

Figure 8.59 Wimbledon

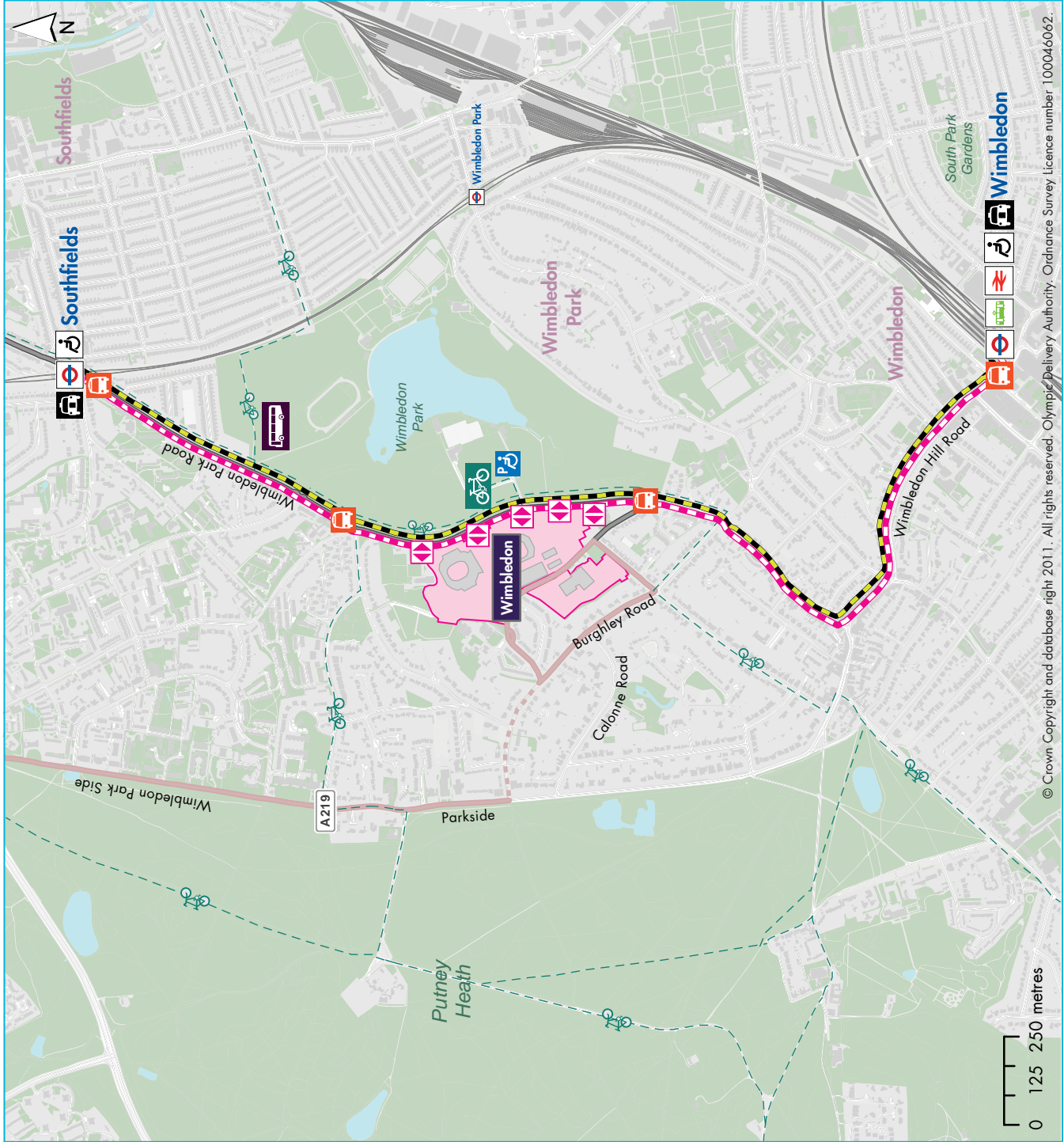
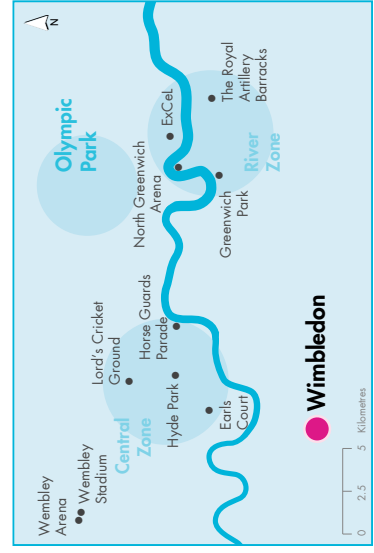
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| The All England Lawn Tennis and Croquet Club is the venue for the annual Wimbledon Championship Grand Slam tennis event. The club currently has 19 tournament courts, and a combined seating capacity for over 35,000 spectators. The venue is located in Wimbledon, in the London Borough of Merton. | |
| Olympic competitions | Tennis |
| Paralympic competitions | None |
| Venue location | All the events will be held on the closed courts within the main complex. Practice and warm-up courts are also available. |
| Venue capacity (gross) | During the Games, the venue will have a gross capacity of 30,000. |
| Competition periods (indicative only, subject to change) | Eight days from Sunday 29 August to Sunday 5 August |
| Number of competition sessions per day (indicative only, subject to change) | There is one session on each day, though multiple matches will be played. |
| Competition session start/finish times (indicative only, subject to change) | Earliest session start time: 11.30 Latest session finish time: 20.30 |

Figure 8.60
Wimbledon



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
- Shuttle bus (for all users) pick-up/drop-off
- Shuttle bus (for all users) route
- Coach pick-up/drop-off
- London Underground station
- National Rail station
- Tramlink 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 8.61 Initial estimate of mode split for spectator travel to Wimbledon: Olympic Games

| Mode | Mode split for spectator trips | Number of spectators per day (based on gross capacity) |
|--|--------------------------------|---|
| Rail (inc. National Rail, London Underground, Tramlink, rail shuttles) | 82% | 24,600 |
| Direct coach | 6% | 1,800 |
| Local buses | 6% | 1,800 |
| Walk | 2% | 600 |
| Cycle | 2% | 600 |
| River | 0% | 0 |
| Park-and-ride/park-and-walk | 0% | 0 |
| Taxi | 2% | 600 |
| Total | 100% | 30,000 |

Figure 8.62 Spectator arrival and departure profile – Olympic Games

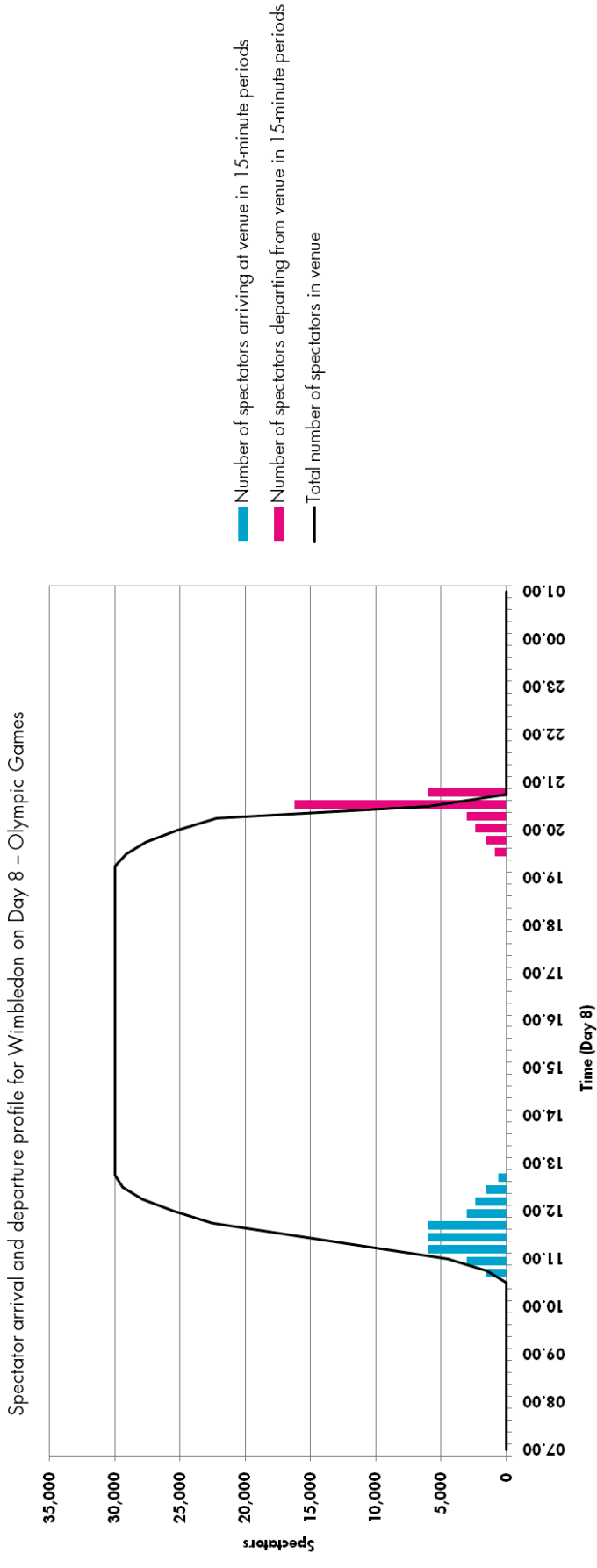


Figure 8.63 Summary of the transport strategy for Wimbledon

| 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 Parkside Avenue, Calonne Road and Marryat Road. Games Family access will be assigned by individual client group and subject to confirmation of venue layout. |
| Spectator access points | Spectators will access the venue from Church Road to the east of the venue, subject to confirmation of venue layout. |
| Rail | Two railway stations will be designated as recommended stations for this venue: Southfields and Wimbledon. Both stations are served by the London Underground (LU) District line. Wimbledon station is also served by National Rail services from London Waterloo and London Tramlink services. The number of National Rail trains stopping at Wimbledon will be increased during the Games. Additional LU services will be running across London throughout the Games. All LU trains serving Wimbledon terminate at the station. Both stations are step-free with staff assistance available. Although both are within walking distance, a high-frequency spectator shuttle bus service will operate from both stations to the venue. Accessible vehicles will be available. |
| River | There is no waterborne access to this venue. |
| Walk and cycle | Cycle parking will be made available close to the venue. |
| Bus and coach | Existing medium frequency bus services will be used to access the venue. Coach parking will be made available in Wimbledon Park. Local London buses have low floors and provide audio and visual information. There is one wheelchair space per bus. |
| Park-and-ride | Park-and-ride services are not proposed to serve this venue during the Games. |
| 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 vehicle facilities will be provided on-street, within a short walking distance of 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 will be made available in The Wimbledon Club opposite the venue. |
| 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 are being developed in conjunction with Merton Council, TfL, the emergency services, and other stakeholders. |

















Figure 8.64 Lee Valley White Water Centre

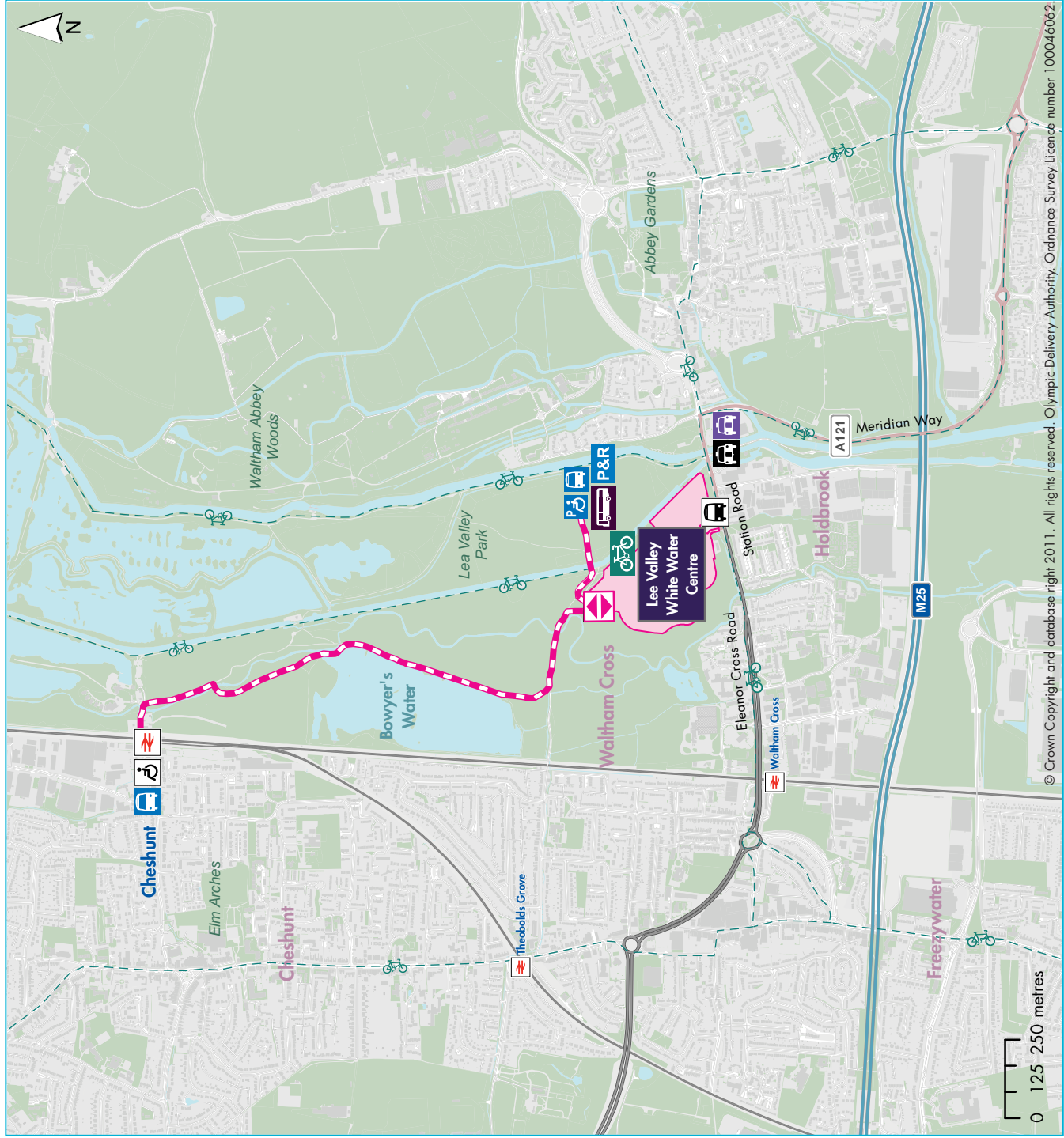
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|---|---|
| Lee Valley White Water Centre is a new venue, which has been built on an overflow car park for the River Lee Country Park. Temporary seating will be installed around the venue with a gross capacity of 12,000 seats. The venue is located in the Borough of Broxbourne, south-east Hertfordshire. | |
| Olympic competitions | Canoe Slalom |
| Paralympic competitions | None |
| Venue location | The Canoe Slalom courses are located within wider parkland setting on the edge of the 1000-acre River Lee Country Park. |
| Venue capacity (gross) | 12,000 |
| Competition periods (indicative only, subject to change) | Five days of competition from Sunday 29 July to Thursday 2 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: 13.30 Latest session finish time: 17.30 |

Figure 8.65
Lee Valley White Water Centre



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 pick-up/drop-off
-  Coach pick-up/drop-off
-  Shuttle bus (for people with accessibility needs) pick-up/drop-off
-  National Rail station
-  Step-free station with staff assistance
-  Pre-booked accessible parking
-  Cycle parking
-  Park-and-ride venue pick-up/drop-off
-  Olympic Route Network – Venues-specific
-  Olympic Route Network – Alternative
-  Recommended cycling route



Locations of park-and-ride car parks to be confirmed.

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Figure 8.66 Initial estimate of mode split for spectator travel to Lee Valley White Water Centre: 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) | 50% | 6,000 |
| Coach | 5% | 600 |
| Local bus | 3% | 360 |
| Walk | 1% | 120 |
| Cycle | 2% | 240 |
| River | 0% | 0 |
| Park-and-ride/park-and-walk | 35% | 4,200 |
| Taxi | 4% | 480 |
| Total | 100% | 12,000 |

Figure 8.67 Spectator arrival and departure profile – Olympic Games

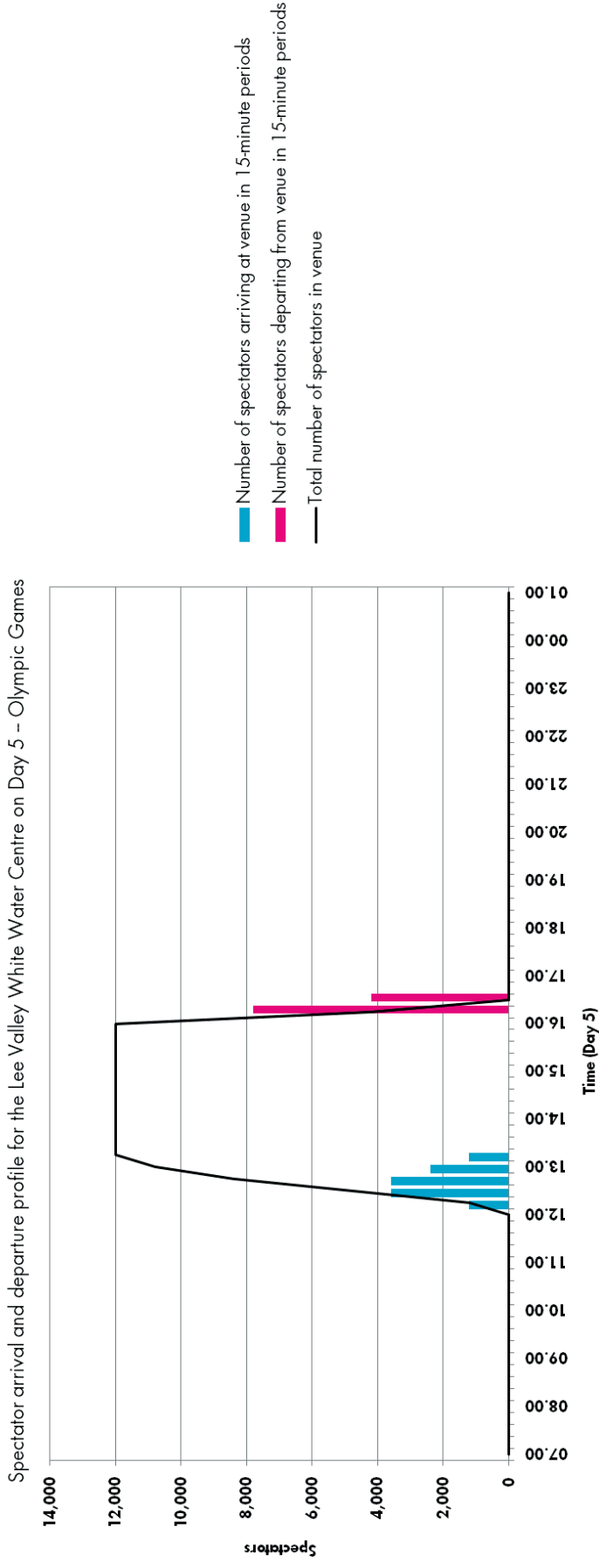


Figure 8.68 Summary of the transport strategy for the Lee Valley White Water Centre

| Games transport provision | |
|---------------------------------------|--|
| Mode | |
| Games Family | Games Family vehicles will use the ORN to access the venue. Games Family vehicles will approach the venue via Meridian Way and Station Road. Games Family access will be assigned by individual client group and subject to confirmation of venue layout. |
| Spectator access points | The main spectator access point is on the north side of the venue. |
| Rail | Cheshunt station is the recommended station serving the Lee Valley White Water Centre during the Olympic Games. Sufficient capacity exists on the train services and at the relevant stations to enable Games-time operations; however, additional capacity is being added to ensure the efficient movement of spectators. Spectators will alight from rail services and be directed to the 1.25 mile footpath connecting the station with the spectator entrance. An accessible shuttle will be provided from Cheshunt station to the venue's transport hub to assist any passengers who may have difficulty with the 1.25 mile walk. It is anticipated that some spectators who are familiar with the area will use Waltham Cross station and make their own way to the venue either on foot or by local bus services. However, it is the intention that spectators are discouraged from doing this to maximise the easy flow of spectators through the northern access point to the venue. Waltham Cross station is not a step-free station. |
| River | While use of river for spectator transport has not been ruled out, it is not envisaged that river transport will play a major role at this venue. |
| Walk and cycle | There are a number of off-road footpath routes around the venue where cycling is permitted. The Lee Navigation towpath (promoted as the Lea Valley Walk) also provides an important north-south off-road walking route through the Lea Valley running just to the east of the venue. The Lea Valley Walk provides an off-road pedestrian connection to north and south points of the venue. The off-road footpaths to the north of the venue are generally of good quality. Several have recently been re-surfaced. There is an existing footway connection to the south of the venue along the A121 Eleanor Cross Road/Station Road/Highbridge Street. This route provides a footway connection to Waltham Cross station. Part of the footway along Eleanor Cross Road/Station Road has recently been upgraded as an off-carriageway shared use (segregated with a white line) walking and cycling route. The main promoted strategic cycle route serving the venue is National Cycle Network route 1 on the route of the River Lea pathway to the east of the venue. This cycle route runs north-south and to the east of the venue with a cycle connection via a footbridge across the Lee Navigation on the east side of the venue. Temporary cycle parking for spectators will be provided on the north-east side of the venue outside the secure perimeter. All spectators will access the venue on the north side. |
| Bus and coach | Bus stops are located approximately 50 metres from the venue. Six different bus routes serve the venue. Private charter coach parking will be available. |
| Park-and-ride | Two park-and-ride sites have been identified to serve the venue. They are the University of Hertfordshire and North Weald Airfield. Accessible spaces will be available on the park-and-ride shuttles. |
| 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 Games in order to provide an accessible alternative for spectators. A taxi rank will operate from the Highbridge Retail Park south-east of the venue on the south side of Highbridge Street. |

| Games transport provision | |
|--|--|
| <p>Mode</p> <p>Pre-booked accessible parking for disabled spectators</p> | <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>It is assumed that there will be a requirement for 120 pre-booked accessible spaces. All pre-booked accessible spaces will be located in the transport hub to the east of the venue and will be accessed from Station 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 will be developed in conjunction with Hertfordshire County Council, East Hertfordshire District Council and Epping Forest District Council, the emergency services, and other stakeholders.</p> |

Figure 8.69 Eton Dorney

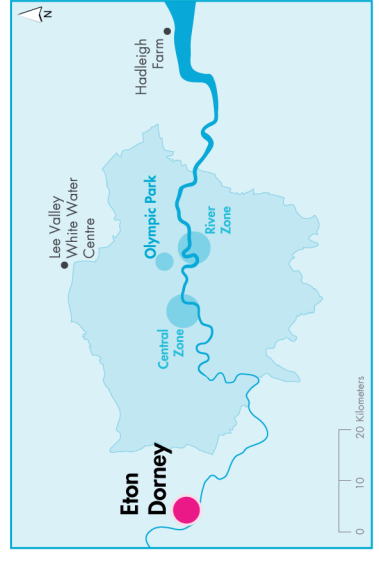
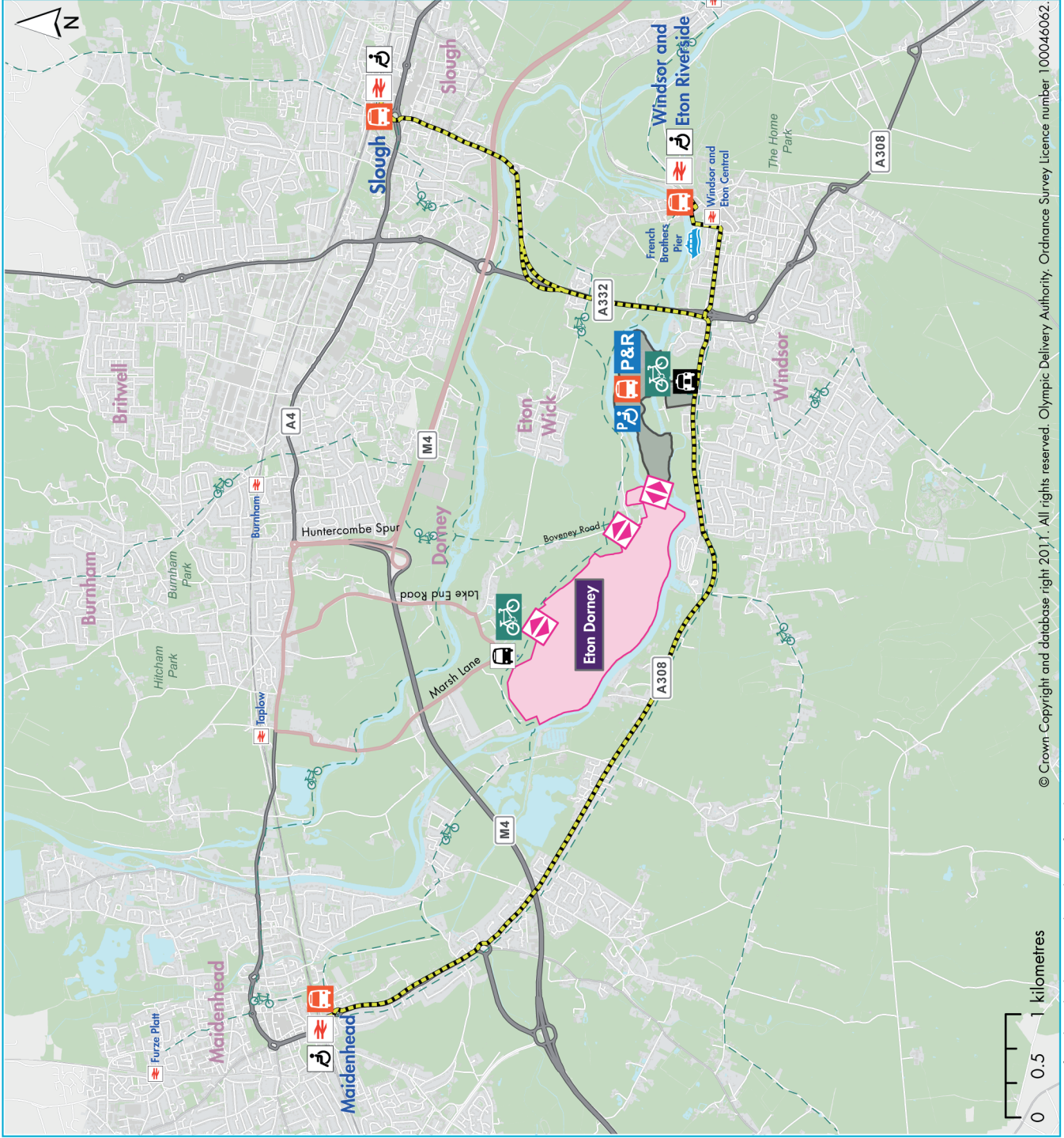
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|--|---|
| <p>The Eton College Rowing Centre at Dorney Lake contains a 2,000 metre course that meets national and international standards. The venue hosted the Rowing World Cup in 2005, and the World Rowing Championships in 2006. The existing facilities will be enhanced for the Olympic and Paralympic Games, with a total gross capacity of 30,000 spectators. The venue is located in Buckinghamshire, near the towns of Windsor, Slough and Maidenhead.</p> | |
| Olympic competitions | Rowing, Canoe Sprint |
| Paralympic competitions | Paralympic Rowing |
| Venue location | The events will take place on Dorney Lake |
| Venue capacity (gross) | 30,000 spectators, of which 20,000 will be seated and 10,000 will be standing along the north bank of the lake. The Paralympic Games will have 10,000 spectators. |
| Competition periods (indicative only, subject to change) | <p>Olympic Games Fifteen days from Saturday 28 July to Saturday 11 August</p> <p>Paralympic Games Three days from Friday 31 August to Sunday 2 September</p> |
| Number of competition sessions per day (indicative only, subject to change) | <p>Olympic Games One</p> <p>Paralympic Games One</p> |
| Competition session start/finish times (indicative only, subject to change) | <p>Olympic Games Rowing: Earliest session start time: 09.30. Latest session finish time: 14.10 Canoe Sprint: Earliest session start time: 9.30. Latest session finish time: 11.55</p> <p>Paralympic Games Earliest session start time: 09.30 Latest session finish time: 12.00 (start and finish times susceptible to change due to adverse weather conditions)</p> |

Figure 8.70
Eton Dorney



The key to sports pictograms can be found in Appendix E

-  Event area
-  Transport mall
-  Accredited vehicle access point
(Olympic and Paralympic Route Networks only)
-  Spectator access point
-  Taxi rank
-  Shuttle bus (for all users) pick-up/drop-off
-  Shuttle bus (for all users) route
-  National Rail station
-  River services
-  Step-free station with staff assistance
-  Pre-booked accessible parking
-  Cycle parking
-  Park-and-ride venue pick-up/drop-off
-  Olympic Route Network – Venue-specific
-  Olympic Route Network – Alternative
-  Recommended cycling route



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Locations of park-and-ride car parks to be confirmed.

Figure 8.71 Initial estimate of mode split for spectator travel to Eton Dorney: Olympic Games and Paralympic Games

| Mode | Mode split for spectator trips | Number of spectators per day (based on gross capacity) |
|---|--------------------------------|---|
| Rail (inc. National Rail, London Underground, DLR, rail shuttles) | 24% | 7,200 |
| Coach | 5% | 1,500 |
| Local buses | 1% | 300 |
| Walk | 8% | 2,400 |
| Cycle | 7% | 2,100 |
| River | 3% | 900 |
| Park-and-ride/park-and-walk | 50% | 15,000 |
| Taxi | 2% | 600 |
| Total | 100% | 30,000 |

Figure 8.72 Spectator arrival and departure profile – Olympic Games

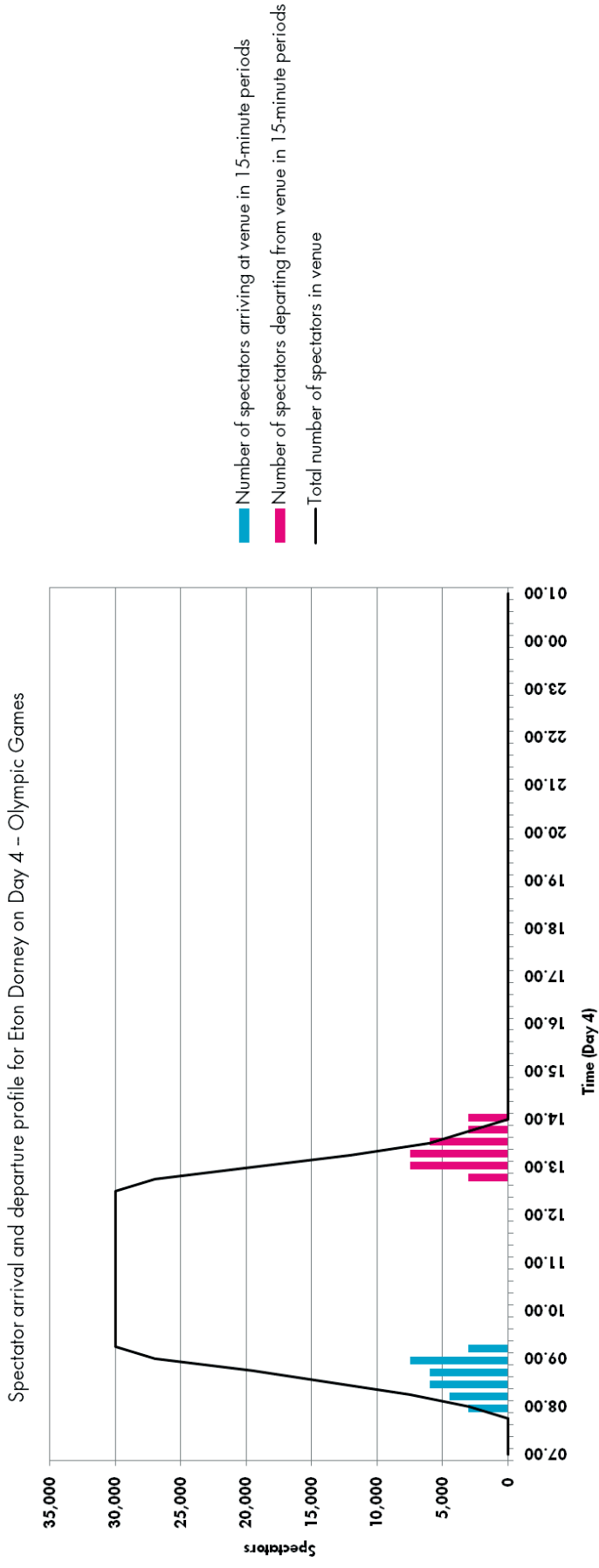


Figure 8.73 Spectator arrival and departure profile – Paralympic Games

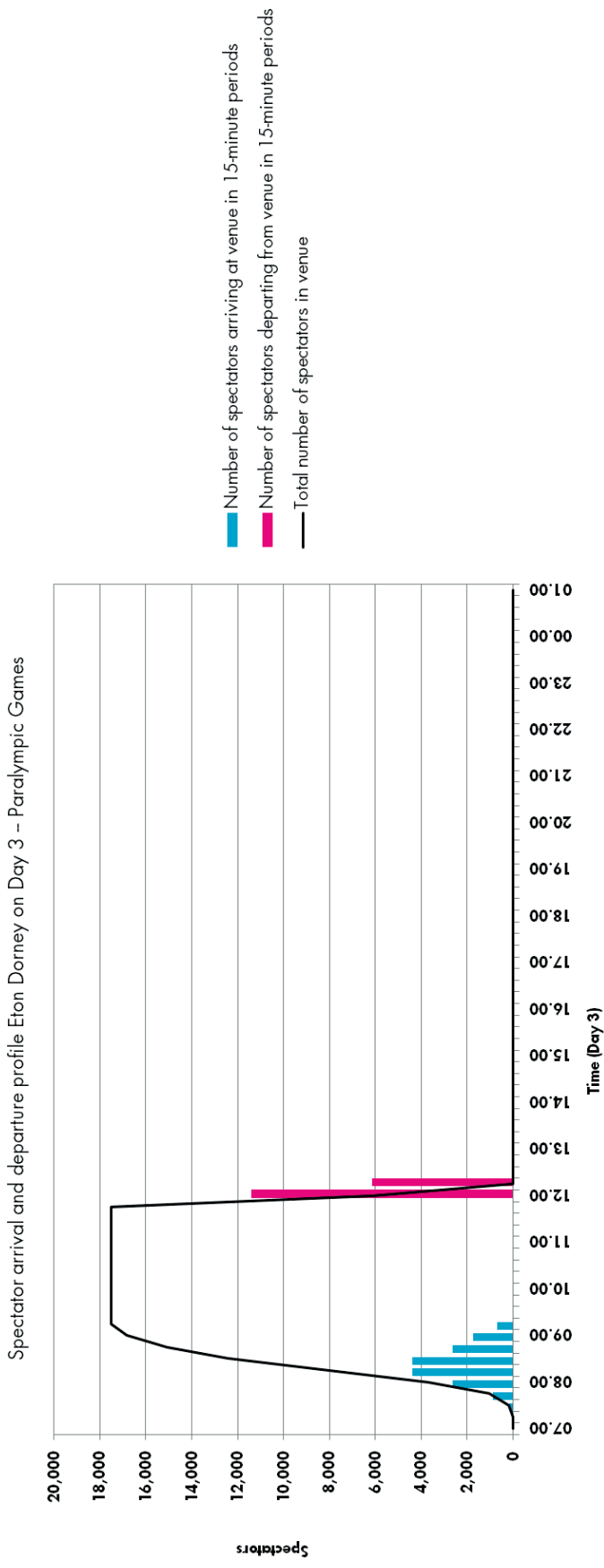


Figure 8.74 Summary of the transport strategy for Eton Dorney

| Mode | Games transport provision |
|--------------------------------|--|
| Games Family | Games Family vehicles will use the ORN and PRN to access the venue from the north. Games Family vehicles will approach the venue via Lake End Road, Court Lane and Marsh Lane. Games Family access will be assigned by individual client group and subject to confirmation of venue layout. |
| Spectator access points | Windsor Racecourse will be the transport hub for the Olympic Games, during which there will be two spectator access points. The first will be via Windsor Racecourse, where a temporary bridge will be provided over the River Thames. A second entrance for local residents will be to the north of the venue. The transport hub for the Paralympic Games will be in Big Meadow field. For the Paralympic Games, all spectators will access via the north of the venue. |
| Rail | For the Olympic Games, Slough, Maidenhead and Windsor & Eton Riverside stations will be promoted as recommended stations for this venue. Slough and Maidenhead stations are on the London Paddington to Reading mainline. Windsor & Eton Riverside is the terminal station on the branch line from Waterloo and therefore offers valuable additional rail capacity to that provided by the rail services on the Paddington to Reading mainline. During the Games, National Rail will operate a number of enhanced services for spectators. Slough, Maidenhead and Windsor & Eton Riverside stations are all step-free with assistance available. Shuttle buses will be used to transport spectators between the three stations and the venue. For the Paralympic Games, Taplow may replace Maidenhead as the third venue station. This is still to be confirmed. |
| River | It is proposed to make use of river shuttle boat services between Windsor Town Bridge and Boveney Lock. The ODA is working with river ferry contractors to understand what service levels can be offered during the Olympic and Paralympic Games. It is envisaged that a temporary pontoons will be installed to the north of the venue. |
| Walk and cycle | In general, the venue is well served by existing walking and cycling routes with a dense network of paths. Of particular relevance is the Thames Path, a National Trail, which runs past the venue along the north bank of the River. National Cycle Network Route 4 runs adjacent to the northern perimeter of the venue. The National Cycle Network Route 61 also runs near the north of the venue along the south bank of the Jubilee River from near Taplow station in the west to beyond Slough in the east. Secure cycle parking will be provided to serve this venue at two locations, south and north of the river. The ODA is working with Sustrans, local authorities and Natural England to improve a number of walking and cycling links into the venue. This will provide a benefit for the Games and a legacy for the local area. |
| Bus and coach | Eton Dorney is served by a limited local bus service. Coach parking will be provided in the northern section of the transport hub. Parking for 60 coaches will be available. |
| Park-and-ride | Temporary park-and-ride services will be located to the north, south, west and east of the venue. Park-and-ride services will be available for the duration of the Olympic and Paralympic Games at this venue. |

| Games transport provision | |
|---|--|
| Mode 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>For the Olympic Games, taxis will pick-up and drop-off spectators at Windsor Racecourse. For the Paralympic Games, taxis will use the transport hub at Big Meadow field to the north of the venue.</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>It is currently assumed that disabled people who wish to drive to the venue will pre-book a parking space at the transport hubs at the venue.</p> |
| 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 Windsor and Maidenhead Royal Borough Council, Buckinghamshire County Council, South Bucks District Council, Slough Borough Council, the emergency services, and other stakeholders.</p> |

Figure 8.75 Hadleigh Farm

Hadleigh Farm is new competition venue, with the course being constructed for the Olympic Mountain Bike event. Hadleigh Farm is a 550-acre site, owned by the Salvation Army, on a working farm. The woodland, grassland and hilly terrain are ideal for the Mountain Bike event. The venue is located close to the town of Hadleigh, within Castle Point Borough in south Essex.

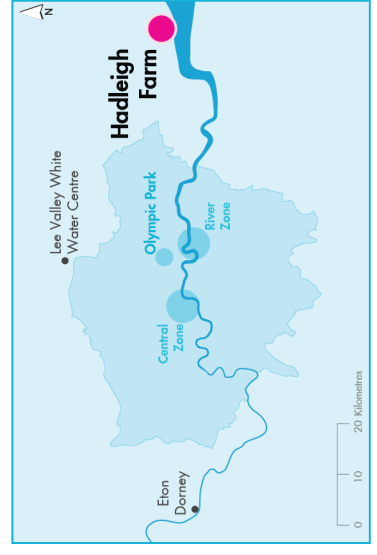
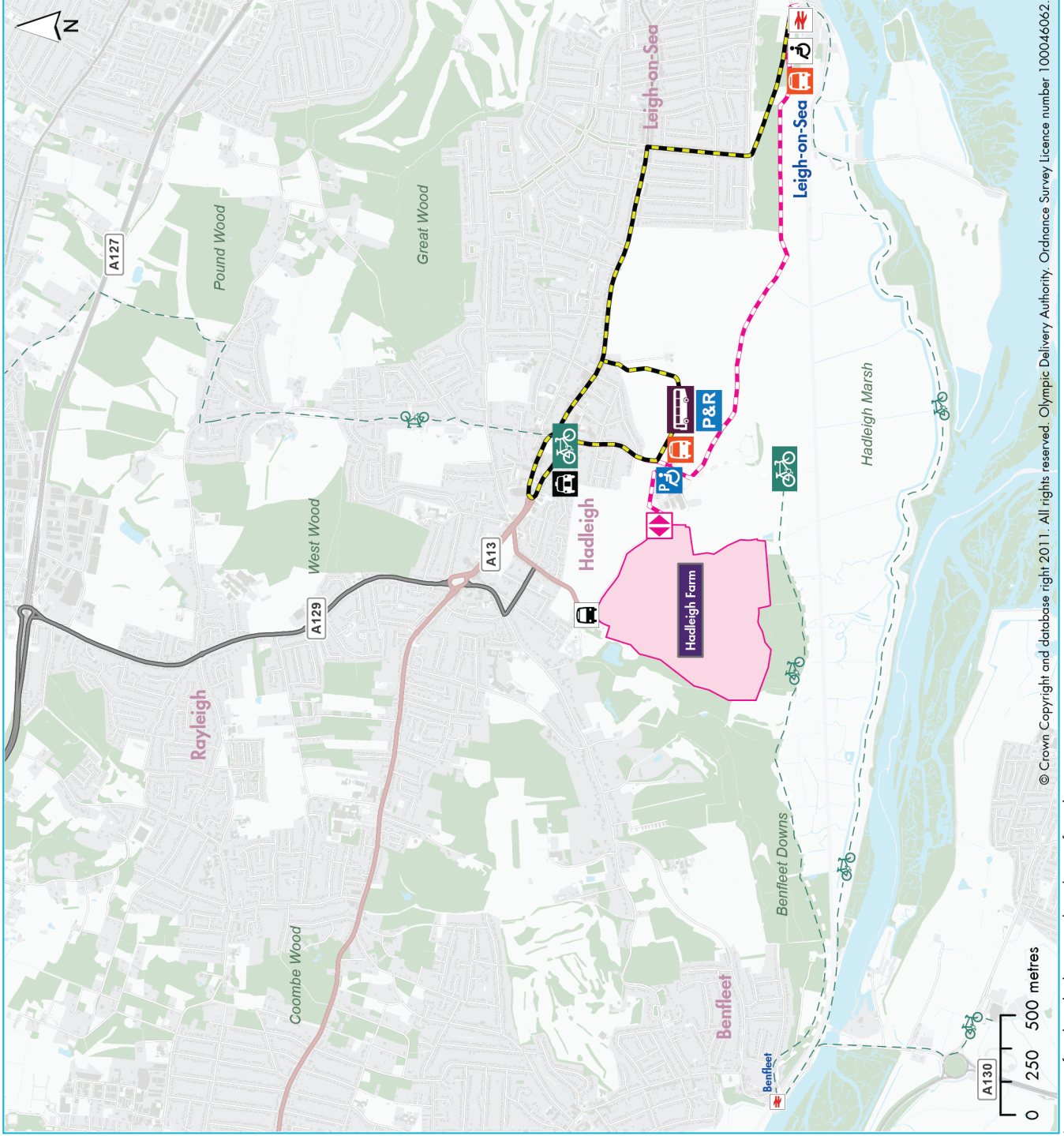
| | |
|---|--|
| Olympic competitions | Mountain Bike |
| Paralympic competitions | None |
| Venue location | Spectators will line the race circuit in designated areas, including at the start/finish line. |
| Venue capacity (gross) | 20,000 |
| Competition periods (indicative only, subject to change) | Two days on Saturday 11 August and Sunday 12 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: 12.30 Latest session finish time: 15.30 |

Figure 8.76
Hadleigh Farm



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
- National Rail station
- Taxi rank
- Spectator shuttle bus (for all users) pickup/drop-off
- Spectator shuttle bus (for all users) route
- Coach pickup/dropoff
- Step-free station with staff assistance
- Pre-booked accessible parking
- Cycle parking
- Park-and-ride venue pickup/drop-off
- Olympic Route Network – Venue-specific
- Olympic Route Network – Alternative
- Recommended cycling route



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Locations of park-and-ride car parks to be confirmed.

Figure 8.77 Initial estimate of mode split for spectator travel to Hadleigh Farm: Olympic Games

| Mode | Mode split for spectator trips | Number of spectators per day |
|---|--------------------------------|------------------------------|
| Rail (inc. National Rail, London Underground, DLR, rail shuttles) | 50% | 10,000 |
| Coach | 5% | 1,000 |
| Local buses | 3% | 600 |
| Walk | 1% | 200 |
| Cycle | 4% | 800 |
| River | 0% | 0 |
| Park-and-ride/park-and-walk | 36% | 7,200 |
| Taxi | 1% | 200 |
| Total | 100% | 20,000 |

Figure 8.78 Spectator arrival and departure profile for Hadleigh Farm – Olympic Games

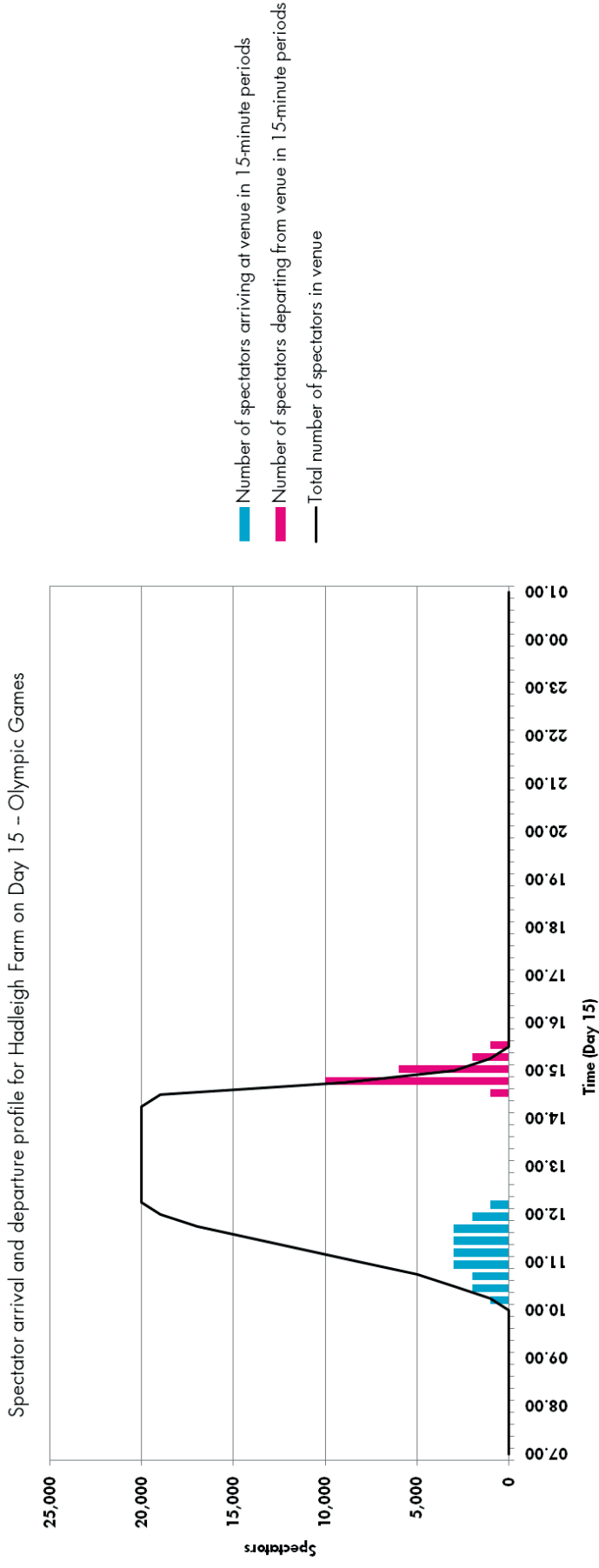


Figure 8.79 Summary of the transport strategy for Hadleigh Farm

| Mode | Games transport provision |
|--------------------------------|---|
| Games Family | <p>Games Family vehicles will use the ORN to access the venue and will approach the venue from London via the A13 London Road and Chapel Lane.</p> <p>Games Family access will be assigned by individual client group and subject to confirmation of venue layout.</p> |
| Spectator access points | <p>One spectator entrance will be provided at this venue. This will be located on the north-eastern corner of the venue and can be accessed from Castle Lane (see Figure 8.76)</p> |
| Rail | <p>The venue has good connections to National Rail services. Spectators will be advised to use Leigh-on-Sea station on the London–Tilbury–Southend line, served by c2c rail services to access the venue. Leigh-on-Sea station is located approximately 2.5km to the south-east of the venue.</p> <p>Spectators will then either use shuttle buses to the venue, or walk from Leigh-on-Sea station on an off-road path. Some use may also be made of Rayleigh station on the London Liverpool Street to Southend Victoria line to serve the venue.</p> <p>Leigh-on-Sea station is step-free with assistance available. The rail and park-and-ride shuttle bus operations for this venue will include accessible buses.</p> <p>For the duration of the event, train capacities and frequencies on the c2c service will be enhanced.</p> |
| River | <p>There is no waterborne access to this venue.</p> |
| Walk and cycle | <p>As the event is a mountain bike race, and taking into account observations at previous major mountain bike events, it is reasonable to assume a significant number of spectators will wish to cycle to the venue.</p> <p>Provision will be made for both spectators who cycle all the way from their homes or accommodation in the area around the venue, or people driving to an appropriate designated park-and-cycle site and riding in. The Waterside Farm park-and-ride site can be accessed by bike. Cycle routes into the venue have been identified from the north, south-west and south-east. Managed, secure cycle parking will be provided in two locations – to the north and south of the venue, for at least 1,500 spectator bikes.</p> <p>Walking to the venue will also be popular both for local residents and people staying in local accommodation, and as part of longer journeys involving another mode with a walking link into the venue.</p> <p>Access to the venue on foot is available from the north via Castle Lane, from the south-east via the footpath from Leigh-on-Sea station, and from the south-west via the footpath across Benfleet Downs.</p> |
| Bus and coach | <p>The venue is well served by local bus services for people travelling from local urban centres such as Southend, Rayleigh and Basildon. Local bus services will utilise existing bus stop facilities on Hadleigh High Street with spectators walking into the venue along Castle Lane.</p> <p>Private charter coach parking will be available.</p> |
| Park-and-ride | <p>Park-and-ride facilities serve this venue. Frequent accessible shuttles services will operate between the sites and the venue.</p> |
| Taxi and private hire vehicles | <p>A location in the vicinity of the venue for taxis and private hire vehicles to drop-off and pick-up is currently being identified. It is likely to be in the vicinity of Hadleigh town centre with spectators walking to the venue via Castle Lane.</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</p> |

| Games transport provision | |
|---|---|
| Mode | possible to the venue spectator entry and exit points. Accessible taxis will need to pre-book to gain access to the venue to drop-off and pick-up disabled spectators. A number of local community and Dial-a-Ride services are available in this part of Essex and these accessible services will be promoted for spectators. |
| 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 disabled spectators will be provided close to the venue's spectator entrance. This is the only private spectator car parking at, or close to, the venue. Accessible parking will be finalised in terms of location and scale in due course. |
| 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 highway authorities (Essex County Council and Southend Borough Council), Castle Point Borough Council, the emergency services, and other stakeholders. |

Figure 8.80 Weymouth and Portland

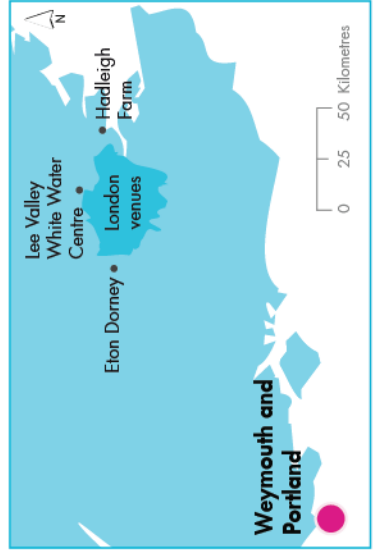
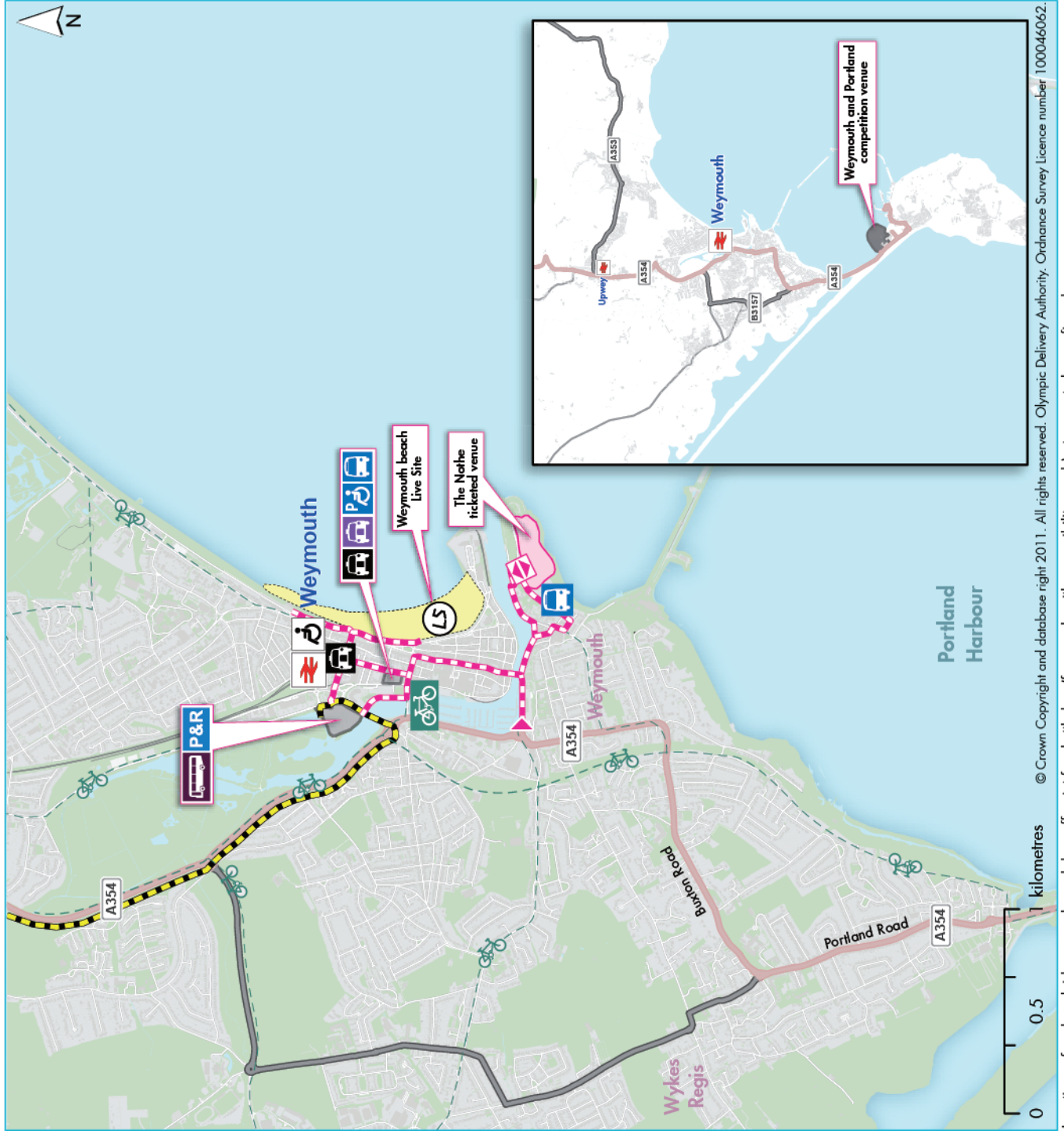
| The Weymouth and Portland National Sailing Academy (WPNSA) has training facilities for all ability levels, and frequently hosts a variety of National Championships. The Sailing Academy is located at Portland Harbour, in Dorset, 150 miles south-west of London. | |
|---|--|
| Olympic competition | Sailing |
| Paralympic competition | Paralympic Sailing |
| Venue location | Weymouth and Portland National Sailing Academy, (WPNSA) located at Portland Harbour on the south coast of England |
| Venue capacity (gross) | There is capacity for 60,000 spectators. Spectator access to the WPNSA will not be permitted, though spectator viewing areas around Weymouth and Portland will be available. Subject to planning permission, there will also be a ticketed spectator area at the Nothe Gardens with a capacity of 4,600. |
| Competition periods (indicative only, subject to change) | Olympic Games Fourteen days of competition from Sunday 29 July to Saturday 11 August Paralympic Games Six days of competition from Saturday 1 September to Thursday 6 September |
| Number of competition sessions per day (indicative only, subject to change) | Olympic Games One Paralympic Games One |
| Competition session start/finish times (indicative only, subject to change) | Olympic Games Earliest session start time: 12.00 Latest session finish time: 18.00 Paralympic Games Earliest session start time: 12.00 Latest session finish time: 18.00 |

Figure 8.81 Weymouth and Portland



The key to sports pictograms can be found in Appendix E

- Event area
- Olympic Route Network - Venue-specific
- Transport mall
- Olympic Route Network - Alternative
- Accredited vehicle access point (Olympic and Paralympic Route Networks only)
- Spectator access point
- Indicative spectator access route
- Live Site
- Taxi rank
- Private hire vehicle pick-up/drop-off
- National Rail station
- Step-free station with staff assistance
- Pre-booked accessible parking
- Cycle parking
- Coach pick-up/drop-off
- Park-and-ride venue pick-up/drop-off
- Park-and-ride shuttle bus route
- Shuttle bus (for people with accessibility needs) drop-off/pick-up
- Recommended cycling route



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Locations of park-and-ride car parks and drop-off point for shuttle bus (for people with accessibility needs) at venue to be confirmed.

Figure 8.82 Initial estimate of spectator travel to Weymouth and Portland

| | |
|---|---------------|
| Spectators staying overnight in Weymouth area (local residents plus those in hotels etc.) | 33,000 |
| Spectators making a day trip to Weymouth | 27,000 |
| Total spectators per day | 60,000 |

Figure 8.83 Initial estimate of mode split for spectator travel to Weymouth and Portland – Olympic Games

| Mode | Mode split for spectator trips | Number of spectators per day |
|---|--------------------------------|------------------------------|
| Rail (inc. National Rail, London Underground, DLR, rail shuttles) | 19% | 5,130 |
| Coach | 14% | 3,780 |
| Park-and-ride/park-and-walk | 67% | 18,090 |
| Total | 100% | 27,000 |

In addition to the formal spectator facility at The Nothe Gardens (subject to planning permission), there will be a temporary Live Site on Weymouth beach with capacity for up to 25,000. The ticketing strategy has not yet been determined for this area.

Figure 8.84 Spectator arrival and departure profile – Olympic Games

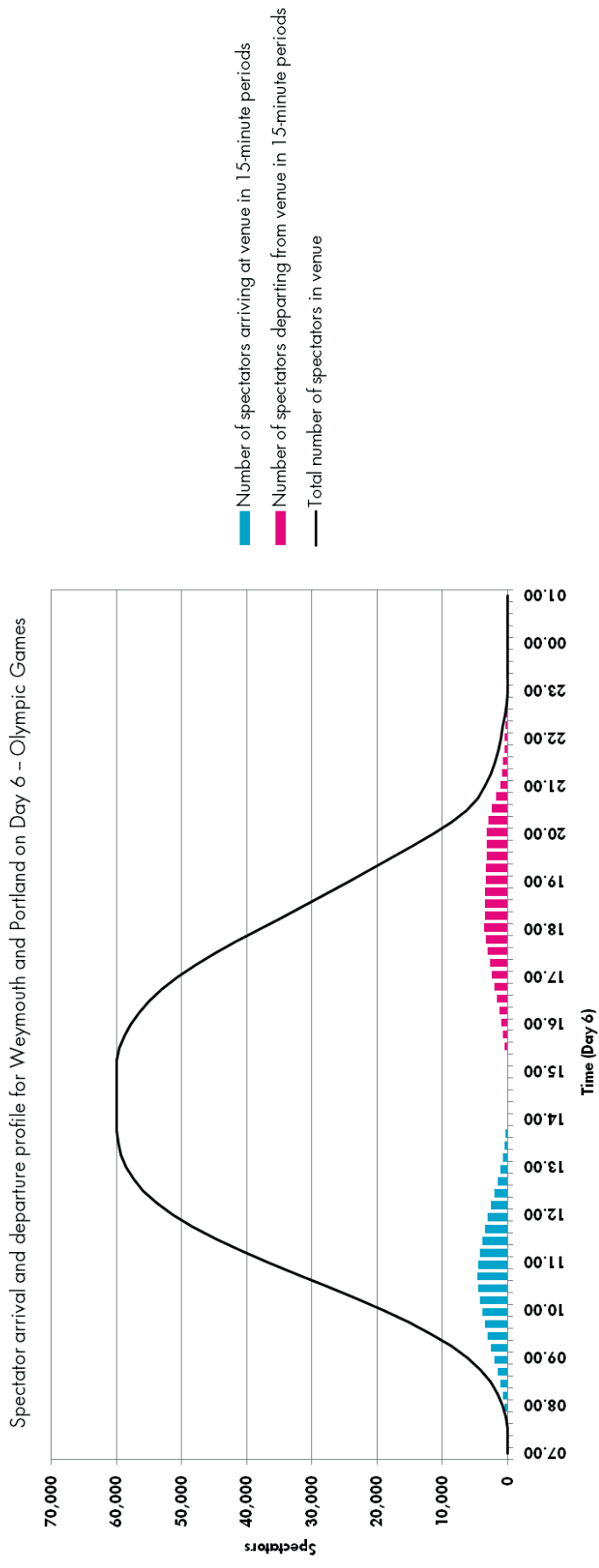


Figure 8.85 Summary of the transport strategy for Weymouth and Portland

| Games transport provision | |
|--|---|
| Games Family | Games Family vehicles will use the ORN and PRN to access the venue. Games Family vehicles will approach the venue via Portland Road. Games Family access will be assigned by individual client group and subject to confirmation of venue layout. |
| Spectator access points | Ticketed spectators will access the Nothe Gardens ticketed venue along Nothe Parade and Barrack Road. |
| Rail | Weymouth Station is the recommended station for both the Olympic and Paralympic Games. The railway station is 100m from the Esplanade, and 1.5km from the Nothe Gardens. The venue offers good accessibility by rail, being served by two lines – London Waterloo to Weymouth and Bristol Temple Meads to Weymouth. Rail capacity is limited due to line constraints. Weymouth Station is step-free with assistance available. Accessible transport for ticket holders to The Nothe will be available. |
| Sea | Space available alongside quay walls is limited. Weymouth Harbour can accommodate a maximum number of visiting vessels of about 120, depending on their size. There are no current visitor moorings in Portland Harbour, but there are a number of swinging/chain and sinker/buoyed moorings in the harbour that belong to local sailing clubs. A new marina with visiting berths is being built adjacent to the Weymouth and Portland National Sailing Academy, the Dean and Readyhoff Portland Marina, but this will be within the secure area of the venue. |
| Walk and cycle | The local authorities have been developing and improving a network of walking and cycling routes in Weymouth and Portland over recent years, some of which have been part-funded by the ODA. Secure cycle parking will be provided close to the viewing areas for both the Olympic and Paralympic Games. |
| Bus and coach | 2012 Games coach services will transport spectators to Weymouth during the Olympic and Paralympic Games and will use a transport hub within the town centre. 2012 Games coach operations for this venue will include accessible buses. Private charter coach parking will be available at this venue. There are good local bus services from Dorchester and the surrounding area to Weymouth and Portland. Operators are planning to provide additional capacity during the Olympic and Paralympic Games. |
| Park-and-ride | There will be a number of park-and-ride sites with spectator shuttle services being provided to the transport hub in the town centre. Park-and-ride shuttle bus operations for this venue are accessible. |
| Taxis 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. Some taxi ranks will be relocated. Taxi ranks and pre-booked pick-up points will be available close to the venue throughout the Olympic and Paralympic Games in order to provide an accessible alternative for spectators. |

| Games transport provision | |
|--|---|
| <p>Mode</p> <p>Pre-booked accessible parking for disabled spectators</p> | <p>A limited number of pre-booked parking spaces in the town centre 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. An accessible shuttle will be provided from the car park to the venue entrance.</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 Weymouth and Portland Borough Council, Dorset County Council, the emergency services, and other local stakeholders.</p> |

Chapter 9

Road events

9.1. The Olympic Games and Paralympic Games will feature road-based competition and non-competition events. Competition road events will be held on public roads within London and adjacent counties, with some non-competition events, notably the Torch Relay, also using roads outside the capital. It will be necessary to close some parts of the public highway and impose restrictions on other parts for the build-up to, and the duration of, road events.

9.2. For the Torch Relay, the local authorities and boroughs hosting the road events will arrange for section road closures and management of the control of traffic (in conjunction with the relevant highways authorities). A summary of the road events is given in Figure 9.1.

9.3. For sports road events, LOCOG will coordinate the nominated agencies to arrange the necessary road closures and to coordinate a plan to manage traffic movements in and around these closures. Figures 9.2 to 9.6 provide more information on the routes of the road events.

Competition events

9.4. Thirteen road events will take place during the Games. The Olympic Games include the Marathon, the Cycling Road Race and Time Trial, the Race Walk and elements of the Triathlon. The Paralympic Games road events include the Marathon and the Cycling Road Race.

9.5. Olympic road events and their start and finish locations are included in the competition schedules, which are provided in chapter 2. For each road event, there will be a number of road closures to facilitate the safe competition of athletes and to avoid vehicle–spectator conflict in the areas adjacent to the race routes. As each of the road events differ in duration and extent, so will the amount and extent of required road closures. To ensure safety it is likely that the road will be closed up to two hours before the race starts, and open again as soon as is safe to do so after completion. Figure 9.1 provides an estimated duration of the events.

Figure 9.1 Road event calendar

| Road event | Location | Date | Start | Finish approx |
|------------------------------------|----------------------|-------------|-------|---------------|
| Olympic Games | | | | |
| Cycling – Road Race (Men) | The Mall | 28 July | 10.00 | 16.15 |
| Cycling – Road Race (Women) | The Mall | 29 July | 12.00 | 16.15 |
| Cycling – Time Trial (Women & Men) | Hampton Court Palace | 1 August | 10.00 | 16.15 |
| Triathlon (Women) | Hyde Park | 4 August | 09.00 | 11.40 |
| Triathlon (Men) | Hyde Park | 7 August | 11.30 | 14.00 |
| Athletics – Race Walk 20km (Men) | The Mall | 4 August | 17.00 | 18.30 |
| Athletics – Race Walk 50km (Men) | The Mall | 11 August | 09.00 | 13.20 |
| Athletics – Race Walk 20km (Women) | The Mall | 11 August | 17.00 | 18.45 |
| Marathon (Men) | London (various) | 12 August | 11.00 | 13.40 |
| Marathon (Women) | London (various) | 5 August | 11.00 | 14.00 |
| Paralympic Games | | | | |
| Road Cycling | Brands Hatch | 5 September | 09.00 | 18.00 |
| Road Cycling | Brands Hatch | 6 September | 09.00 | 18.00 |
| Road Cycling | Brands Hatch | 7 September | 09.00 | 18.00 |
| Road Cycling | Brands Hatch | 8 September | 09.00 | 18.00 |
| Marathon (Men & Women) | London (various) | 9 September | 09.00 | 12.00 |

Torch Relay

9.6. The Olympic Flame for the London 2012 Olympic Torch Relay will arrive in the UK on Friday 18 May 2012. The journey around the UK will begin on Saturday 19 May 2012 and will see the Flame travel across the UK for 70 days, spending a minimum of four days each in Scotland, Wales and Northern Ireland and a minimum of three days in every region of England, the last seven of which will be spent in London before arriving at the Opening Ceremony on Friday 27 July 2012.

9.7. The Relay operates on a rolling road closure premise, unless detailed otherwise in traffic management plans developed by each local authority/borough (in conjunction with the relevant highways authorities). Each

local authority/borough that the Relay passes through will enter into a formal services agreement with LOCOG, which outlines that it will be their responsibility to develop and implement traffic management plans.

9.8. A Torch Relay Advisory Group (TRAG) has been established in each nation and region. The membership consists of various organisations and includes representatives from Government, sports, police, education, tourism, transport and culture, among others. This group provides advice to LOCOG on the Relay within their specific nation or region. Within London, a London Advisory Group (LAG) has been established, which is co-chaired by the Greater London Authority and LOCOG, and has a similar membership to that of the TRAGs but further includes representatives from all emergency services and representatives from Transport for London. The LAG is the key interface in dealing with operational issues for the London leg of the Relay.