



# The Association of British Drivers

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Via email to [ornconsultation@dft.gsi.gov.uk](mailto:ornconsultation@dft.gsi.gov.uk)

21 December 2008

## Response to the Olympic Route Network (ORN) Consultation

Dear Sirs,

The following are our comments on the proposals for the Olympic Route Network – organised under the question headings posed in your consultation document:

### **Question 1**

We have no comments on the individual roads selected simply because the extent of the network is so large, that as a result many main arterial routes have been included. It is perhaps unfortunate that the former Mayor has saddled London with the Olympic Games, and we therefore see the need to establish some transport plan that minimizes the impact of the Games on the transport network of London and on the ordinary residents and businesses of London. We see it as a key objective of any such network that it should minimize those impacts rather than provide a facility whereby the Games competitors, officials and support media can have priority over the general population.

We do not think it is sensible to prioritise the transport of Olympic “family” members, who wish to take part in one way or another in a voluntary activity for the entertainment of themselves and others, over the interests of ordinary members of the public who need to go about their normal business or social activities.

However, it may be wise to establish a network to minimize the impact of the Games on the residents and businesses of London, during its duration.

## **Question 2**

We have no suggestions concerning alternative roads.

## **Question 3**

As regards any proposed measures to be installed on ORN, we would specifically object to the introduction of any "Olympic Lanes" on existing roads that are reserved for the use by Olympic Games participants, officials or media (i.e. restricted to "accredited vehicles"). London is already very short of road capacity and many of the suggested routes are at best two lane roads so it would cause severe difficulties for general traffic if the capacity of those roads was reduced.

For example, the Victoria Embankment and Lower/Upper Thames St is clearly one of the key routes and is designated as part of the ORN, but this is the main east/west route through London and is congested for a lot of the day despite the fact that it runs through the London Congestion Zone. Reserving one lane on that route for any time would cause major congestion. Similarly the Blackwall Tunnel where there are only two lanes would not cope with having one lane removed and dedicated to a minority of vehicles – it would simply be a totally inefficient use of the available road space, of which there is not enough in London at present without reducing it further by misallocating it to "leisure activities".

Other parts of the ORN are single carriageway roads so introducing such lanes on them seems rather impractical.

One suggestion we do have is that where there are bus lanes, which typically are underutilized, that these could be shared by Olympic traffic to good purpose.

Note that we would also suggest that many of these routes could be examined to ensure that such matters as traffic light phasing, parking restrictions (e.g. red route enforcement), limitation of road works, are optimized to ensure that they can cope with the additional traffic likely to be generated by the Games.

We would certainly like to be contacted regarding any detail proposals for traffic management measures to support the ORN. Please contact us by sending an email to the address below.

## **Question 4**

Your list of possible effects of the ORN seems reasonably complete, and it is difficult to comment without more details and suggested costings.

## **Questions 5 & 6**

No comments.

Finally could you please ensure that we are added to the list of consultees on this and any related matters.

Yours sincerely

Roger Lawson  
London Co-Ordinator

**About The Association of British Drivers (ABD)**

The ABD is the leading independent organisation which represents the interests of private motorists in the United Kingdom. We campaign to protect the rights of individual road users and believe that road transport is a beneficial and essential element in the UK transport infrastructure. We oppose excessive taxation of motorists and are against tolls and road usage charging. We also campaign for more enlightened road safety policies. The Association is a "not for profit" voluntary organisation which is financially supported primarily by its individual members. More information on the ABD is available from our web site at [www.freedomfordrivers.org](http://www.freedomfordrivers.org)