with alternatives signposted.</p> <p>Public cycle parking stands are located at a number of on-street locations surrounding the venue, including Charlton House Terrace, St. James's Square, St. James's Street and within Hyde Park. Cycle parking is also provided at a number of the surrounding train stations, such as Charing Cross, Victoria, Waterloo and Piccadilly Circus. Secure temporary cycle parking will be provided close to the venue spectator entrance point for event ticket holders. The exact location has not yet been determined. Leaflets advertising parking locations and preferred routes will be distributed prior to the Games and this information will be available online.</p> <p>Cycling facilities will be available for the duration of the Olympic and Paralympic Games.</p>
Bus and coach	<p>The venue is well served by TfL bus routes with bus corridors along Whitehall, Parliament Square and Charing Cross all in close proximity to the venue. During peak departure times it may be necessary to increase the capacity of buses serving the site and there may be possible route alterations to meet operational demands. Local London buses have low floors and provide audio and visual information. There is one wheelchair space per bus. A drop-off/pick-up location for chartered coach services will be provided near to the venue spectator entrance point. It is not expected that long-term coach parking will be available close to the venue due to space restrictions.</p>
Park-and-ride	<p>Park-and-ride facilities are not proposed for this venue.</p>
Taxi and private hire vehicles	<p>For the Olympic and Paralympic Games, the taxi and private hire vehicle (PHV) strategy for Horse Guards Parade and The Mall will be adapted from the Central London Movement Management Area Taxi and PHV Operations Plan. This plan is being devised and managed by TfL to serve the Taxi and PHV needs for all clients in central London during the Games. The location of taxi ranks and PHV pick-up/drop-off locations developed by TfL will be adopted by London 2012 to meet the needs of spectators attending competitions at Horse Guards Mall.</p> <p>Taxis are an important means of transportation for disabled spectators and it is understood that a taxi rank must be located as close as possible to the venue spectator entry and exit points.</p>

Games transport provision	
<p>Mode</p> <p>Pre-booked accessible parking for disabled spectators</p>	<p>For the Olympic and Paralympic Games, a limited number of pre-booked parking spaces will be provided to ticket holders who have a valid Blue Badge, or a recognised national disability parking permit. Parking will be valid for the day of the event only and may be subject to time restrictions. All accessible spaces will need to be pre-booked and spectators will be asked to provide evidence of their accredited parking permit. It will not be possible to gain entry to a venue's accessible parking site without evidence of pre-booking.</p> <p>Parking will be provided in a location to be confirmed. If it is not possible to locate this near the venue entrance, a shuttle service will operate from the parking location to the spectator entrance point.</p>
<p>Local area traffic management and parking plans</p>	<p>A number of temporary traffic management measures will be required to ensure local residents and businesses can continue to operate alongside Games-related activities. Measures will include road closures, parking restrictions, restricted turns and signal timing changes.</p> <p>These measures will be included in TfL's Movement Management Area design or London 2012's local area traffic management and parking plan.</p> <p>These plans will be developed in conjunction with Westminster City Council, TfL, Royal Parks, emergency services operators, and other stakeholders.</p>










Figure 8.43 Hyde Park

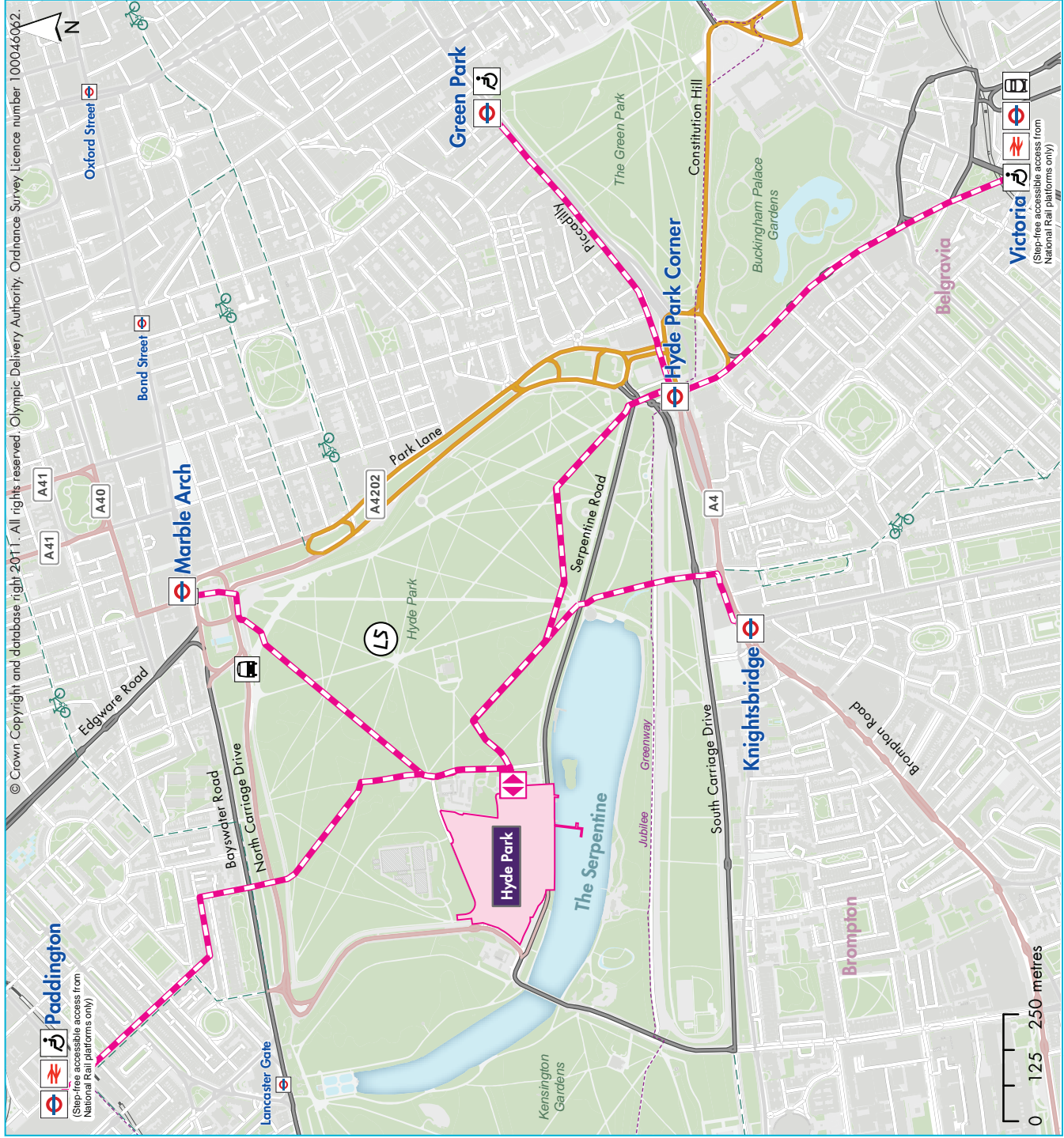
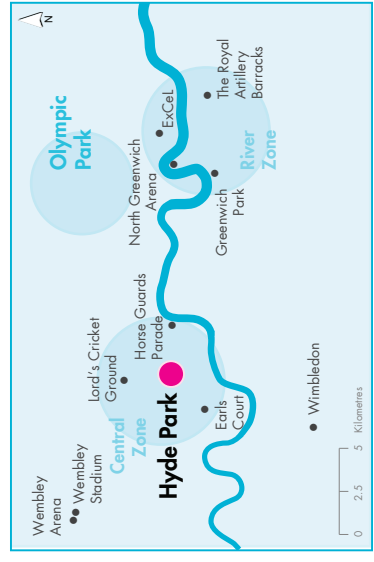
Hyde Park stretches over 142 hectares and is used for a wide range of events, from charity fundraisers to large-scale concerts and film shoots. Hyde Park is located in the City of Westminster in central London.	
Olympic competitions	Triathlon Swimming – Marathon
Paralympic competitions	None
Venue location	A temporary venue will be constructed in Hyde Park for the Olympic Games. Swimming events will take place in The Serpentine, cycling on the roads in and around Hyde Park, and running on the Serpentine Road.
Venue capacity (gross)	For events to be held at Hyde Park there will be provision for 3,000 ticketed spectators inside the venue perimeter. Capacity arrangements to facilitate additional spectators may be advised closer to the event.
Competition periods (indicative only, subject to change)	Four days of competition between Saturday 4 August and Friday 10 August.
Number of competition sessions per day (indicative only, subject to change)	One
Competition session start/finish times (indicative only, subject to change)	Earliest session start time: 09.00 Latest session finish time: 15.00

Figure 8.44
Hyde Park



The key to sports pictograms can be found in Appendix E

-  Event area
-  Accredited vehicle access point (Olympic and Paralympic Route Networks only)
-  Spectator access point
-  Indicative spectator access route
-  Live site
-  National Rail station
-  London Underground station
-  Bus station
-  Step-free station with staff assistance
-  Olympic Route Network – Core
-  Olympic Route Network – Venues-specific
-  Olympic Route Network – Alternative
-  Walking path
-  Recommended cycling route



Locations of cycle parking, pre-booked accessible parking and shuttle bus pick-up/drop-off from Green Park to be confirmed.

Figure 8.45 Initial estimate of mode split for spectator travel to Hyde Park: Olympic Games

Mode	Mode split for spectator trips	Maximum number of spectators per session (ticketed – based on gross capacity)
Rail (inc. National Rail, London Underground, DLR, rail shuttles)	82%	2,460
Coach	5%	150
Local buses	5%	150
Walk	3%	90
Cycle	2%	60
River	1%	30
Park-and-ride/park-and-walk	0%	0
Taxi	2%	60
Total	100%	3,000

Figure 8.46 Spectator arrival and departure profile – Olympic Games

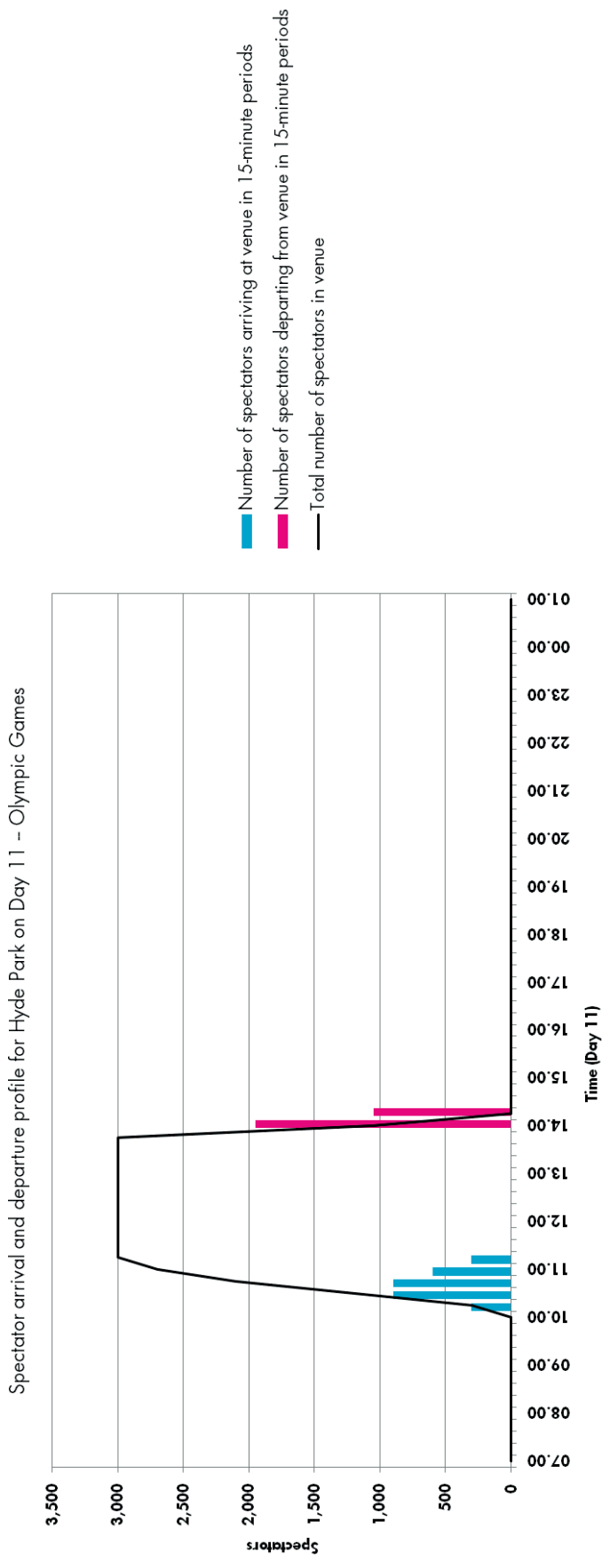


Figure 8.47 Summary of the transport strategy for Hyde Park

Mode	Games transport provision
Games Family	<p>Games Family vehicles will use the ORN to access the venue. Games Family vehicles will approach the venue via Park Lane, North Carriage Drive and West Carriage Drive. Games Family access will be through dedicated Games Family entrance points along the western perimeter fence-line.</p> <p>The Alternative ORN approaches Hyde Park from the north along Edgware Road.</p>
Spectator access points	<p>The spectator access point for ticketed spectators is on the eastern perimeter fence-line, accessed through Hyde Park.</p> <p>Spectator access points into the controlled viewing areas are yet to be finalised.</p>
Rail	<p>The location of the venue offers good accessibility with respect to public transport by London Underground. Seven stations in the area are within a 1.5km catchment (approximately a 20-minute walk) of one of the spectator entrance points to the venue. Paddington (1.7 km) and Victoria (2.3 km) National Rail stations will be promoted as recommended stations.</p> <p>All National Rail stations provide step-free access from all platforms to street level (London Underground connections are not step-free). No accessible shuttles are proposed from National Rail stations.</p> <p>Marble Arch, Hyde Park Corner, Knightsbridge, Paddington and Green Park London Underground stations will be promoted as recommended stations</p> <p>Marble Arch and Hyde Park Corner London Underground stations are not step-free.</p> <p>Green Park will have three new lifts installed to make all platforms step-free by 2012. As such, Green Park will be advertised as the accessible recommended station for the venue.</p> <p>An accessible shuttle service will be operated by London 2012 from Green Park station to the spectator entrance point.</p>
River	<p>There is no water-borne access to this venue.</p>
Walk and cycle	<p>Some of the existing pedestrian routes around and through Hyde Park will be impacted by the venue perimeter fence-line, spectator viewing areas, event race routes and other Olympic-related infrastructure, such as the Live Site. Alternative routes for pedestrians attempting to pass through Hyde Park will be advertised and signposted throughout the Olympic period.</p> <p>There are a number of existing cycle pathways around and through Hyde Park. The National Cycle Network runs near this venue and there are a number of London Cycle Network routes in the area. These routes mostly follow strategic roads in the area and major greenways within Hyde Park and Kensington Park. Some of these cycle routes will be affected by Olympic operations with alternatives signposted.</p> <p>Cycle parking currently exists in many areas around Hyde Park, including shopping zones and near transport hubs. Secure temporary cycle parking will be provided close to the venue spectator entrance point for event ticket holders. The exact location has not yet been determined. Leaflets advertising parking locations and preferred routes will be distributed prior to the Games.</p>

Games transport provision	
Mode	
Bus and coach	<p>The venue is well served by TfL bus routes with bus corridors around Marble Arch, Knightsbridge and Bayswater Road. During peak departure times, it may be necessary to increase the capacity of buses serving the site and there may be possible route alterations to meet operational demands. Local London buses have low floors and provide audio and visual information. There is one wheelchair space per bus.</p> <p>A number of existing bus routes currently operate on ORN designated roads. A number of these services will have to be diverted to other roads on days when the ORN is closed for road events.</p> <p>A drop-off/pick-up location for chartered coach services will be provided close to the venue spectator entrance point. It is not expected that long-term coach parking will be available close to the venue due to space restrictions.</p>
Park-and-ride	<p>Park-and-ride facilities will not be provided for this venue.</p>
Taxi and private hire vehicles	<p>The taxi and private hire vehicle (PHV) strategy for Hyde Park will be adopted from the Central London Movement Management Area Taxi and PHV Operations Plan. This plan is being devised and managed by TfL to serve the taxi and PHV needs for all clients in central London during the Games.</p> <p>The location of taxi ranks and PHV pick-up/drop-off locations developed by TfL will be adopted by London 2012 to meet the needs of spectators attending Hyde Park.</p> <p>Taxis are an important means of transportation for disabled spectators and it is understood that a taxi rank must be located as close as possible to the venue spectator entry and exit points.</p>
Pre-booked accessible parking for disabled spectators.	<p>A limited number of pre-booked parking spaces will be provided to ticket holders who have a valid Blue Badge, or a recognised national disability parking permit. Parking will be valid for the day of the event only and may be subject to time restrictions. All accessible spaces will need to be pre-booked and spectators will be asked to provide evidence of their accredited parking permit. It will not be possible to gain entry to a venue's accessible parking site without evidence of pre-booking.</p> <p>Parking will be provided in a location to be confirmed. If it is not possible to locate this near the venue entrance, a shuttle service will operate from the parking location to the spectator entrance point.</p>
Local area traffic management and parking plans	<p>A number of temporary traffic management measures will be required to ensure local residents and businesses can continue to operate alongside Games-related activities. Measures will include road closures, parking restrictions, restricted turns and signal timing changes.</p> <p>These measures will be included in TfL's Movement Management Area design or London 2012's local area traffic management and parking plan. These plans will be developed in conjunction with Westminster City Council, TfL, The Royal Parks, emergency services operators, and other stakeholders.</p>

Figure 8.48 Lord's Cricket Ground

Lord's Cricket Ground is the home of Marylebone Cricket Club, the England and Wales Cricket Board and the European Cricket Council. The venue frequently hosts Test matches and one-day internationals. Lord's has a capacity of 32,000 for major cricket matches and is located in St. John's Wood in the City of Westminster.

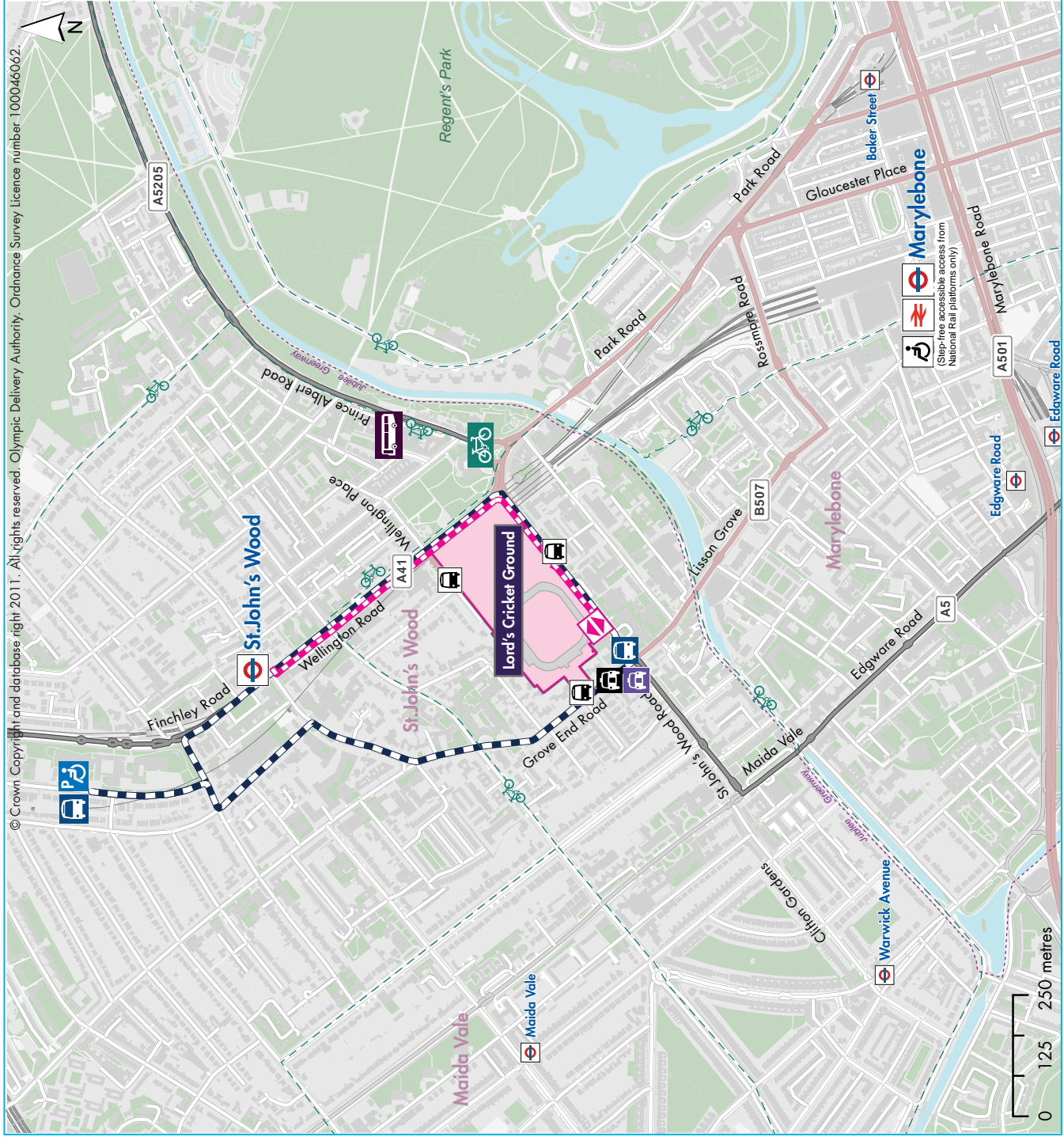
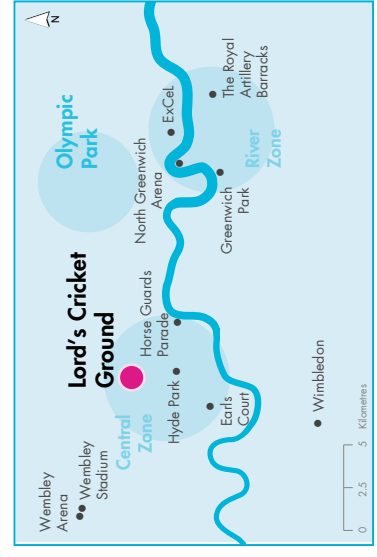
Olympic sports	Archery
Paralympic sports	None
Venue location	The competition arena is located on the main playing area and the warm-up facilities are located in the Nursery Ground.
Venue capacity (gross)	Gross venue capacity for the Archery events is 4,500 spectators.
Competition periods (indicative only, subject to change)	Eight consecutive days from Friday 27 July to Friday 3 August. On Day 0, no spectators will be present.
Number of competition sessions per day (indicative only, subject to change)	Two
Competition session start/finish times (indicative only, subject to change)	Earliest session start time: 09.00 Latest session finish time: 19.00

Figure 8.49
Lord's Cricket Ground



The key to sports pictograms can be found in Appendix E

-  Event area
-  Accredited vehicle access point (Olympic and Paralympic Route Networks only)
-  Spectator access point
-  Indicative spectator access route
-  Taxi rank
-  Private hire vehicle pickup/drop-off
-  Shuttle bus (for people with accessibility needs) pickup/drop-off
-  Shuttle bus (for people with accessibility needs) route
-  Coach pickup/drop-off
-  National Rail station
-  London Underground station
-  Step-free station with staff assistance
-  Pre-booked accessible parking
-  Cycle parking
-  Olympic Route Network – Venue-specific
-  Olympic Route Network – Alternative
-  Walking path
-  Recommended cycling route



Arrangements will be made for disabled rail users, as there are no step-free stations in this area.

Figure 8.50 Initial estimate of mode split for spectator travel to Lord's Cricket Ground: Olympic Games

Mode	Mode split for spectator trips	Number of spectators per session (based on gross capacity)
Rail (inc. National Rail, London Underground, DLR, rail shuttles)	80%	3,600
Coach	8%	360
Local buses	6%	270
Walk	2%	90
Cycle	2%	90
River	0%	0
Park-and-ride/park-and-walk	0%	0
Taxi	2%	90
Total	100%	4,500

Figure 8.51 Spectator arrival and departure profile – Olympic Games

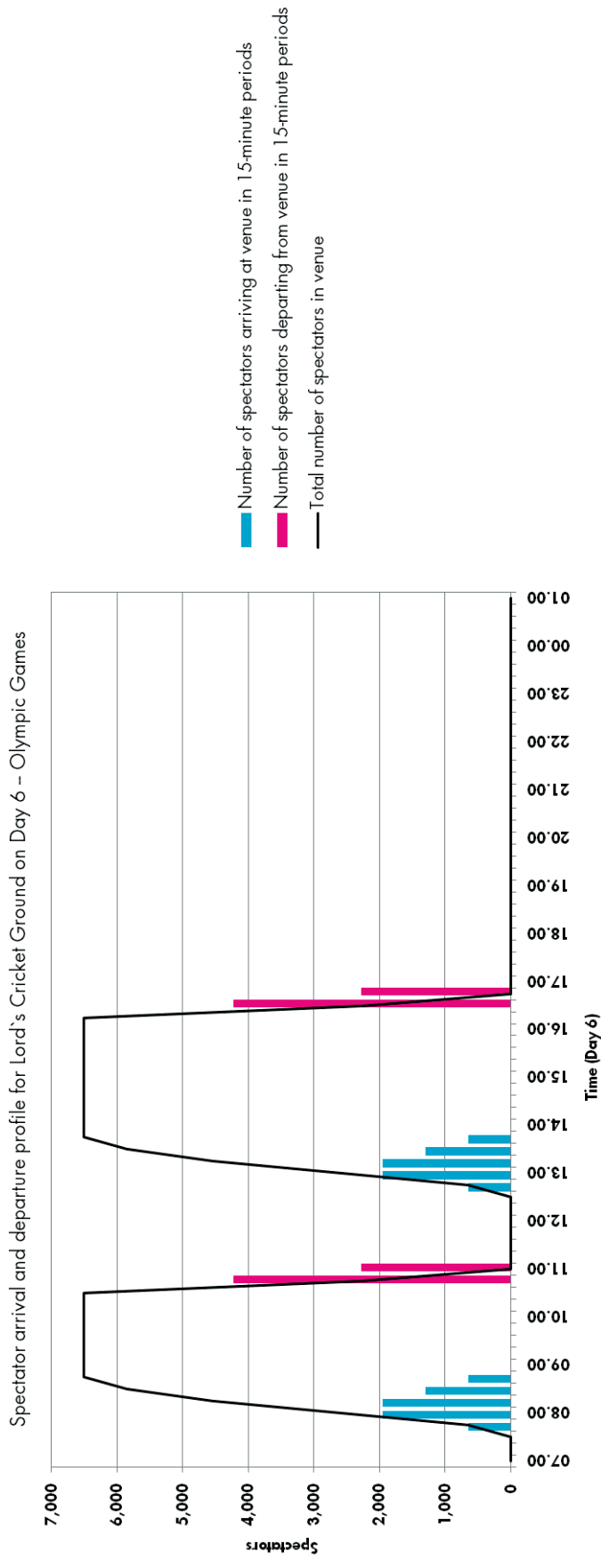


Figure 8.52 Summary of the transport strategy for Lord's Cricket Ground

Mode	Games transport provision
Games Family	Games Family vehicles will use the ORN to access the venue. Games Family vehicles will approach the venue via St. John's Wood Road, Wellington Road and Wellington Place. Games Family access is via Wellington Place, St. John's Wood Road or Grove End Road.
Spectator access points	Spectator access is via St. John's Wood Road at the Grace Gate.
Rail	St John's Wood London Underground station will be the main rail access point. It is anticipated that some spectators may travel through Marylebone station via the Bakerloo line or National Rail services. Special arrangements will be made for disabled rail users as there are no step-free stations in the area.
River	There is no waterborne access to this venue.
Walk and cycle	An estimated one per cent, or about 45 spectators, are expected to cycle to this venue. Temporary cycle parking facilities will be developed at the junction of Prince Albert Road and Wellington Road next to the Cycle Hire Scheme. The venue is also served by a number of walking route options.
Bus and coach	Buses may be subject to traffic restrictions in the area during days of the events. Additional bus capacity is under review with TfL London Buses. London buses have low floors and provide audio and visual information. There is one wheelchair space per bus. Coach drop-off bays have been identified on Outer Circle Road. Buses carrying passengers with access requirements will be able to drop-off and pick-up passengers in the accessible load zone 25 metres from the venue entrance.
Park-and-ride	Park-and-ride facilities will not be provided for this venue.
Taxi and private hire vehicles	Taxis will be provided with a staging area for pick-up and drop-off on the east side of Grove End Road in the southbound direction. Pre-booked and private hire vehicles can also drop off in this location, however, their pick-up location will be on the west side of Grove End Road in the northbound direction. Taxis are an important means of transportation for disabled spectators and it is understood that a taxi rank must be located as close as possible to the venue spectator entry and exit points.
Pre-booked accessible parking for disabled spectators	A limited number of pre-booked parking spaces will be provided to ticket holders who have a valid Blue Badge, or a recognised national disability parking permit. Parking will be valid for the day of the event only and may be subject to time restrictions. All accessible spaces will need to be pre-booked and spectators will be asked to provide evidence of their accredited parking permit. It will not be possible to gain entry to a venue's accessible parking site without evidence of pre-booking. The location of pre-booked accessible parking for spectators has been identified at Quintin Kynaston School north of the venue. A provision of 46 spaces will be made and an accessible shuttle provided from this location to St John's Wood Road 25 metres from the venue entrance.
Local area traffic management and parking plans	A number of temporary traffic management and parking control measures will be required to ensure that venue transport operations can work effectively, to deter spectator parking in the vicinity of the venue and to ensure local residents and local businesses can continue to operate alongside Games-related activity. These plans will be developed in conjunction with the Westminster and Camden local authorities.

Figure 8.53 Wembley Stadium and Wembley Arena

Wembley Stadium is the home of the England national football team, and as such regularly hosts international football matches. The venue also hosts English domestic cup finals, as well as rugby matches and major concerts. The stadium has a capacity of 90,000. Wembley Stadium is located in the London Borough of Brent, in north-west London.

Wembley Arena is London's second largest indoor arena, located opposite Wembley Stadium. While indoor sporting events such as boxing, martial arts, darts, basketball and ice hockey have been held at the venue, it is used primarily for music events.

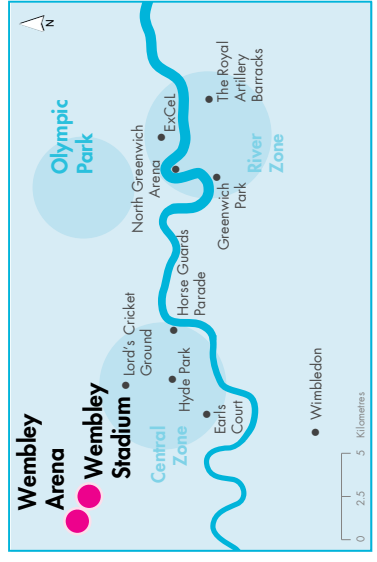
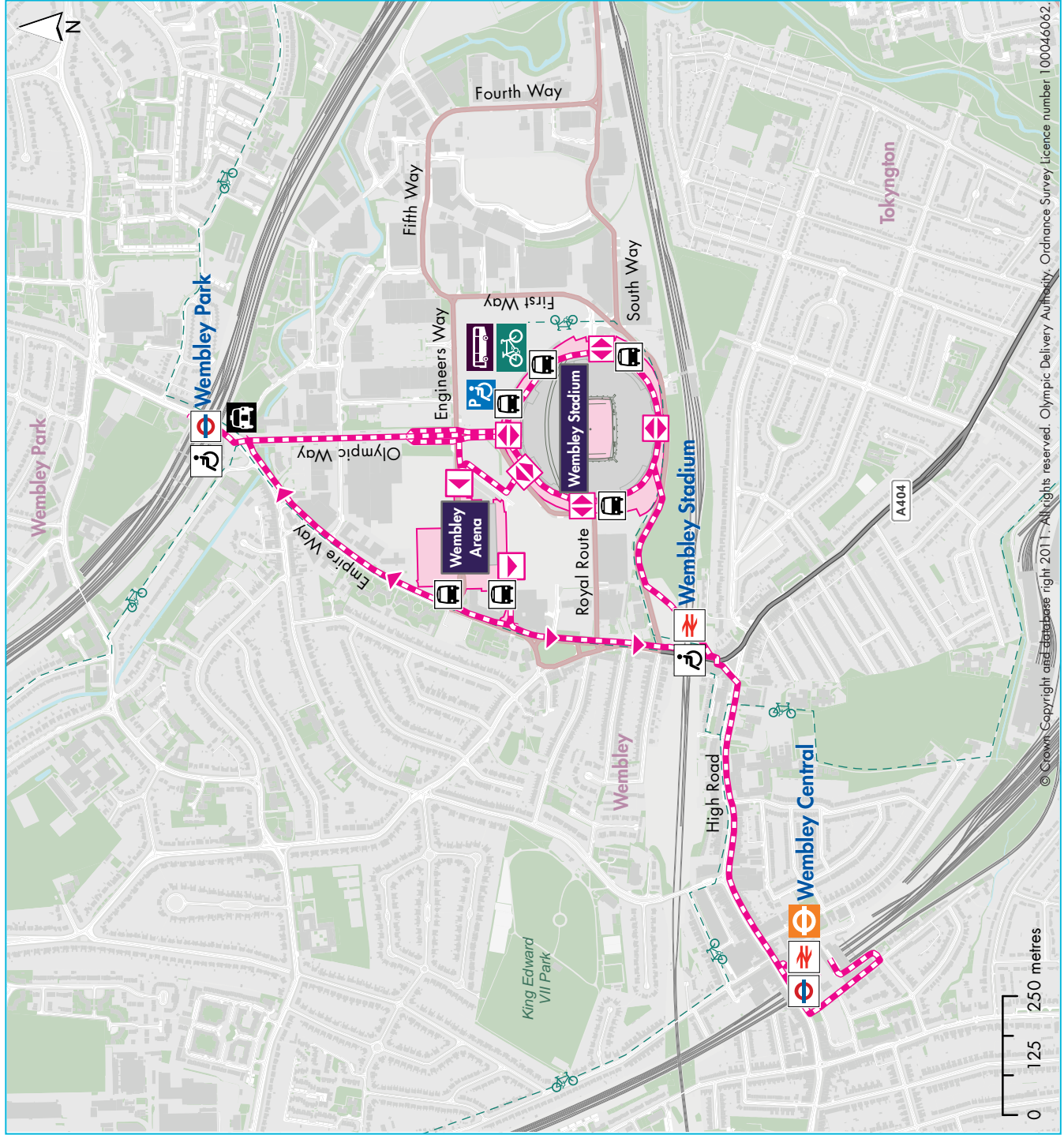
Olympic sports	Wembley Stadium Football Wembley Arena Badminton, Gymnastics – Rhythmic
Paralympic sports	None
Venue capacity (gross)	Wembley Stadium 90,000 Wembley Arena 6,000
Competition periods (indicative only, subject to change)	Thirteen days from Saturday 28 July to Sunday 12 August
Number of competition sessions per day (indicative only, subject to change)	One to three sessions per day
Competition session start/finish times (indicative only, subject to change)	Wembley Stadium Earliest session start time: 14.30 Latest session finish time: 22.15 (The finish time from each session of Football will be dependant upon the result of the match after 90 minutes of play, but events may be extended by a further 30 minutes) Wembley Arena Earliest session start time: 08.30 Latest session finish time: 23.00

Figure 8.54
Wembley Stadium and
Wembley Arena



The key to sports pictograms can be found in Appendix E

-  Event area
-  Accredited vehicle access point (Olympic and Paralympic Route Networks only)
-  Spectator access point
-  Indicative spectator access route
-  Taxi rank
-  Coach pick-up/drop-off
-  London Underground station
-  London Overground station
-  National Rail station
-  Step-free station with staff assistance
-  Pre-booked accessible parking
-  Cycle parking
-  Olympic Route Network – Venues-specific
-  Olympic Route Network – Alternative
-  Recommended cycling route



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Figure 8.55 Initial estimate of mode split for spectator travel to Wembley Stadium and Wembley Arena: Olympic Games

Mode	Mode split for spectator trips	Number of spectators per day: Wembley Stadium (based on gross capacity)	Number of spectators per day: Wembley Arena (based on gross capacity)
Rail (inc. National Rail, London Underground, DLR, rail shuttles)	80%	72,000	4,800
Direct coach	14%	12,600	840
Local buses	2%	1,800	120
Walk	2%	1,800	120
Cycle	1%	900	60
River	0%	0	0
Park-and-ride / park-and-walk	0%	0	0
Taxi	1%	900	60
Total	100%	90,000	6,000

Figure 8.56 Spectator arrival and departure profile for Wembley Stadium – Olympic Games

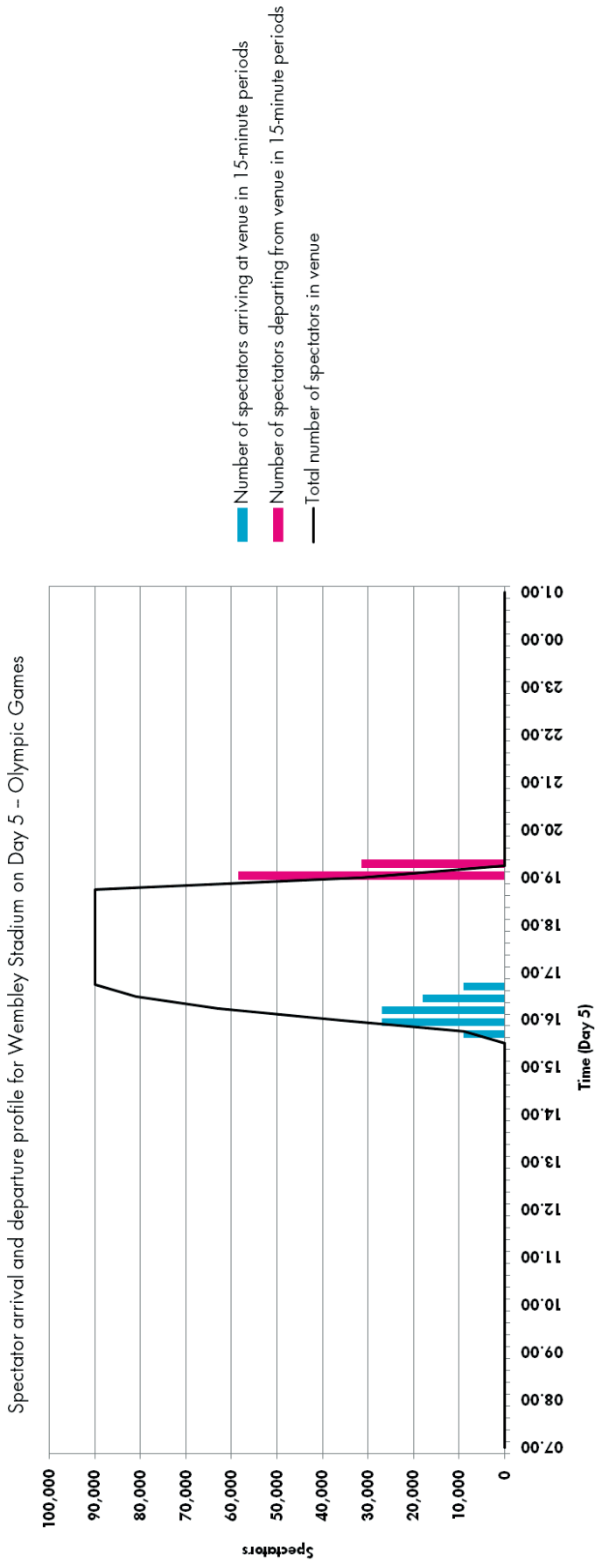


Figure 8.57 Olympic spectator arrival and departure profile for Wembley Arena

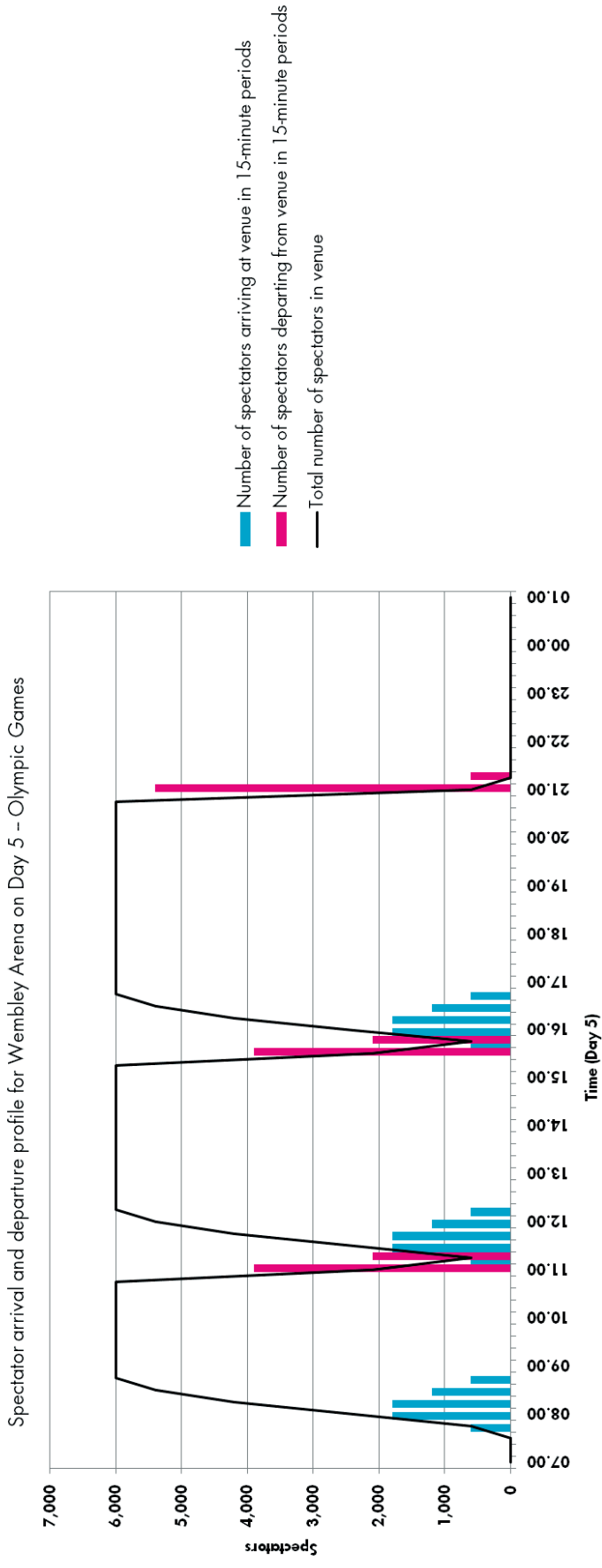


Figure 8.58 Summary of the transport strategy for Wembley Stadium and Wembley Arena

Games transport provision	
Games Family	Games Family vehicles will use the ORN to access the venue. Games Family vehicles will approach the venue via South Way. Games Family access will be assigned by individual client group and subject to confirmation of venue layout.
Spectator access points	Spectators will access the stadium from the south via South Way and from the north via Olympic Way leading to the outer concourse surrounding the stadium. Arena spectators will use the same route as above but from the Stadium use a staircase to access the Arena
Rail	Public transport provision on event days is based on a three-station strategy, using Wembley Park (Jubilee line and Metropolitan line), Wembley Stadium (National Rail) and Wembley Central (Bakerloo line and London Overground). On event days, a special timetable is operated that increases the rail capacity provided. The service provision is dependent upon timings and details of the specific event. Wembley Park and Wembley Stadium stations are step-free with staff assistance available. These two stations will be promoted as accessible stations for the venue.
River	There is no waterborne access to this venue.
Walk and cycle	Spectators will be directed to park their cycles at one of the designated cycle parking areas. The pedestrian route along Olympic Way from Wembley Park station to the stadium includes two relatively steep ramps. Alternative access provision will be provided for disabled spectators that will avoid using this route.
Bus and coach	Substantial private charter coach parking is available at this venue. The venue is served by scheduled express coach services. Specific arrangements during the Games have yet to be determined. Local London buses have low floors and provide audio and visual information. There is one wheelchair space per bus.
Park-and-ride	No park-and-ride services are planned for this venue.
Taxi and private hire vehicles	Taxis are an important means of transportation for disabled spectators and it is understood that a taxi rank must be located as close as possible to the venue spectator entry and exit points. Taxi ranks and pre-booked pick-up points will be available close to the venue
Pre-booked accessible parking for disabled spectators	A limited number of pre-booked parking spaces will be provided to ticket holders who have a valid Blue Badge, or a recognised national disability parking permit. Parking will be valid for the day of the event only and may be subject to time restrictions. All accessible spaces will need to be pre-booked and spectators will be asked to provide evidence of their accredited parking permit. It will not be possible to gain entry to a venue's accessible parking site without evidence of pre-booking. Pre-booked accessible parking for Blue Badge disabled spectators will be provided within the Green Car Park (STC) for the duration of the Olympic Games. Up to 200 pre-booked accessible parking spaces are typically provided for spectators at the stadium car parks on major event days.

Mode	Games transport provision
Local area traffic management and parking plans	<p>A number of temporary traffic management and parking control measures will be required to ensure that venue transport operations can work effectively, to deter spectator parking in the vicinity of the venue and to ensure local residents and local businesses can continue to operate alongside Games-related activity. These plans will be developed in conjunction with Brent Council, TfL, the emergency services, and other stakeholders.</p>