

**Questions & Answers posed to Dave McCaffrey, Venue Transport Manager at London Organising Committee for the Olympic & Paralympic Games**

- How is walking & cycling being promoted as the best means to get into the games venue itself?  
It is planned that all spectator transport will be by public transport, walking and cycling. Walking and cycling are options for sustainable travel and are often attractive for people travelling from nearer places to the venue. These modes are being promoted through the London2012 travel web-site and by additional marketing through the Active Travel Programme. That programme is supported by a steering group referred to as the Active Travel Advisory Group, comprised of national coverage sustainable transport stakeholders and user groups.
- How is the above being coordinated with the 2 (or 3?) likely railway station connections near the venue?  
The ODA works closely with the Train Operating Companies to secure Games-time rail services and integrated facilities at rail stations. A designated walking route known as the Last Mile is planned between Cheshunt Station and the northern venue entrance, as well as from the Taxi Hub in Highbridge Retail Park to the venue, via the western towpath along the canal. Last Mile routes are fully signed, accessible and marshalled as well as decorated with Look and Feel to enhance the Olympic experience, which will hopefully make the routes more attractive to those weighing up their public transport options.
- What promotion of walking & cycling will there be from the nearest bus stations?  
There will be park and ride facilities from some distance away with buses to the Transport hub, which is located adjacent to the venue. There are bus stops to within walking distance of the venue. There is a Games Journey Planner available and being updated through to the Games that includes bus/walk among the mode options. Cycling from nearby bus stations (do you mean stops?), or even coach stops, is unlikely to be attractive as they will be close to venue and most bikes will not be accepted on to the bus.
- We have heard of walking & cycling routes being closed (or asked to be closed) by the Police in the vicinity of the games venue - How will these potential closures impact on the promotion of walking & cycling to get into the venue? / How will walkers & cyclists be directed through / around the closures?  
Closure of walking and cycling routes may not be within the control of London 2012 organisers. However in all cases the appropriate authority ( police or highway authority/managing authority) will be responsible for requiring appropriate diversions to be in place. At the Lee Valley Centre, paths close to the venue perimeter may be varied for security reasons or capacity concerns and associated risks.
- Are there any remaining walking & cycling access infrastructure developments / improvements to happen before the games? c/o LOCOG / Herts Highways / any Rights of Way input needed?  
See bullet below
- What are the main legacy wins for the local communities from the development of the Herts venue?  
The ODA has funded £150,000 for sustainable travel infrastructure improvements - specifically a shared cycleway/footway on the northern side of Station Road and canal towpath north of Waltham Town Lock.