

Emirates Air Line

Tony Wilson - Transport for London

February 2012



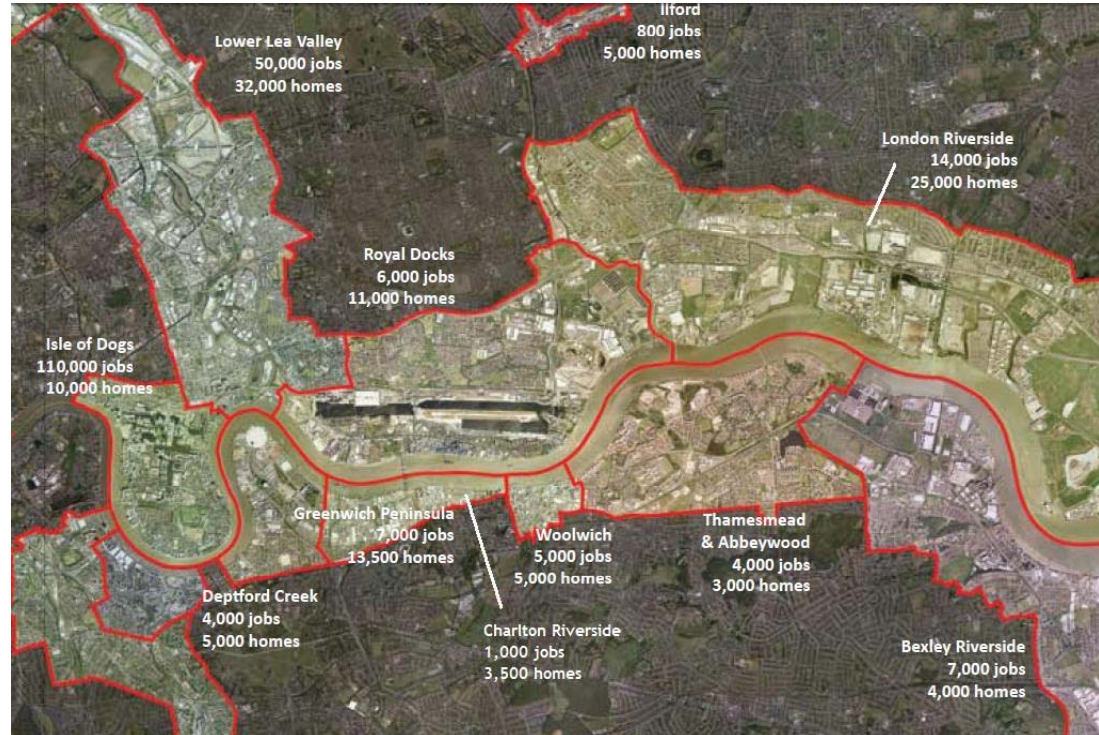
Agenda

- Background
- The Scheme
- Key Benefits
- Sponsorship
- Current status of project
- Questions

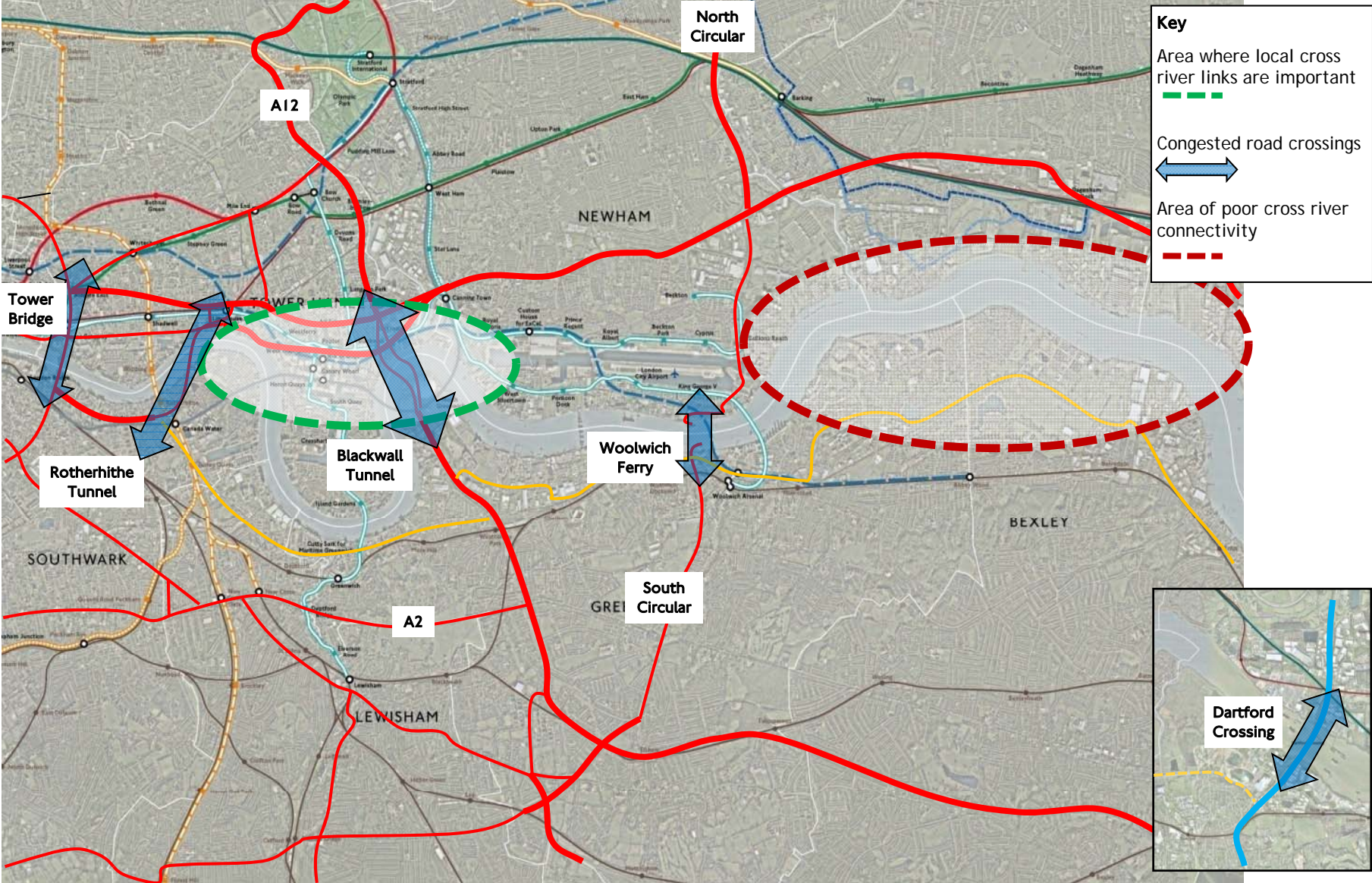


Why do crossings matter?

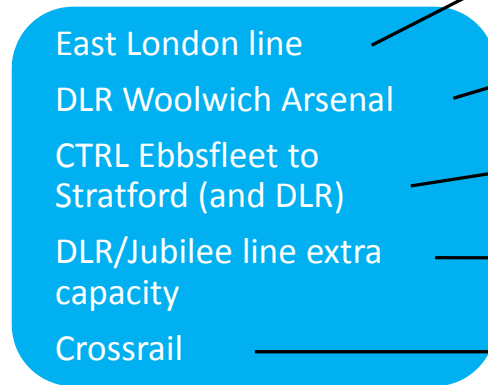
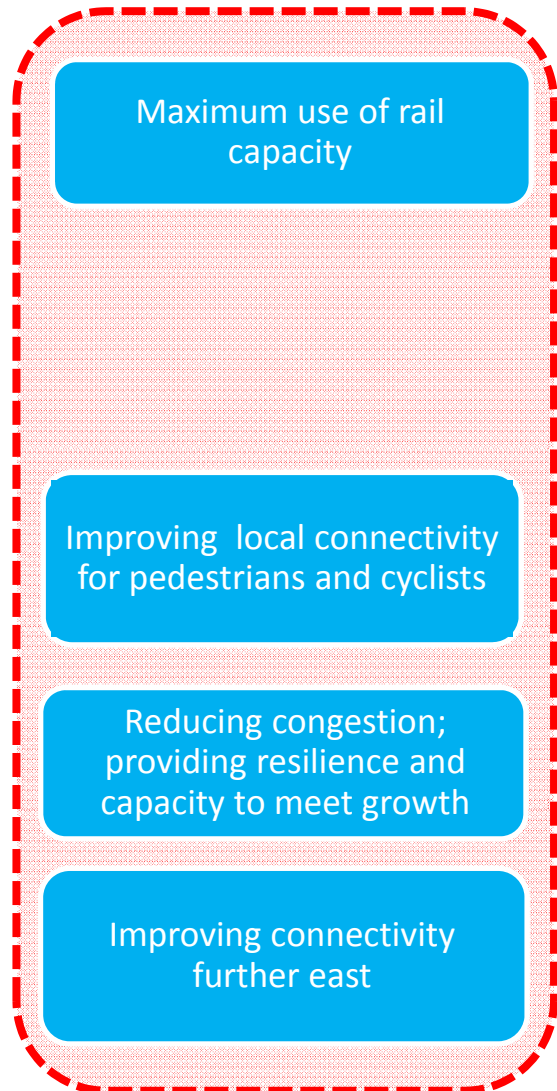
- Strong Mayoral desire to promote regeneration in east London
- Half of London's growth potential is in east London
- The former Docklands retain capacity for large-scale redevelopment
- Thames-side boroughs in east London forecast to grow by 20-30% from 2007 2031 in population and employment
- Developments will increase pressure on crossings
- But congestion and perceptions of transport links is hindering developer confidence



Challenges - capacity, connectivity & resilience



Progress on the River Crossing Package



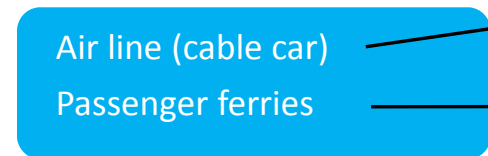
London Overground opened 2010, extension to Clapham opens Dec 2012

Opened 2009. Woolwich to Stratford International services from 2011

Opened 2009, DLR link opened 2011

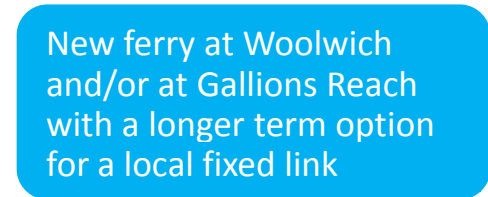
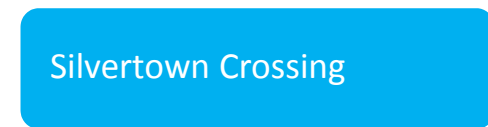
3 car trains on DLR from 2010, extra Jubilee trains in stages from 2007-2012

Under construction, opens 2018



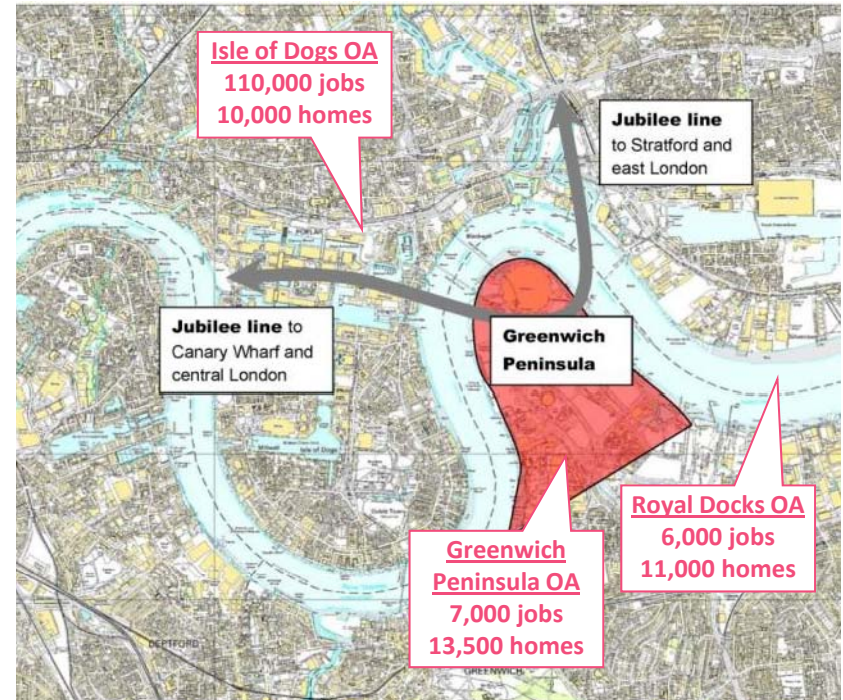
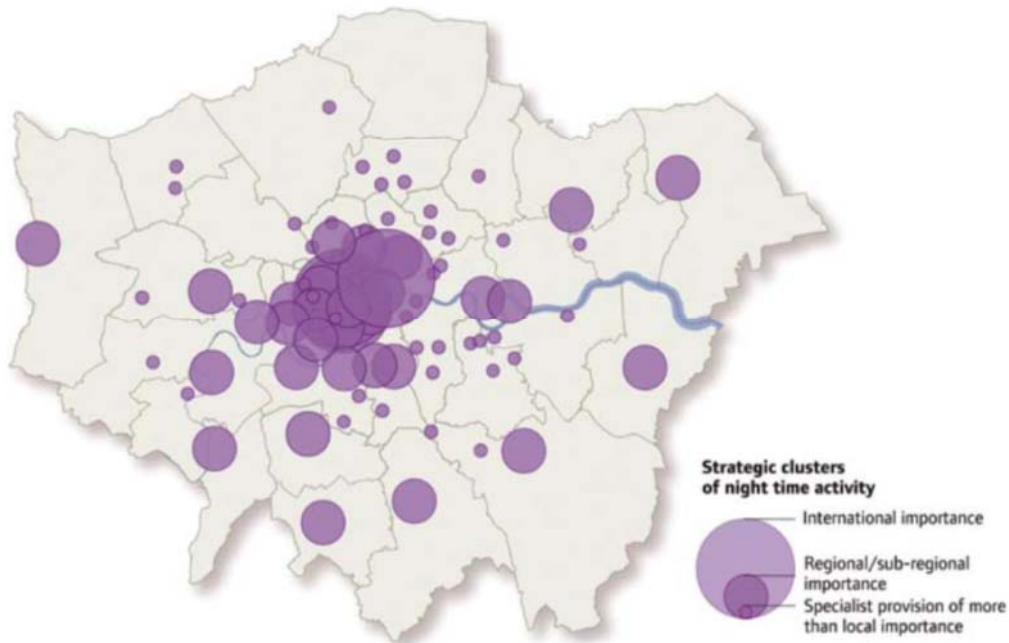
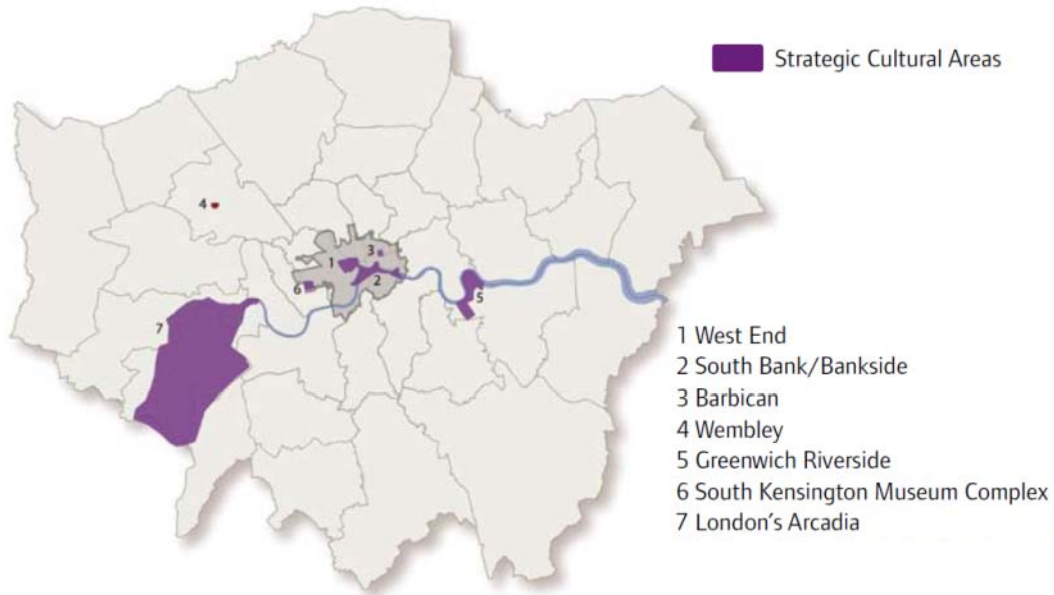
Opportunity to bring forward with private funding support

Oyster payment introduced 2009, River Concordat exploring other improvements



In principle consultation under way, ends 5th March 2012

The Greenwich Peninsula



But bad press hinders investor confidence...



Great concerts – shame about the journey home from the O2

Friday 09 December 2011

BY CHRIS GREEN | WEDNESDAY 27 MAY 2009

For the thousands of music fans who converged on London's O2 arena on Monday night, the gyrating Beyoncé and her team of dancers were soon as they filed out of

Planned engineering work on the underground line had made it impossible to access by thousands of people were queuing for taxis more than a mile away. The singer had sung her final

The delays occurred despite the venue ahead of the gig, with an alternative transport method along the Thames to Watlington and driving to the arena and Greenwich, on the Jubilee line and is favoured by the venue

A spokeswoman for the O2 said major concerts was "frustrated" working closely with Transport for London music fans as many travel

"It's not an ideal situation but we can do about it apart from a robust plan in place," she said. "We booked a show when the heads are completely

The Telegraph

HOME NEWS SPORT FINANCE COMMENT BLOGS CULTURE TRAVEL LIFESTYLE

all | Rugby Union | Cricket | Tennis | F1 | Boxing | UFC | Golf | Cycling

Open | Australian Open | Wimbledon | Andy Murray | Rafael Nadal | Roger

FINIS

Finals 2011 - Rafael Nadal's three set thriller

Fish leaves

the ATP World Tour evening matches for

O2 club 'forced to shut by work on Jubilee line'

Jonathan Prynne, Consumer Business Editor
20 May 2010

One of London's biggest nightclubs has become the first O2 venue to shut after being hit by the Jubilee line Tube closures.

Staff at the 2,600-capacity music club Matter, next to the arena, have been told it will not open again at least until the autumn because of heavy losses.

The club, launched in 2008, quickly became one of London's most popular venues, hosting performances by artists such as Supergrass and Mark Ronson and where VIP guests included Paris Hilton and Kelly Osbourne.

However, founders Keith Reilly and Cameron Leslie, the entrepreneurs behind the Fabric club in Smithfield, have struggled to make it viable.



Shut: The O2 has fallen victim to Jubilee line works

Disgruntled supporters deserve far better service

Neil Harman

The stories of anguished journeys stretched about as far as the queue for taxis outside the O2 arena in the early hours of Monday morning. The combination of a schedule that began too late and a Tube system that ended too early contrived to leave hundreds, possibly thousands of customers heading into the night deeply unsatisfied.



Sponsored links

Ads by Google

Theatre Tickets - 70% Off
Get Coupons for Theatre in London ... Save up to 70% - Try now!
www.GROUPON.co.uk/London-Theatre-Tickets

Source: [Groupon](#)

The Royal Docks

Key aspects of the Newham and Mayoral vision for the Royal Docks:-

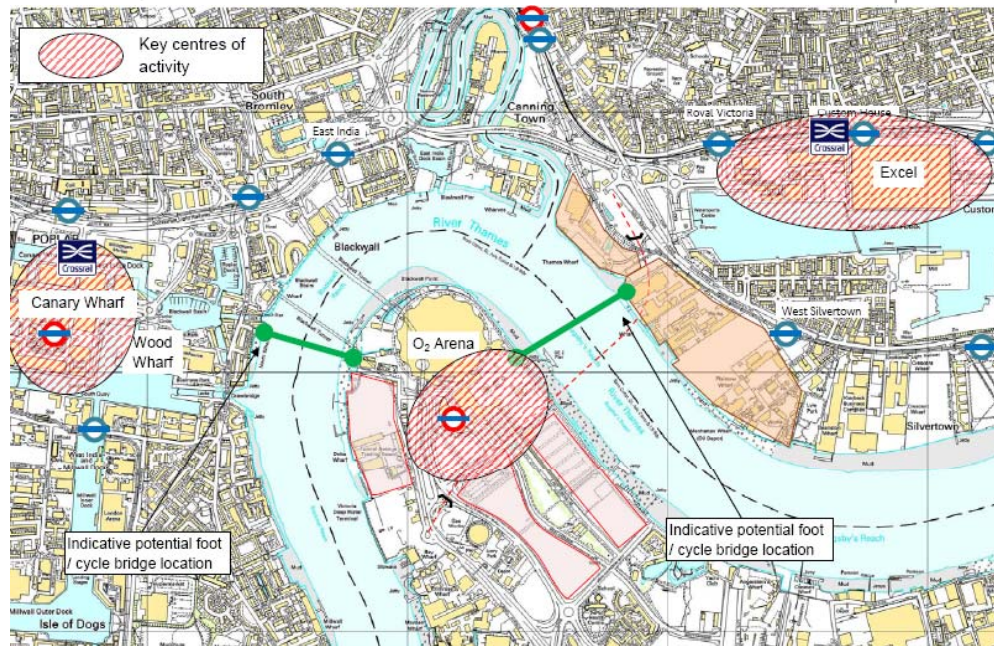
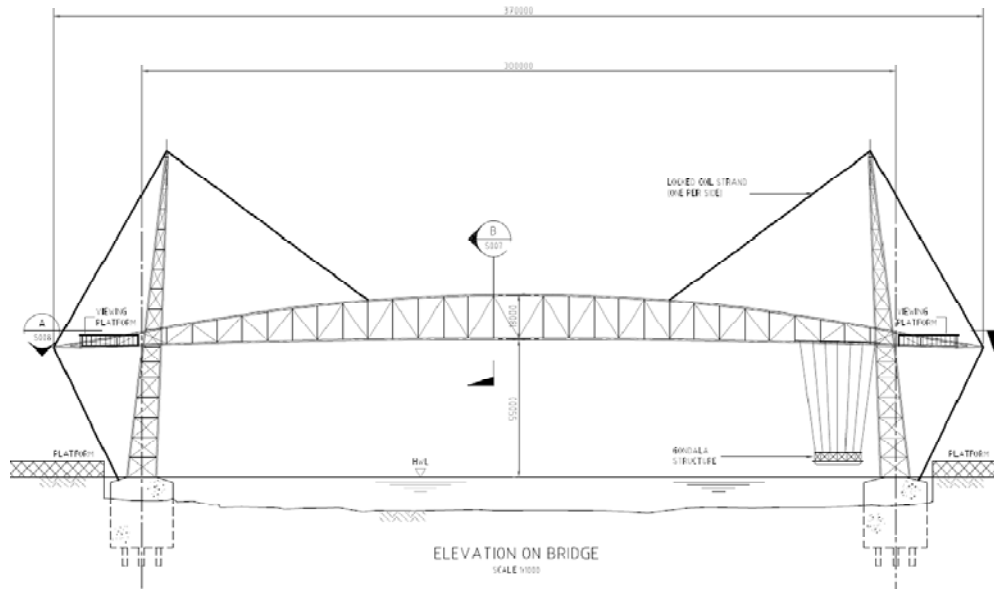
- Develop the Royal Docks as a world-class business destination within the knowledge economy
- Promote the Royal Docks as a focus for investment on a world stage building on opportunities presented by the 2012 Games
- Exploit the potential for a visitor and tourist economy
- Create a unique and high quality waterfront urban quarter with a strong sense of place
- Improve cross-river and local connectivity



The Royal Docks - visitor economy

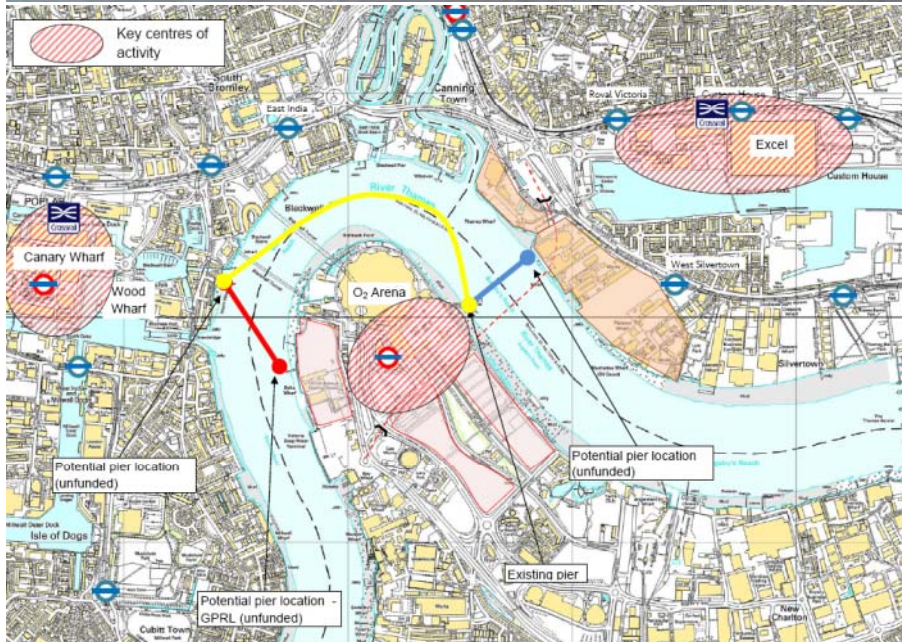


Crossing options - footbridge



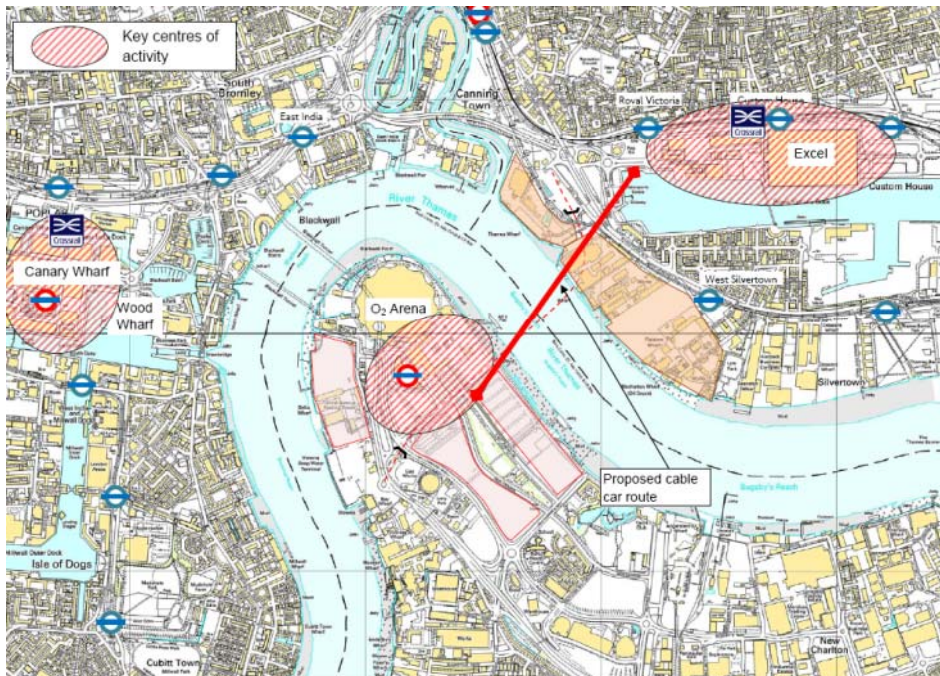
- Improved cross-river connectivity for local pedestrians and cyclists - complements highway crossing improvements being developed in parallel
- However only limited appeal
- Overall, longer journey times between key places on Royal Docks alignment due to the longer walks on the northern bank
- Walking routes are poor - passes through industrial estate on the northern bank
- Long walk to DLR
- Cost approx £80-90 million excluding land, walking routes, contingency, optimism bias, project development
- No opportunity to receive income from users

Crossing options - ferry



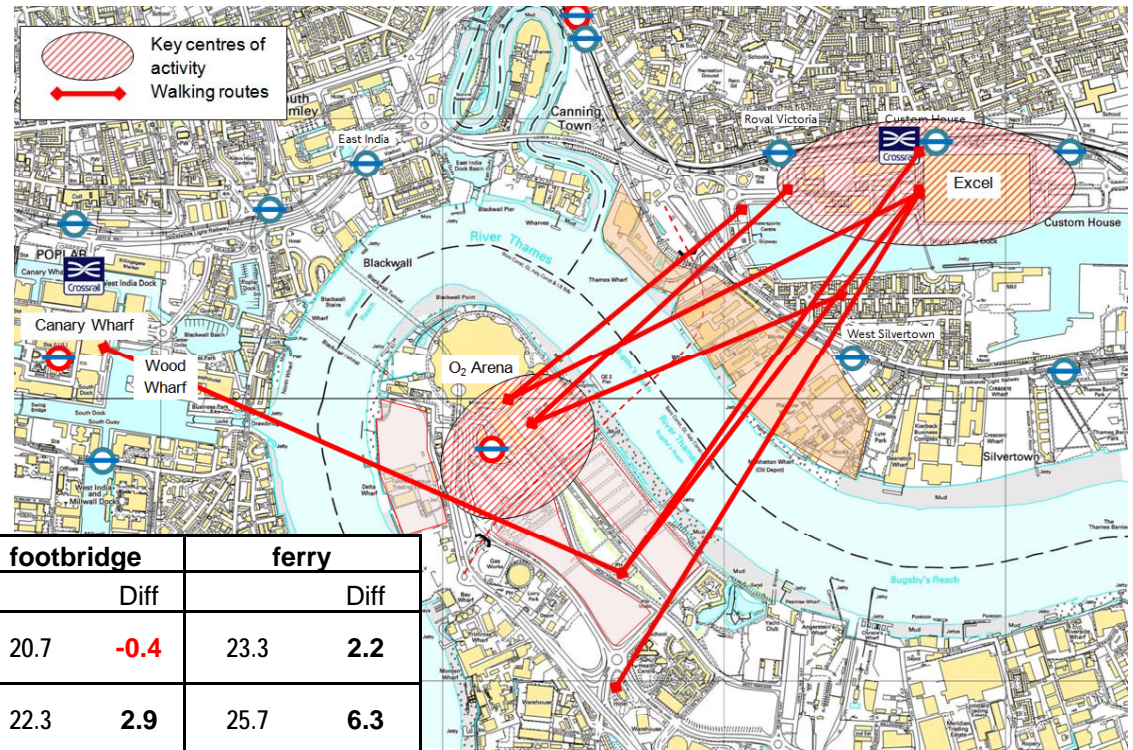
- Improved cross-river connectivity for local pedestrians and cyclists - complements highway crossing improvements being developed in parallel
- However only limited appeal
- Overall, longer journey times between key places on Royal Docks alignment due to the longer walks on the northern bank
- Walking routes are poor - passes through industrial estate on the northern bank
- Long walk to DLR
- Cost approx £15 million excluding walking routes, contingency, optimism bias, project development
- Likely to require ongoing subsidy
- Some potential in the future for a service from North Greenwich to Wood Wharf but depends on developments for piers, walking routes
- Doesn't create any visitor interest, or link attractions

Crossing options - cable car



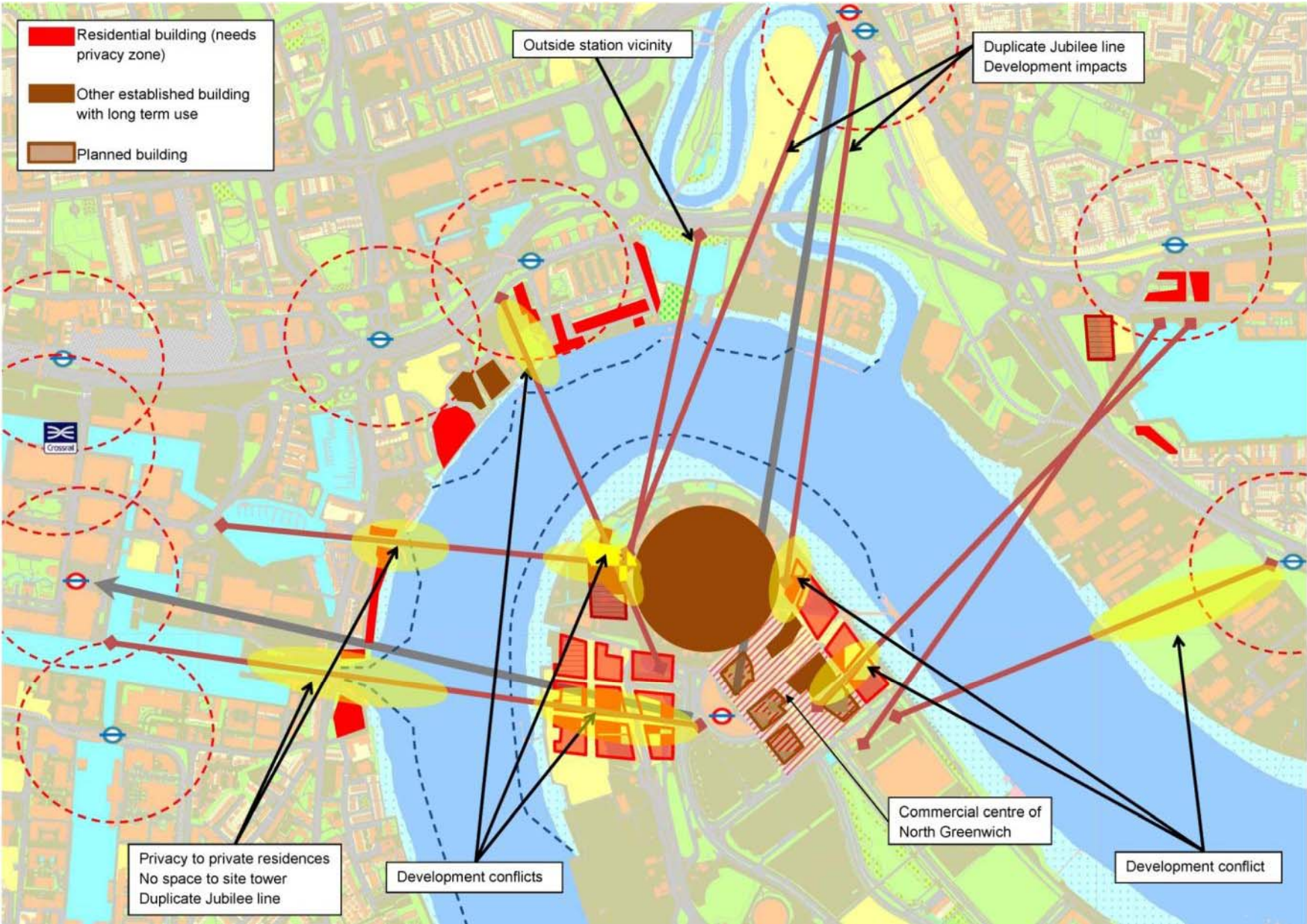
- Improved cross-river connectivity for local pedestrians and cyclists - complements highway crossing improvements being developed in parallel
- Directly links centres of activity, incl visitor attractions, without walking route through industrial areas
- Shorter typical journey times between several key places than either the existing Jubilee line/DLR or alternatives
- Short walk to DLR, walking distance to future Crossrail station
- Cost approx £45 million excluding contingency, project development
- Fare revenues to offset operating costs
- Sponsorship potential to contribute to capital cost
- Short build time - potential to support Olympic Games

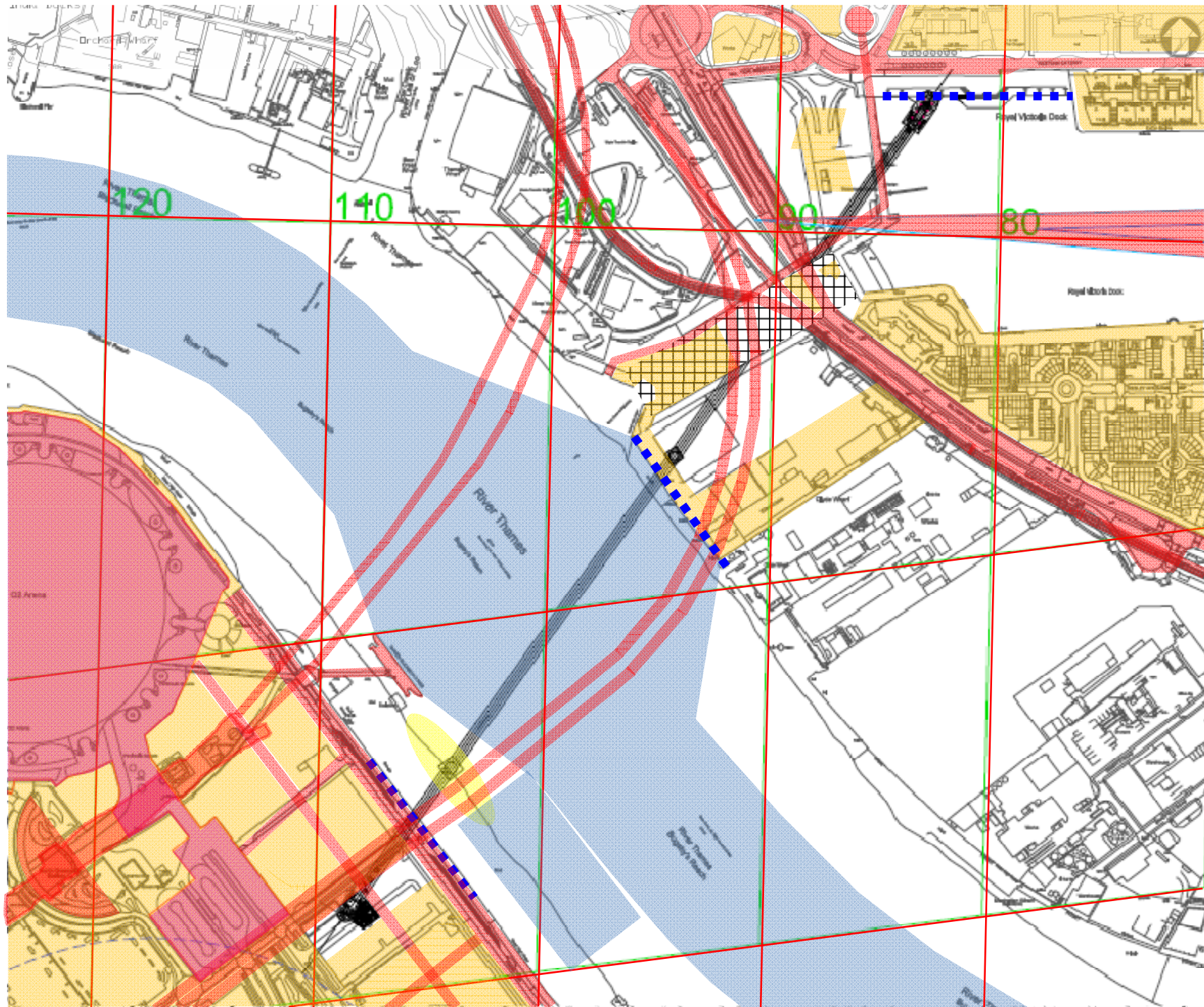
Journey times



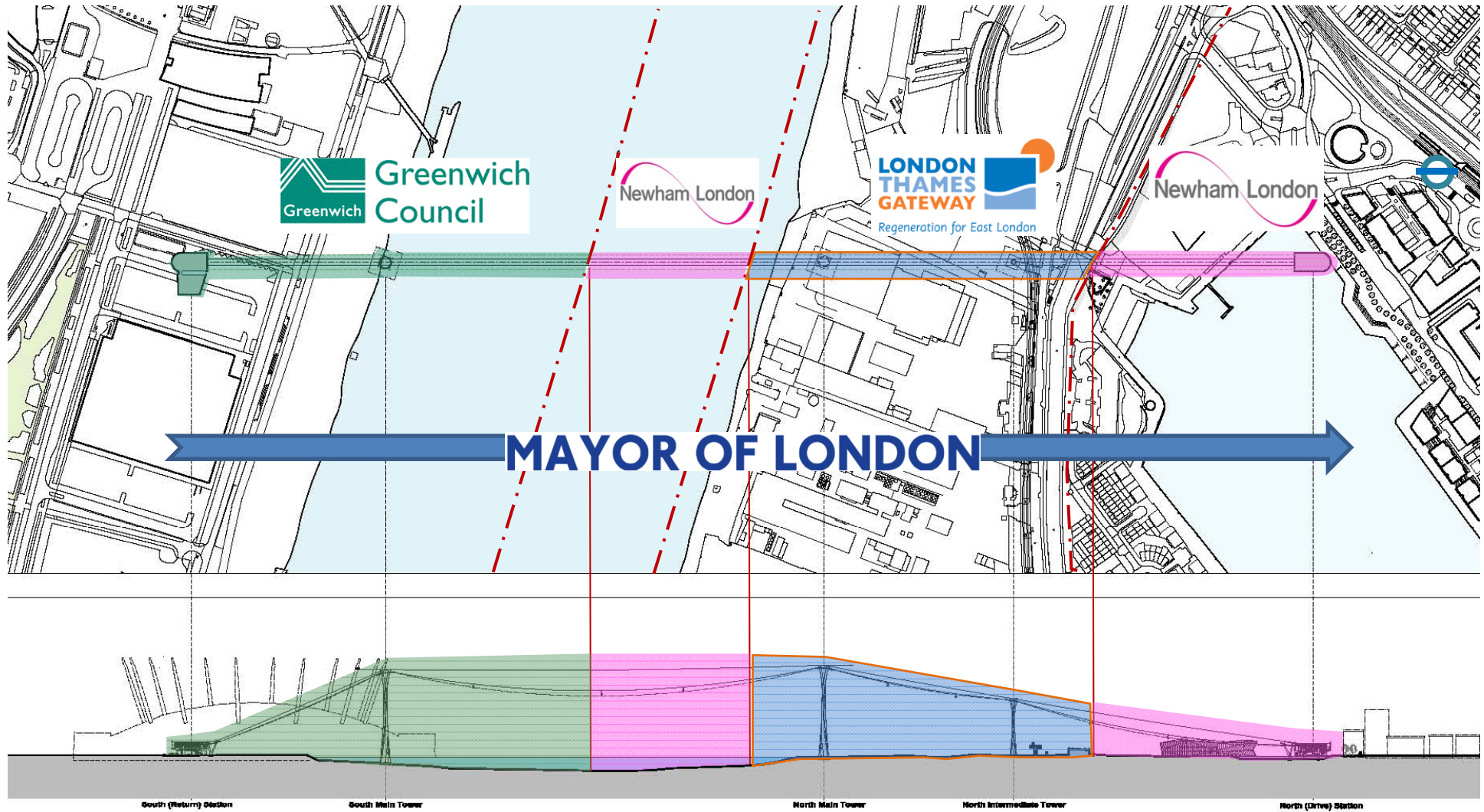
Actual time	existing	cable car		footbridge		ferry	
			Diff		Diff		Diff
Route 1 - O2 entrance to Siemens	21.1	13.3	-7.7	20.7	-0.4	23.3	2.2
Route 2 - Millennium Sq - ExCeL hotels	19.4	13.0	-6.4	22.3	2.9	25.7	6.3
Route 3 - O2 entrance to ExCeL entrance	20.6	18.6	-2.1	27.9	7.3	26.3	5.7
Route 4 - Holiday Inn to ExCeL entrance	31.2	25.2	-5.9	37.3	6.2	41.9	10.8
Route 5 - GP (Pilot) to ExCeL entrance	26.2	19.1	-7.1	31.8	5.6	37.5	11.3
Route 6 - Millennium Sq - Britannia Village	19.9	19.1	-0.8	22.3	2.4	24.7	4.8
Route 7 - GP (Pilot) to Crossrail	22.2	20.8	-1.4	33.4	11.3	39.2	17.0
Route 8 - GP (Pilot) to Canary Wharf	17.9	31.8	13.9	34.6	16.6	38.1	20.1

Physical / planning constraints





Planning authorities



Key Benefits

- Viable public transport link / quick to build
- Rapidly provides resilience for the Greenwich Peninsula - alternative route for residents and visitors to the DLR if the Jubilee line is unavailable
- From 2018 will provide another link, Greenwich Peninsula to Crossrail via Custom House
- Improved cross-river connectivity for local pedestrians and cyclists in the short term - complements highway crossing improvements being developed in parallel
- The link between Royal Docks and Greenwich will support the boroughs' and Mayor's aspirations for regeneration
- Payment by Oyster card - fares TBC



Passenger experience

- Spectacular views across London
- Unique public transport experience
- Connects two of the UK's largest entertainment/exhibition venues
- 5-6 minute journey time, cabins arrive every 15-30 seconds
- Fully accessible/ bike friendly - up to 10 people per cabin or space for bikes / wheelchairs
- Brand new stations north & south of the Thames

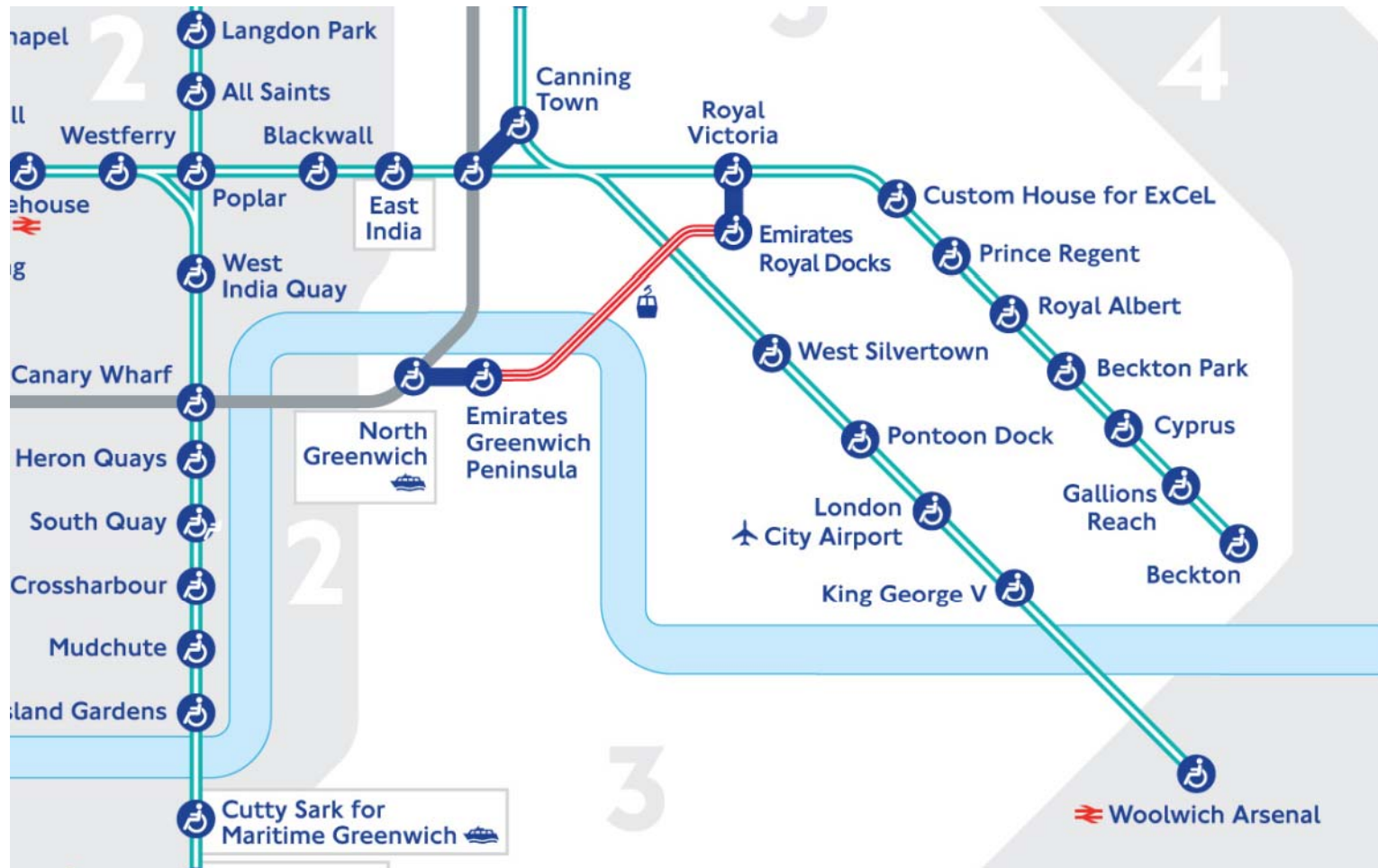


Sponsorship

- Emirates are main title sponsor; £36M deal
- Offers rights to name the scheme and stations and presence on the tube
- New roundel / new composite logo



The Tube Map



Look & Feel



Look & Feel





South station

Programme & progress

- Conception December 2009
- Planning application October 2010
- Planning permission February 2011
- Contractor appointed April 2011
- Stations and towers underway
- Rope-pull March 2012
- Complete Summer 2012



Questions