The effect of Olympics related projects in the mobility of Athens. Issues and Prospects

Athens, May 7th, 2009

Fanny Coutrouba
Managing Director of Volos 2013 Mediterranean Games Organizing Committee
Contents

- Background: Olympic Transport
- Olympic Transport Master Plan
- Post-Olympics Legacy
- Issues and Prospects
Contents

- Background: Olympic Transport
- Olympic Transport Master Plan
- Post-Olympics Legacy
- Issues and Prospects
The Olympic Games are the largest sports related transport event.

The Athens 2004 Games included:

- 301 competition events
- 26 sports, equivalent with world championships during 16 days
- 21,500 media representatives (TV and radio broadcasting, written press, photographers) in 7 media villages
- 45,000 volunteers and 11,000 employees
- 3,6 million spectators, almost the entire population of Athens
- 16,000 athletes and team officials
- 202 National Olympic Committees
- 4,500 VIPs and Officials (T1 – T3)
The City must operate “as usual” during the Games, also having to deal with each Olympics Client Group specific needs:

- The Athletes need a high secure and reliable system to transfer them between the Olympic Village and the venues
- The Media need a 24-hour frequent operation between media / broadcasting centers – venues and media villages
- The VIP – T1, T2 and T3 Officials need secure on-demand car services, with prompt response times
- The Technical Officials need a secure and punctual service between their residence and venues
- The Sponsors need a dedicated high quality bus fleet
- The Broadcasters having erratic schedules and operations need a dedicated autonomous fleet
- The spectators need to travel to the venues with high capacity frequent services – and not by car!

**Source: Prof. P. Bovy**

**Athens Public transport operated 24/7, free for workforce and ticketed spectators reaching almost 79% share**
What did the Olympic Games meant for the City’s mobility and its transport Systems?

- The city experienced the largest demand for travel in its history
- The urban transport system remained effective to the residents of the city
- Transport infrastructure preparations reached a peak in late 2003 and early 2004. Media was closely watching for both infrastructure and Games issues...

![Image: Source: Monash University, Graham Currie](image)

- Planners had to act proactively in order to avoid issues that plagued Atlanta 1996 and partially Sydney 2000
- Demand planning measures were utilised (campaigns etc)
Contents

- Background: Olympic Transport
- Olympic Transport Master Plan
- Post-Olympics Legacy
- Issues and Prospects
The Athens Public Transport System was upgraded and extended in view of the Olympic Games of 2004 – in less than 5 years -

- Renewal of (old) Metro Line 1 stations and signaling upgrades
- Two Airport Rail connections with Metro Line 3 and Sub-urban Rail
- A brand new 23 km Light Rail, ready just before the Games, connecting the city center with the coastal Venues
- Completion of the trolleybus fleet renewal with 90 standard vehicles and 50 articulated
Athens 2004 was the first Olympic Games with exclusive Lanes for Olympic Family use. They proved to be a great success.

- They Olympic Lanes comprised of an Olympic Family Priority Network that spanned almost 160 km.
- The average Olympic Family Bus (Athletes, Media, Technical Officials) was 55 km/h; and the VIP, T1-T3 cars even more...
- The congestion of Athens was one of the worst caveat of the Games; proved wrong. They were the fastest Games transport-wise.

Athens 2004 utilized and enforced parking restriction measures in most venues. These measures also proved a great success (ΖΕΣ / ΖΕΕΚ)

- Result: 30% base load reduction on main roads
- Integrated Olympic and non Olympic Traffic and incident management.
Olympic Bus Lines

Source: Dimitrou, Karlaftis, Kepeptsoglou, Stathopoulou, PUBLIC TRANSPORTATION FACTS PERFORMANCE & EVALUATION
Road Network

- New road network (120km)
- Completion of 40km motorway (Attiki odos)
- Upgraded road network (90km)
- 40 new grade separated interchanges
- Road connections to all the venues
Kifisos Av., Athinon Av., Posidonos Av.
An. Papandreou, Lipasmata to Ag. Nikolaos bay Center
Communication Policy for Demand Management

Targets

- Reduction in car usage
- Change of transport attitude
- Increase of Public Transport Usage

Demand Management Measures

- Alternative and flexible working time schedules
- Parking Management
- Operation of Olympic Express Bus Lines
Contents

- Background: Olympic Transport
- Olympic Transport Master Plan
- **Post-Olympics Legacy**
- Issues and Prospects
The 2004 Games left a visible legacy for the transport system of Athens, propelling the mobility for the citizens of Athens.

- Contributed to a comprehensive re-organization of the Urban Transport System:
  - Metro and tram constitute the core system
  - The city bus network feeds the fixed track systems and operates autonomously in remote areas
  - Trolleybuses operate complimentary to metro and tram and feeds them where applicable
  - Suburban buses operate express lines and feed the suburban rail where applicable
  - Enhancement of the bus lanes enforcement and extension from 38 km to 52 km
  - Establishment of a Traffic Control Center

- The new infrastructure made PT more appealing to both short trip passengers and commuters: 16%+ in metro ridership and +6% share of PT (43% total)
The 2004 Games left a visible legacy for the transport system of Athens, propelling the mobility for the citizens of Athens (2)

- Contributed to the introduction of an integrated free-transfer ticket for 90 minutes for all urban transport modes

- Changed the daily operations
  - Expansion of express lines (21-23 km average speed)
  - 24 hour service in three bus / trolleybus lines
  - 4 Olympic bus lines remained after the Olympics
  - 11 new feeder lines for the suburban rail
  - Expansion of the bus network by 2.5% (180 km) and increase supply by 5% of vehicle-kilometers
  - Enhanced enforcement of bus lanes: Cameras and crane-trucks to remove parked cars and obstacles

- Presence of OASA at the Traffic Control Center; Real time -TETRA- communication with all transport operators
- Productive utilization of new fleet
- Know-how of demand management and transport communications
- “Transport Observatory” function is now operated by OASA
Contents

- Background: Olympic Transport
- Olympic Transport Master Plan
- Post-Olympics Legacy
- Issues and Prospects
Issues: Car ownership is rising, PT share is still on the mid-low side

- The odd – even plate 20 year old restriction scheme in the city center has shown it’s age. A new approach is required.

- Public transport, even at 43% share is still on the mid-low side for a city like Athens. Other than metro modes (buses, trolleybuses) are challenged in increasing their ridership further.

- Public transport companies are still state-owned; are operating sub-optimally and being a heavy burden for the State Budget.

- A Metropolitan Transport Authority is not yet in place, in order to manage/coordinate public transport, road infrastructure and parking.

- The road network, even after the Olympic Transport Projects is still challenged with congestion and low speeds. The city is still evolving.

- Bus lanes are still limited in length and enforcement is difficult.

None of these issues is new. The Olympics contributed to PT growth, but there is a lot of work to be done in Athens.
Prospects: The Mediterranean Games of 2013 is an opportunity of leveraging the Athens 2004 know-how and Legacy

- Volos was an Olympic City. 80% of the venue infrastructure is in place.
- Early preparation in all aspects of the Games is the key to success.
- Plan and implement directly for the Legacy.
- The budget is challenging due to the economic crisis; but half the success of Athens was based on soft actions and initiatives.
- Coordinate all stakeholders efficiently and effectively.
- The effect on the local level of the cities of Volos and Larissa can be proportionally larger than in Athens.
The Mediterranean Games, utilising a robust budget, will promote three main values: Sports, Culture and Environment.

- Bid File Transport Projects
  - N. Aghialos Airport
  - Volos – Larisa suburban rail
  - Volos Light Rail
  - 16.7 MEuros for Overlays on top of 76 MEuros for the implementation of the Games
- Rowing Facilities in Lake Karla

Approximately 31% of the Games budget will be funded by the Greek State and 49% from Sponsors.
THANK YOU