

Title	Olympic induced transport infrastructure			
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En 29: Olympic induced transport infrastructure

City										
	Project 1	Project 2	Project 3	Project 4	Project 5	Project 6	Project 7	Project 8	Project 9	Project 10
Name of the project	Cycling & Walking	Waterborne Passenger Transport	Angel Lane Freight Loop and Platform 10a	Lea Valley Bi-directional Signalling and Platform Extensions	Stratford Regional Station	DLR Infrastructure Works	West Ham Station	North London Line	Javelin Project Development & Infrastructure Works	Orient Way
Localisation of the project	Greater London Area, particularly around venues	River Thames in: - central London and inner east London - between Windsor and Dorney	Stratford Regional Station	Stratford Regional Station	Stratford Regional Station	DLR Routes	West Ham Station	North London Line Route	Stratford & St Pancras	Stratford Area
Authority or private organisation owner of the project	ODA	ODA	ODA	ODA	ODA	ODA	ODA	ODA	ODA	ODA
New or already planned project, Olympic or context activities	Already planned	Already planned	Some works already planned	Some works already planned	Some works already planned	Some works already planned	Already planned	Some works already planned	Already Planned	Already planned
Type of project and main characteristics	The project objective is to meet and stimulate demand for walking and cycling trips for spectators and workforce at competition venues within and outside London and during legacy. And also free up public transport capacity. This will be achieved through the delivery of walking and cycling route infrastructure enhancements.	To provide a framework for the operation of waterborne transport services for spectators travelling to the Games.	The project includes a platform re- installation and extension, associated track works to allow for 12-car passenger trains and for 450m east bound freight trains to be held clear of the main line and junctions.	This project includes the installation of additional signals, a new crossover, the extension of platforms 11 and 12 at Stratford to handle 8 car trains instead of the present 4 car	Capacity enhancement works at Stratford Regional Station for Games and legacy. ODA are funding this project with TfL and Network Rail acting as the transport delivery partners.	Enhancing DLR services and network, including: - Capacity enhancement to allow 3 car trains - Conversion of the North London Line heavy rail services to DLR operation - Increased capacity at stations to meet Games demand at Prince Regent and Custom House for ExCeL - Improved service resilience measures	ODAT are funding and delivering this project. The works are to ensure adequate and safe passage for the volume of spectators expected to use West Ham Station and the Greenway (for access to the southern Olympic Park entrance) during the Games. West Ham will relieve pressure on Stratford Regional Station (SRS) and will provide contingency if SRS is closed.	The North London Line project is being delivered by Network Rail. ODA funding for this project is a capped contribution of £107m. The scope includes a mixture of infrastructure enhancements, planned renewals, and accelerated renewals including: renewal and near-doubling of signalling operations, additional tracks, longer platforms, re-gauged bridges, and enhanced electrical supplies.	Scope includes a contribution to the permanent works at Stratford International which comprise of a lift, stair cases, and a bridge over the railway. Other temporary infrastructure overlays are required at games time and will be funded by ODA.	The primary objectives of the project are: 1) Vicar's possession of the existing Thornton's Field sidings to be completed by 30th June 2008 2) To make available new sidings at Orient Way with the equivalent functionality of the existing Thornton's Field sidings
Date of first planning	Start of Design - May 2009						Apr-09			
Length of the project	Up to May 2011	Up to Dec 2011	Up to Apr 2011	Up to Apr 2011	Up to Dec 2010	Up to Dec 2010	Up to May 2011	Up to Dec 2011	Up to May 2012	Project completed June 2008
Peak transport capacity	On peak days there will be 14,000 spectators walking and 4,420 spectators cycling to the Olympic Park.	Average of 6,000 additional river passenger trips during the Games	Enables 50% more 12 car operation to Stratford Regional Station during the Games	Allows capacity for an 8 car operation (compared to the current 4 car operation) to Stratford Regional Station during the Games	Games required capacity is 120,000 passengers (peak three hours on the busiest day), vs. current capacity of 37,000 passengers	3 hour peak flow arrivals on DLR to Games venues - 29,900 passengers	Capacity required - 380 eastbound passengers per train, every 2 minutes	The main objective is to run 8 passenger trains per hour, using 4 car sets, providing capacity of approx. 250% over the present operation	Maximum capacity of 12,000 per hour in each direction	n/a
Total investments and funding sources	£11.6m	£0.6m Capex	£19.6m	£14.1m	£125.7m	£80.5m	£11.3m	£107m	£7.1m	£23.2m
Does the project comply with accessibility criteria for people with disabilities	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Region				
	Project 1	Project 2	Project 3	Project x
Name of the project				
Localisation of the project				
Authority or private organisation owner of the project				
New or already planned project, Olympic or context activities				
Type of project and main characteristics				
Date of first planning				
Length of the project				
Peak transport capacity				
Total investments and funding sources				
Does the project comply with accessibility criteria for people with disabilities				

Country				
	Project 2	Project 3	Project 4	Project x
Name of the project				
Localisation of the project				
Authority or private organisation owner of the project				
New or already planned project, Olympic or context activities				
Type of project and main characteristics				
Date of first planning				
Length of the project				
Peak transport capacity				
Total investments and funding sources				
Does the project comply with accessibility criteria for people with disabilities				

Sources	

Please note any additional comments you may have on an attached file (Word)

