



London 2012 Olympic and Paralympic Games: The Transport Security Challenge

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- **The Transport Challenge**
- **Governance and Planning Structure**
- **Transport Security Planning Assumptions / Risks**
- **BTP Achievements / Risks / What Next**





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Olympic and Paralympic Safety and Security Strategy

Vision:

To host an inspirational, safe and inclusive Olympic and Paralympic Games and leave a sustainable legacy for London and the UK

Aim:

To deliver a safe and secure Games, in keeping with the Olympic culture and spirit





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The Olympic Games is the World's biggest event

- **27 July to 12 August 2012**
- **16 Competition Days**
- **205 Countries**
- **33 Venues**
- **26 Sports**
- **10,700 Athletes**
- **9,200 Team Officials**
- **5,000 Olympic Family**





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The Olympic Games is the World's biggest event

- 20,000 Media
- 100,000 Workforce / Volunteers
- 31,400 Marketing Partners
- 7.7 Million Tickets
- 500,000 Spectators Each Day
- 800,000 Spectators on Busiest Days
- 4 Billion TV Global Audience





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The Paralympic Games takes place 18 days later

- **29 August to 9 Sept 2012**
- **11 Competition Days**
- **162 Countries**
- **17 Venues**
- **20 Sports**
- **4,200 Athletes**
- **2,400 Team Officials**
- **1,000 Paralympic Family**





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The Paralympic Games takes place 18 days later

- 10,000 Media
- 4,400 Marketing Partners
- 62,500 Workforce / Volunteers
- 1.5 Million Tickets
- 160,000 Spectators Each Day
- 15-20% Spectators With Specific Access Needs



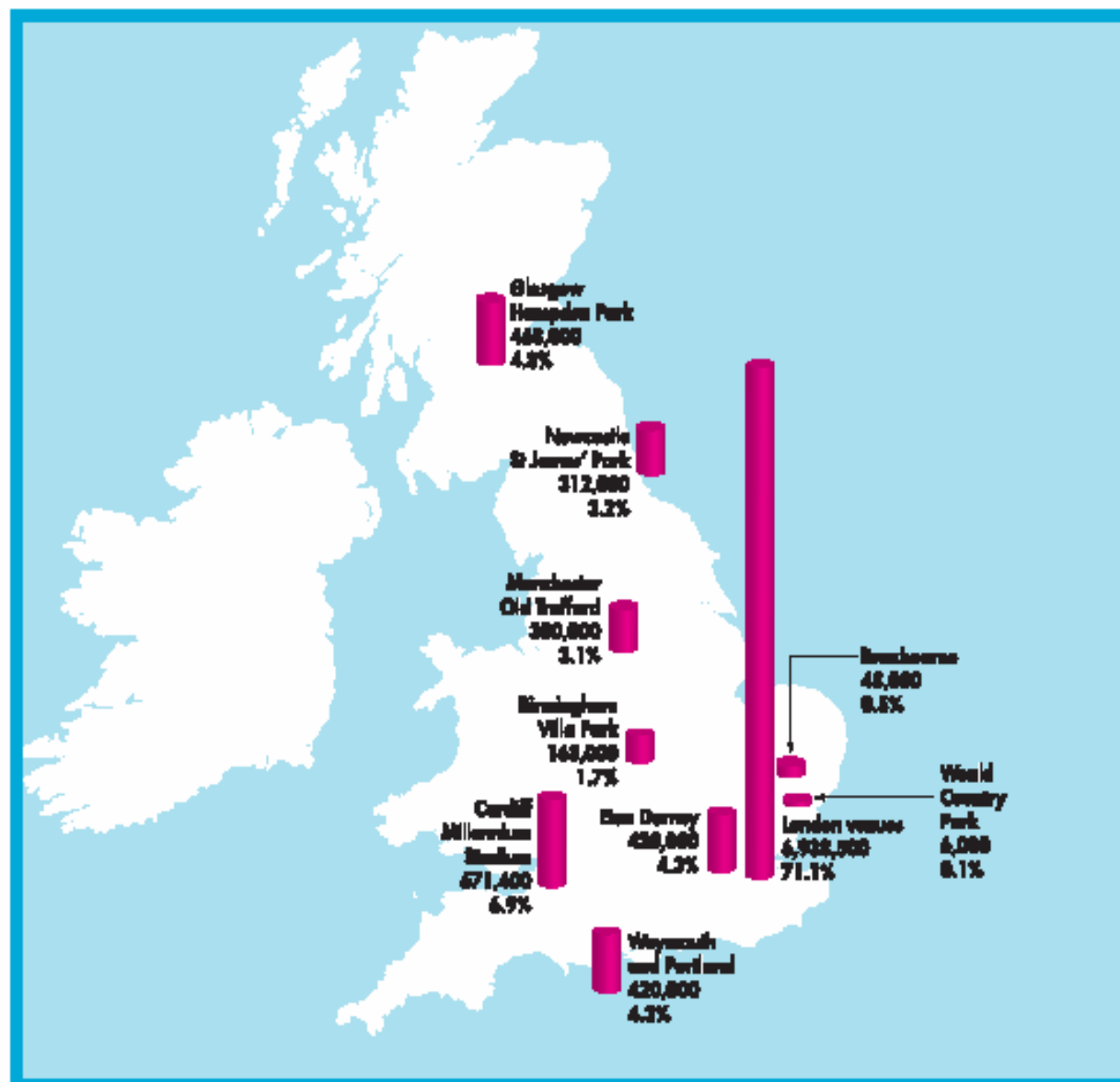


Figure 6.3
Ticket numbers
during the
Olympic Games—
London and the
rest of the UK

■ Total number of tickets available during the Olympic Games and proportion of all tickets available during the Olympic Games.

Note: Based on modelled predictions only.



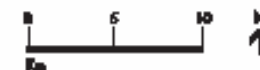
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Figure 6.2
Ticket numbers
during the
Olympic Games
– London

■ Total number of tickets available during the Olympic Games and proportion of all tickets available during the Olympic Games.

Note: Based on modelled predictions only.

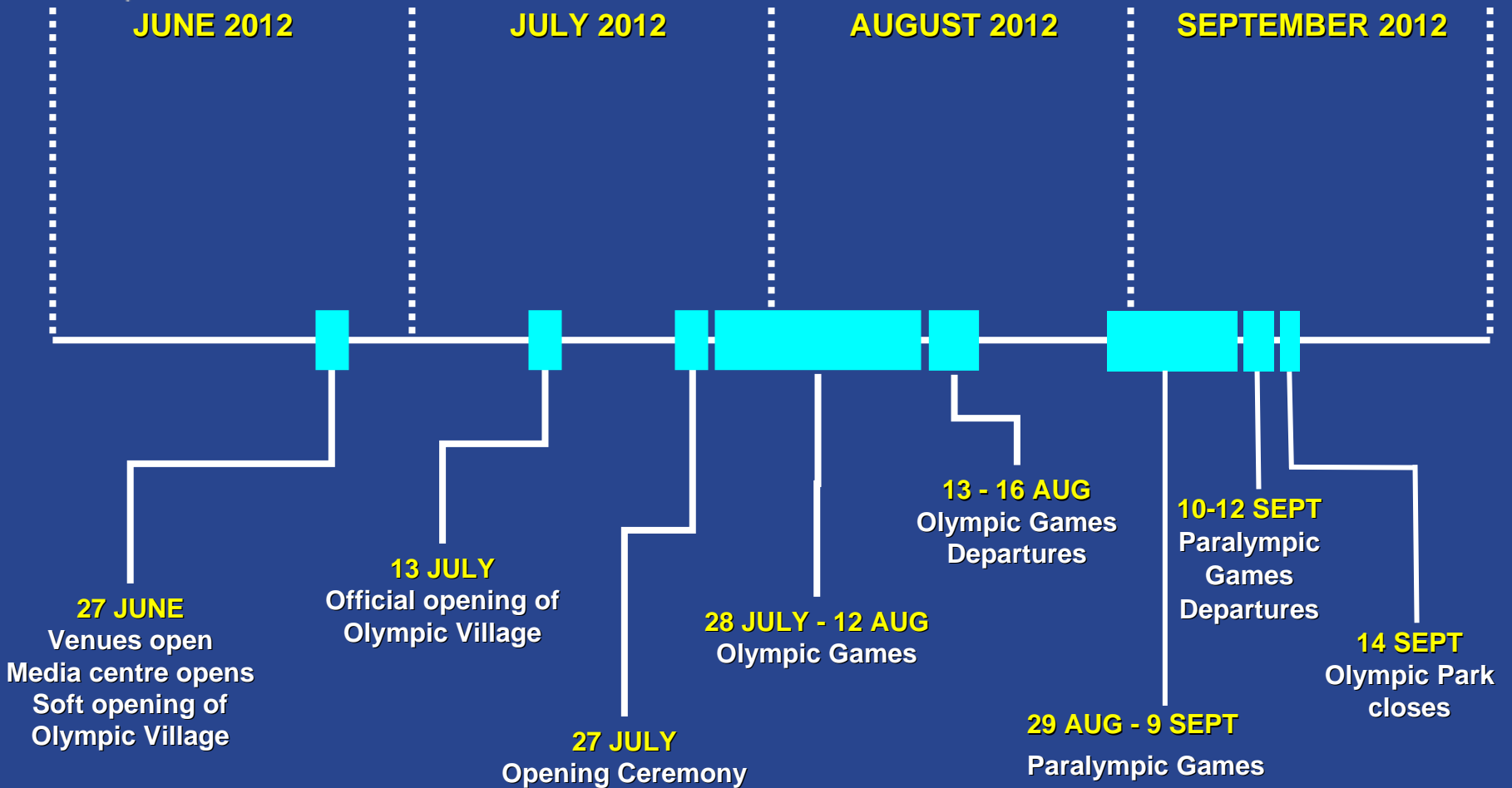


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Key Dates For Games Transport





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Transport Challenge

- 33 Olympic and 17 Paralympic Venues
- UK Wide Operation
- Public Transport Games
- 100% Spectators - Public Transport, Walk, Cycle
- 80% by Rail, Underground and Light Rail
- No Car Parking at Venues – except Disabled
- Multiple modes and interchanges
- Multiple transport mode operators and owners
- 2.3 Million London and South East Tickets?
- 4 Million Rest of UK Tickets?
- 2.7 Million International Tickets?
- 1,000 BTP Officers and Mutual Aid Officers



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Rail Enhancement Schemes

London Underground

- Passenger capacity enhancements to most lines
- West Ham Station - improvements

Docklands Light Railway

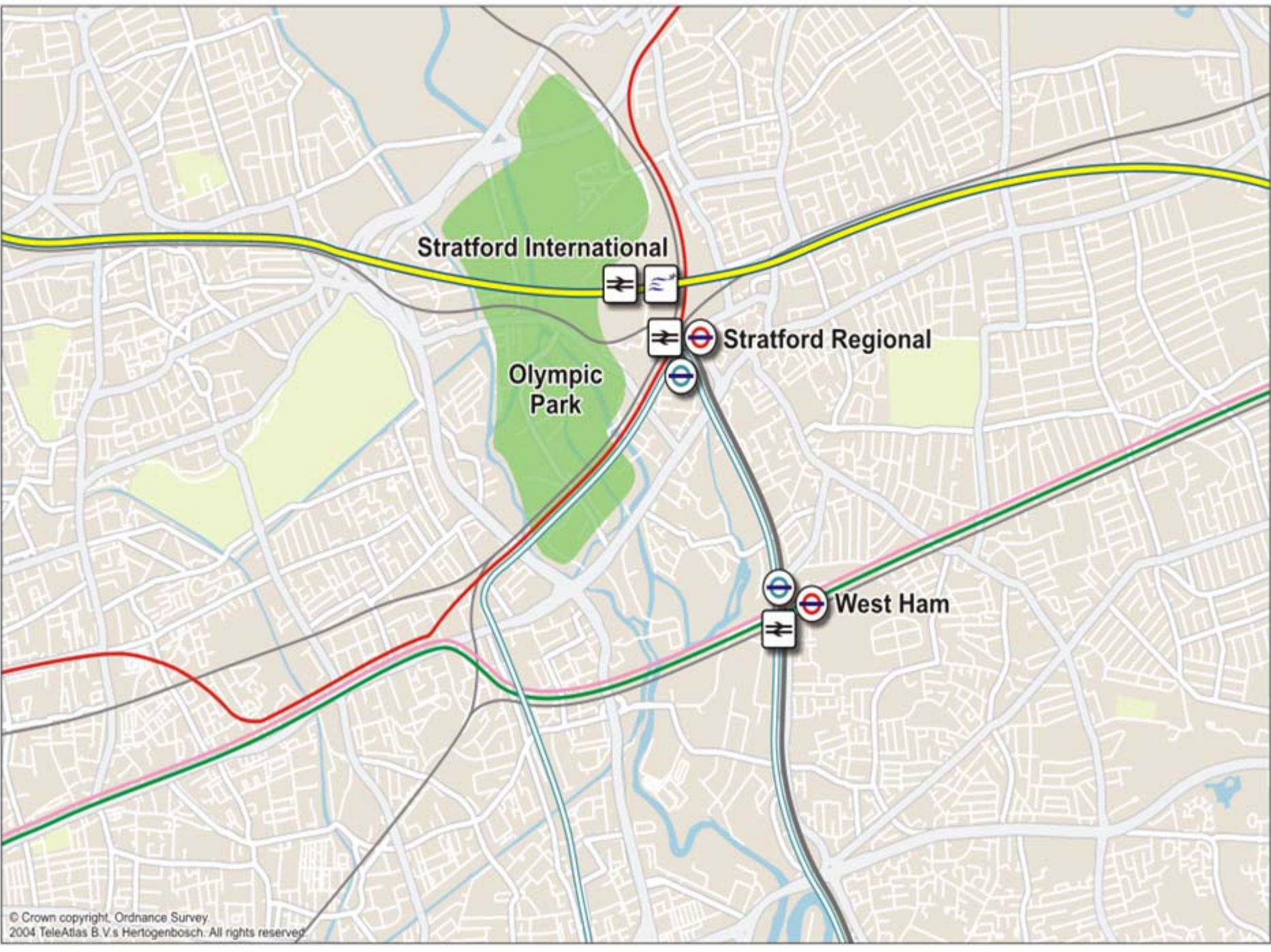
- 3 new Stations and improvements to 3 others

High Speed 1

- New station - Stratford International
- Improvements at St Pancras and Ebbsfleet

National Rail schemes

- East London Line extension
- North London Line improvements
- Various other station enhancements including Central London Termini



Stratford International

Olympic Park

Stratford Regional

West Ham



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Olympic Park Rail Demands

- **Best ever connected Olympic Park**
- **10 Rail and Underground Lines**
- **3 Gateway stations**
- **13.5 Seconds Between Trains**
- **240,000 Hourly Capacity**
- **Javelin - 7 Minutes St Pancras to Olympic Park**
- **25,000 Javelin Hourly Capacity**
- **275,000 Spectators Each Day to Olympic Park**
- **215,000 (78%) Rail and Underground**
- **120,000 (58%) Stratford Regional Station**
- **95,000 (42%) Stratford International and West Ham**



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The Summer of Celebration 2012

- Cultural Olympiad
- Games Live Screening
- Queen's Diamond Jubilee
- Notting Hill Carnival
- Wimbledon Tennis
- Euro 2012
- Domestic Football
- Business as usual across UK



Unique Strategic Challenges

Concurrent mass spectator events	Command and Control of multiple events over 64 day period	Concentration of Protected persons
Transport System at Capacity	Policing at Capacity	Partners Working at Capacity
International pressures and demands on security and intelligence	Zero tolerance on event time delays	Consistent `look and feel` for security of the Games nationally



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Olympic Security Directorate Five Workstreams

PROTECT

- *ID Assurance*
- *VIP Protection*
- *Site & Venue Security*
- *CBRNE*
- *Transport Security*

PREPARE

- *Resilience & Consequence Management Planning*
- *Specialist Response (CT)*
- *Critical Olympic Infrastructure*

IDENTIFY & DISRUPT

- *Olympic Intelligence Centre*
- *Covert*
- *Serious & Organised Crime*
- *Volume Crime*
- *CCTV & ANPR*

C2, PLAN & RESOURCE

- *National Demand Profile*
- *Meeting Demand*
- *Training*
- *Operational Logistics Infrastructure*
- *Coordination Room*
- *Operational Control Infrastructure*
- *Command Doctrine*

ENGAGE

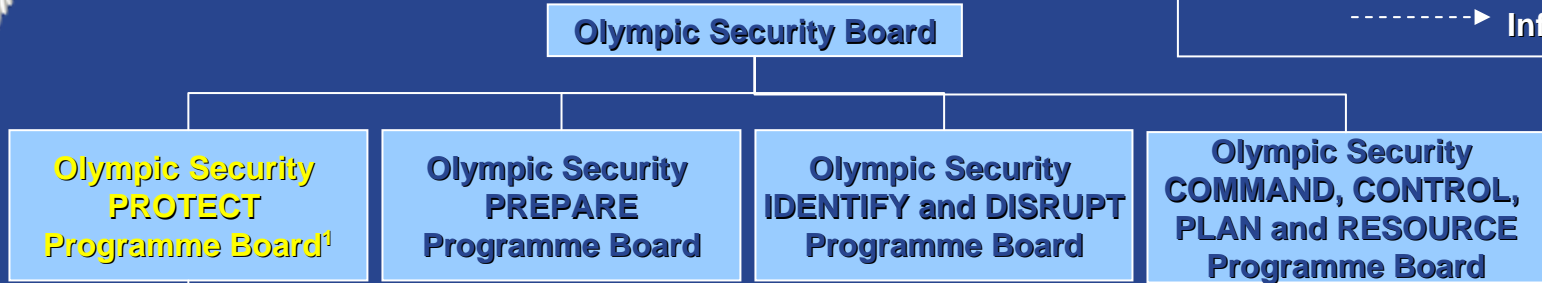
- *International Relations*
- *Community Relationships & Equalities Management*
- *Volunteers*
- *Prevent*
- *Industry*



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The National Coordinator for Cross Modal Transport Security is responsible for delivering the project through Modal Group and Venue Delivery Teams

Legend ———▶ Reporting
 - - - - -▶ Information



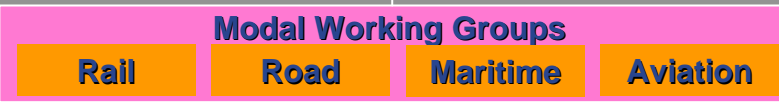
**Transport Security
Project Sponsor
Nikki Tompkinson**

**Project Co-ordination
Office Manager
(ODA Espley)**

**ACC Steve Thomas
National Co-ordinator for Cross Modal Transport Security**

**Strategic Advisers
DfT (TRANSEC)
ODA
LOGO**

- Venue Delivery Teams**
- Dorset
 - Thames Valley
 - Essex
 - London
 - Hertfordshire
 - Football Venues
 - A & D



**DfT(TRANSEC) and
ODA (including ORN, TCC
Support)**

Note 1: Protect work stream contains multiple projects including Transport Security



Modal groups have been established to provide strategic direction and to ensure a consistent national approach

Modal Working Groups

- **Role**
 - Identify boundary and scope
 - Modal risk assessment
 - Setting security modal principles
 - Cross modal coordination
 - Peer review and quality assurance

Modal Working Groups

- **Function**
 - Stakeholder management
 - Buy in from delivery partners
 - Communication channel
 - Ownership

Mode	Leader
Rail	S Thomas
Aviation	J Donolon
Roads	S Hussain
Maritime	D Pryde

Short Term Modal Group Tasks

1. Validate existing risks as identified in the Olympic Transport Security Risk Register
2. Identify additional risks using CRAM methodology, for each threat type (e.g. VB IED)
3. Validate existing and define additional assumptions

Transport Security Working Group (TSWG), will continue to facilitate the review and refinement of the risk register up to 2012 to ensure that all risks and mitigations are up to date for the transport modes



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Rail Modal Working Group Members

- **ODA**
- **LOCOG**
- **DfT / TRANSEC**
- **British Transport Police**
- **Kent Police**
- **Network Rail**
- **Association of Train Operators**
- **Rail Freight Operators Association**
- **Transport for London**



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Rail Modal Working Group Members

- **London Underground**
- **London Overground**
- **Docklands Light Railway**
- **Eurostar**
- **Eurotunnel**
- **Heathrow Express**
- **Southeastern**
- **South West Trains**
- **Freight Operators**



At a venue level, Transport Security Venue Delivery Teams will undertake risk assessments and integrate transport security

Key Roles

- Deliver a transport security overlay plan
- Ensure cross modal transport security coordination
- Establish, determine security responsibilities
- Identify additional local transport security risks not already mitigated by existing transport security regimes
- Ensure that as far as possible, the transport security overlay plan is implemented

Venue Delivery Teams

- London's competition venues;
- Weymouth & Portland;
- Hadleigh Farm;
- Broxbourne;
- Eaton Dorney;
- Egham (for Royal Holloway College Hotel, non-competition venue)
- Regional Olympic football stadia

Key Attendees

- Chair – Venue Police Force (Home Office)
- ODA Transport
- LOCOG Venue Operator
- DfT TRANSEC
- Venue Police Force
- British Transport Police
- All transport operators for Olympic Venue
- Local Authority
- Olympic Transport Security Project Coordination Office
- Other organisations as required (e.g. Highways Agency, HM Coast Guard)



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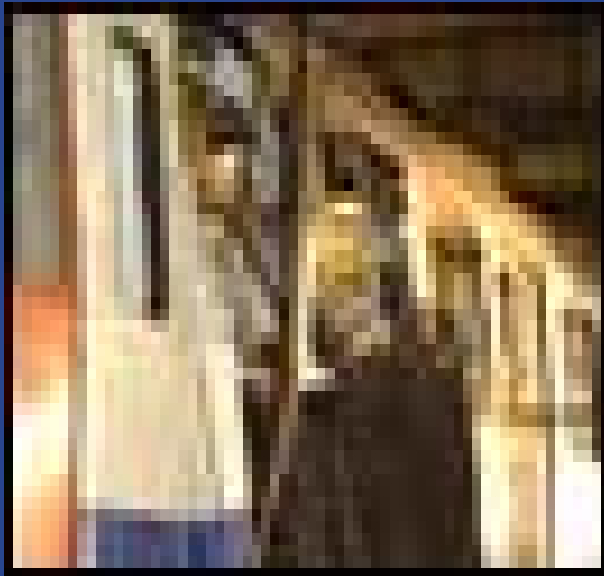


Transport Security Planning Assumptions

- Ministerial Agreement - Strategy and Budget
- Ownership by DfT
- £600 Million overall security budget
- SEVERE threat level (attack highly likely)
- Limited to ODA 'Olympic Transport Plan'
- ODA and LOCOG remain responsible for their transport requirements and in Venue transport
- Operators retain responsibility for safety, resilience and business continuity
- Operator security costs met by them in accordance with 'user pays' principle



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Transport Security Risks

- **Terrorism**
- **Serious Crime**
- **Domestic Extremism**
- **Public Order**
- **(Service Disruption)**



Where are we ? (1)

- **Ministerial agreement to Olympic Games Strategy**
- **Ministerial agreement to indicative budget proposals (£600 million)**
- **ACC London and Olympic Games**
- **OSD / DfT Transport Security Project**
- **Superintendent BTP Project Director / Project Team**
- **Risk Assessment Process and Register**
- **Olympic Costings 2008-2013 completed**
- **Funding agreed with DfT (£23.8 / £24.9 million)**



Where are we ? (2)

- **Stakeholder Relationships (ODA / LOCOG / OSD / Industry / DfT)**
- **Explosive Search Handlers / Dogs / SRU Vehicles**
- **Airwave / GIS / ANPR / CCTV (?)**
- **Target Hardening Workshops**
- **Concept of Operations (HVP / CT / Sec 44)**
- **Command structure / Daily Policing Plans**
- **Gap Analysis – Mutual Aid**
- **Games Time Accommodation**
- **Business As Usual – with Olympic Additionality**



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BTP Project Team

Project

ACC – Project Sponsor
Superintendent – Project Director
Project Manager
Project Support Officers (2)

National Transport Security

Project Co-ordination Office

Inspector – Stakeholder Management
Project Support Officer

Civil Contingencies unit

Inspector – Testing / Exercising
Constable – Contingency Planning

Operations

Inspector - Planning
Inspector – CT
Constables (2) – Planning
Sergeant / Constables - Explosive
Search Dog Handlers (10)

Crime

Inspector – CTSA
Constable – Intelligence
Intelligence Research

IT

GIS Technician



Peak days BTP deployment 1,000+ officers

- Olympic Park Zone - 200
- River Zone - 70
- Central Zone - 102
- St Pancras - 40
- Ebbsfleet - 20
- Wimbledon - 10
- Eton Dorney - 12
- Broxbourne* - 7
- Weald Country Park* - 5
- Weymouth - 7
- Hampden Park - 70
- Millennium Stadium - 55
- Old Trafford - 25
- St James Park - 20
- Villa Park - 20
- London Major Stations - 60
- Interchanges/Airports - 140
- Strategic arterial routes - 45
- Crime - 113
- PSU/CTSU/POLSA - 100



BTP Risks (1)

- **Funding**
- **Reputation**
- **Open Access Transport Systems**
- **Balance Security v Olympic 'Look and Feel'**
- **Airwave Special Coverage Areas**
- **BTP Accommodation at Stratford**



BTP Risks (2)

- **Access to Mutual Aid**
- **Lack of Officers With Specialist Skills**
- **Too Many Officers Having Multiple Skills**
- **Olympic Torch Route - Unknown**
- **Olympic Training Camps**
- **Scale of Olympic Cultural Events**



What Next ? (1)

- **LOCOG Programme of Events**
- **ODA Rail Service Delivery Plans**
- **Continued Stakeholder Engagement**
- **Transport Security Modal and Venue Plans**
- **Full Integration with OSD / Transport Security Project**
- **BTP Olympic Project Work Programme Delivered**
- **Recruit Remainder of Planning and Delivery Team**



What Next ? (2)

- **Review all Olympic Project Documentation**
- **BTP Command Structure and Operational Planning**
- **Counter Terrorism Mitigation**
- **Extensive Testing and Exercising Programme**
- **Venue Transport Plans**
- **Venue Transport Security Plans**
- **BTP Operational Policing Plans**

QUESTIONS ?

