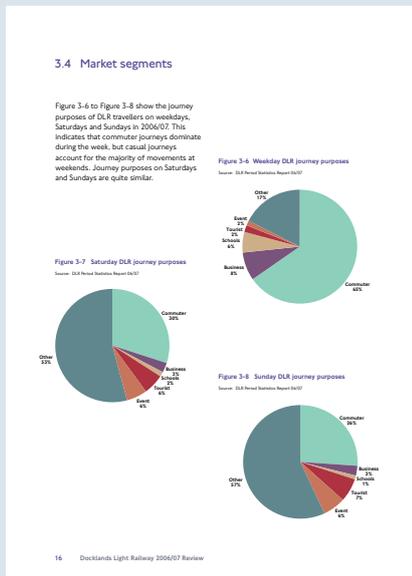
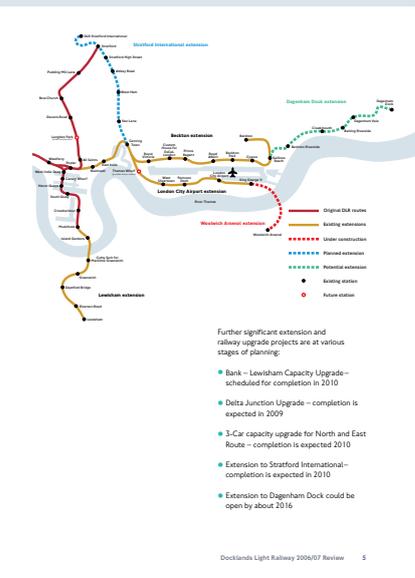
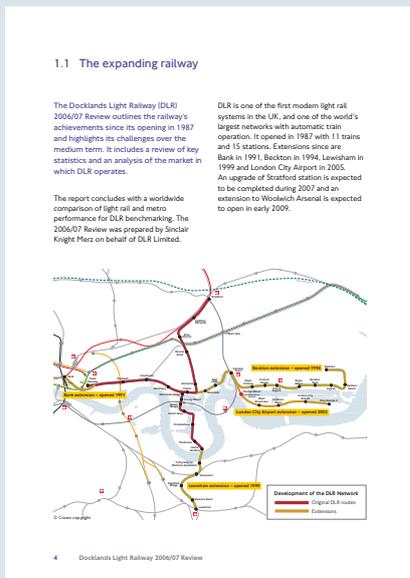
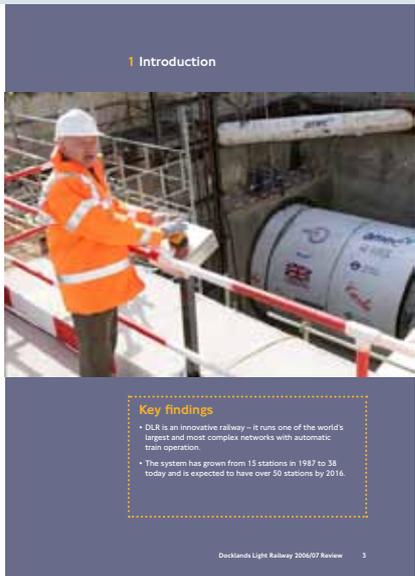


# Docklands Light Railway (DLR) review

80 page report. My design, but within TfL's corporate style. Produced all artwork, including tables, diagrams and maps. May 2007



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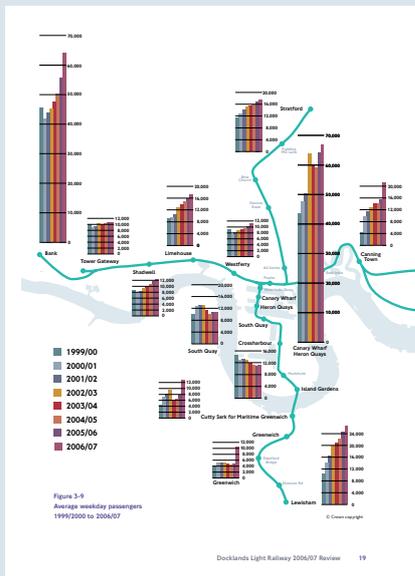


**3.5 Passenger volumes at stations**

The busiest DLR stations in 1999/00 were Bank and Canary Wharf. While Canary Wharf (North Quay) experienced strong year-on-year growth from 1999/00 to 2006/07, Bank lost demand in 2000/01 and grew much more slowly thereafter due to the opening of Jubilee line which provided an alternative route for DLR passengers from Central London to the Isle of Dogs. A further drop in DLR passengers is expected at Bank when the Jubilee line upgrade (to allow a service level of 30 trains per hour) becomes operational.

Table 3-4 Busiest stations (stations with more than 10,000 passengers per day in 2006/07)

Station	1999/00	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2006/07	2006/07
Canary Wharf (North Quay)	45,590	2	47,798	50,424	63,845	59,715	59,136	64,317	66,803	1	53%
Bank	45,458	1	41,910	43,989	45,336	47,485	50,208	55,813	64,207	2	41%
Lewisham	10,305	5	14,064	16,647	19,671	20,865	22,097	24,430	26,355	3	15%
Stratford	4,500	11	9,811	11,296	12,850	14,119	14,067	15,311	21,299	4	37%
Stratford	11,598	4	12,259	14,126	15,330	15,328	15,692	16,900	17,483	5	51%
Limehouse	9,117	9	9,519	10,662	12,837	13,970	14,841	16,970	17,142	6	88%
City Square	4,549	12	7,081	8,077	9,675	11,070	12,063	12,533	13,011	7	19%
Shadwell	8,725	10	7,861	8,294	9,330	9,917	10,491	11,333	12,357	8	40%
Westferry	9,223	8	7,396	8,187	8,904	9,185	9,681	10,228	11,438	9	24%
Crossbarrow	14,830	3	12,856	13,423	12,971	12,126	11,316	11,024	11,422	10	22%
South Quay	9,963	6	12,788	13,531	12,887	11,427	10,885	10,365	10,746	11	8%
Tower Gateway	9,206	7	8,778	9,373	10,334	10,103	10,436	10,777	10,852	12	9%
Greenwich	4,206	13	5,139	5,510	5,389	4,963	4,694	4,836	10,452	13	14%





# GLA report: A new airport for London

Mayor Boris Johnson's controversial proposal for a new London airport. Designed in Greater London Authority (GLA) corporate style. 76 pages with numbered paragraphs throughout. January 2011



Copyright Greater London Authority  
January 2011  
Published by  
Greater London Authority  
City Hall  
The Queen's Walk  
London SE1 2AA  
www.london.gov.uk  
enquiries 020 7983 4100

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## Mayoral foreword

London should rightly be regarded as the best big city on earth. Historically, it has enjoyed excellent international air links. Without these London would not have retained its place at the heart of global business nor would it have developed the distinctive cosmopolitan culture which attracts people of energy and talent from around the world. Even today, no other city even approaches London in terms of the volume of passengers handled at its airports every year. However our table topping position is not secure. Passenger demand for London's airports is forecast to increase from 140 million passengers a year in 2010 to 400 million passengers a year by 2050. Yet the UK lacks a clear long term vision for how to respond. What is clear is that aviation is mobile and so are its benefits. If London's airports no longer offer what the airlines and their passengers require then other European airports, with greater capacities, will move quickly to gain from the UK's slow response on this issue. Heathrow has already fallen from second in 1990, to tenth of destinations served, to seventh in 2010. London is the motor of the UK economy and our international links are crucial in supporting the businesses based here. Ninety per cent of respondents to a recent London First survey stated that international air links were critical to their businesses, and that these links would need to grow in the long term for London to remain globally competitive. We must act now if we are to maintain those links. Doing nothing will effectively mean that tens of thousands of good jobs will be exported to Amsterdam, Frankfurt, Madrid and elsewhere - jobs that belong to London.

I welcome the review of national aviation policy announced by the Government but it is essential that it captures the significance of aviation growth to London and the UK's economic future. The new Government must act swiftly to address the difficult questions that previous governments have failed to grasp, and to stimulate the continued growth of London and the UK. The capital's airports are already full and runway space is at a premium. That is why I believe there would be considerable benefits from providing capacity at a new airport which can act as a hub, particularly for the rest of the UK. Heathrow is not the answer. Its confined and unsuitable location means it cannot grow to a size comparable to the expanded airports at Frankfurt, Madrid, Amsterdam and Dubai. We will publish a further report later this year that will assess a range of locations for new airport capacity, including a new airport in the Thames Estuary. For too long Britain has failed to act, paralysed by the difficulties, rather than recognising the opportunities. With jobs, prosperity and investment at risk from inertia, we must act now. I hope this report will help to reopen a national debate about the role of aviation in the country's economic future and how we should provide for it.

Boris Johnson  
Mayor of London

Figure 21: Proposed option assessment criteria

Objectives and Requirements	Challenge
CORE OBJECTIVE 1	Maximise the shortfall in capacity permissible within environmental limits
CORE OBJECTIVE 2	New capacity facilitates hub operations
Economic Objectives	Maximising range of destinations and frequency of service Improving airport reliability and quality of passenger service Supporting economic regeneration and tackling deprivation
Spatial Objectives	Accommodating economic and population growth sustainably Tackling inequality and improving quality of life Maximising London and the UK's international competitiveness and access Supporting easy, safe and convenient access to jobs, opportunities and facilities for everyone
Aviation Industry Requirements	Sustain London's key business markets Sustain London's key leisure markets
External airport Requirements	Wider benefits from associated surface access infrastructure Access to labour markets Impacts upon other areas - Quality of life
Environmental Requirements	Seek compatibility with climate change and emissions targets Adhere to UK and EU air quality requirements Adhere to UK and EU noise requirements Minimise adverse impacts on key habitats and environmentally sensitive areas
Cost Requirement	Investment constitutes an attractive proposition to the private sector Airport infrastructure costs Surface access infrastructure costs

London increasingly needs. This work programme is intended to start the debate.  
An important principle in this work programme is that ways of providing increased aviation capacity should be examined in a fair and open manner. For this reason a proposed set of criteria against which the options should be assessed are set out in Figure 21. Two core objectives and several other groups of objectives are identified. They are based

on the vision, objectives and goals set out in the Mayor's London Plan and Transport Strategy. Together with a number of basic requirements for realistic options to be likely to succeed. Background to the development of these criteria is set in Appendix D. These criteria will be finalised at the outset of Part 2 of the work programme.

## Executive summary

### Chapter 1: Introduction

London is the economic dynamo of the United Kingdom. It is a fulcrum of the global economy, hosting a range of specialised international financial and business activities. In spite of its current strength, there are a number of potential threats to London's global economic position. At the same time the reduction of both public sector and personal debt levels has become a national priority. There is a need to rebalance the economy away from government expenditure and consumption and towards investment and export earnings. This calls for a clear focus on developing those sectors in which the UK has and will retain a strong comparative advantage. The country will need to concentrate on building upon highly productive, knowledge-based specialities, and these are outward-looking and aviation-intensive.

The Mayor of London has a clear responsibility for promoting and protecting London's economic interests and this gives him a legitimate voice in trying to ensure that the UK develops a vision and strategy for providing future aviation capacity. The Mayor seeks that London has the best international links of any city in the world, and that the UK has the best possible access to these links.

The Government is opposed to the construction of new runways at any of the three main London airports. It has established a 'South East Airports Task Force', to provide recommendations for reforming civil aviation regulation, and

improving the passenger experience at these airports. The Government is also developing a Bill to reform the economic regulation of UK airports in order to promote a more competitive aviation industry which supports UK economic growth while staying within the constraints of existing runway infrastructure.

While the Mayor welcomes the invaluable work which is being done to plan short and medium term interventions to ameliorate the problems which currently exist at London's airports, there is no merit in considering the economy away from government expenditure and consumption and towards investment and export earnings. This report sets out the results of a work programme undertaken during 2010 on behalf of the Mayor of London to inform his understanding of the long term needs for aviation for London and the range of options for providing it. The work programme aims to capture the strategic priorities facing London and the UK within the global context and to take a balanced view of the competing economic, social and environmental arguments. Conclusions about the appropriate level of growth in aviation capacity serving London are drawn.

All possible options, from doing nothing to building a brand new hub airport are considered. The Mayor strongly supports the Government's position opposing expansion at Heathrow. There are many and varied interests at stake. However this difficulty reinforces the importance of identifying the options, at least at a high level, which could meet long-term needs.

The Mayor is keen for a new airport in the Thames Estuary to be considered among the options. He acknowledges that it will require sustained political determination to deliver such an airport. The intention at this stage is to stimulate further debate with the aim of building a consensus around a long term vision which will complement the work of others. The Mayor also sees the publication of this report at this stage as a contribution to the formulation of DfT's ongoing study for a sustainable aviation framework which is due in March 2011.

Part 1 - The need for additional capacity for London  
(a) Does London have sufficient capacity for its future needs?  
(b) If not, does it matter how and where new capacity is provided?

### Part 2 - Options and the vision for new capacity

(c) What are the options which exist for addressing London's future airport capacity needs and what are the main advantages of each?

This report provides key findings of the work programme undertaken during 2010, comprising both desk research and discussion with a range of stakeholders and it addresses the questions in Part 1 of the work programme. The exploration of options is continuing, and will be reported as Part 2 in due course.

### Chapter 2: Aviation and the economy

Aviation has become of central importance to the economy of London and the UK. It helps attract inward investment to the UK, sustains jobs and offers UK residents a chance of a well-earned holiday or an opportunity to visit family and friends in other parts of the world. Above all, it is an essential service that supports London's status as a global city. Indeed one of the principal features that distinguishes 'world cities' from others is their aviation connectivity. Alongside New York, London is consistently ranked as the most integrated city in the world city network.<sup>1</sup>

The London economy is highly productive and acts as a dynamo for the rest of the UK, which is therefore dependent to a

## Appendix B

Figure 22: Summary of findings

Demand (passg)	London	UK	Source
Existing	-135	-240	CAA
2050	-240	-463	DTF (Unconstrained 2050)
2050	-460	-700	DTF (Unconstrained and projected DfT (Unconstrained 2050))
Available capacity within existing planning permissions and operational constraints	-50	(may not be commercially desirable)	London First (2010)
Shortfall in capacity against unconstrained demand 2050	+55		Derived from the above (unconstrained + existing + available)
Shortfall in capacity against unconstrained demand 2050	-215		Derived from the above (unconstrained + existing + available)
Limit of permissible growth within 2050 environmental targets	-85	CCC	

Figure 22<sup>1</sup> presents a summary of findings from Chapters 3, 4, and 5 regarding aviation demand forecasts, available capacity, and permissible growth at London's airports.

# DLR London City Airport extension report

36 page report. My design, to TfL's corporate style guide. Produced all artwork, including tables, diagrams and maps. May 2007

Docklands Light Railway

## London City Airport Extension Monitoring Report Year Three



MAYOR OF LONDON Transport for London

## 3 Impacts: regeneration

This section considers the impact of the London City Airport extension on regeneration.

### 3.1 Development of key sites

Impacts on regeneration will be monitored by tracking the progress of 12 major developments adjacent to the DLR extension.

- Activity to move development forward has occurred on five of the 12 development sites during 2008. This has included construction activity (L2-4 Pier Road), construction planning (Silvertown Quay), approval of planning applications (Pinnac Wharf), planning agreement negotiation (Barter Park East) and pre-application discussions (L2NX).
- As January 2009 four sites are expected to be developed within the next five years by 2014 and together these would provide 8,500 residential units on the basis of current plans.
- Reflecting the serious downturn in the property market in 2008, much less development activity occurred on the tracked sites in Year Three and the timescale for the development of sites has generally increased. However, land purchasing by developers has continued, the potential for a super-warehouse is being investigated and options for a new river crossing to the Royal Docks, possibly at Silvertown, are being considered.
- Over Years 1-3, development has proceeded much more slowly than anticipated due to the long term temporary use of various sites for Olympic and other construction works, slow planning processes, limited market demand and, from the end of Year Two onwards, unprecedented credit-driven property slump and global economic recession. As a result more than half the sites are unlikely to be developed for at least 5 to 10 years.



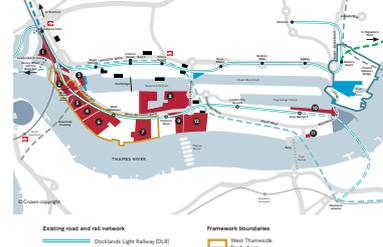
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### Key Development Sites

1 Limehouse	7 Pinnac Wharf
2 Thames Wharf	8 Silvertown Quay
3 Landmark Site	9 Barter Park East
4 Alton Hobart	10 King George Wharf
5 Gantling Quay	11 L2-4 Pier Road
6 Pavilion Wharf	12 L2NX site



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Development site	Scheme details	Planning status (Jan 2009)	Timescale for development
Limehouse	Application expected under resubmission. Development for 90 homes, 1,004 other jobs and 132 jobs in the leisure industry.	No planning permission. Opportunity Zone in Thameslink UDF. Safeguarded as a DLR and Central construction site and a Central construction start.	Within 10 years (2014-2021)
Thames Wharf	No proposed scheme. Planning provision for future DLR extension. LDA ownership. Currently being used for Olympic-related activities.	Planning application submitted by LDA. Safeguarded for possible river crossing. Part of West Thameslink Study area.	Within 1-6 years (2014-2021)
Landmark Site	Proposed scheme: 800 residential units and permanent community centre space.	No planning permission submitted.	Within 10 years (2014-)
Alton Hobart	Proposed to be redeveloped. LDA ownership.	No planning application submitted. Falls under consideration by London Development Agency in Thameslink West study area.	Within 1-5 years (2011-2018)
Gantling Quay	Planned use development scheme proposed including residential and commercial space. Quinlan ownership.	No planning application submitted. Falls under consideration by London Development Agency in Thameslink West study area.	Within 1-6 years (2014-2021)
Pavilion Wharf (2) Ltd	Planned use development scheme proposed. Major mixed use development of 180,000 sq ft including 28,000 sq ft of offices and 1,614 residential units. Passenger pier planned. Safeguarded wharf (15,000 sq ft).	Planning application rejected by Mayor due to impact on safeguarded wharf. Falls under consideration by London Development Agency in Thameslink West study area.	Within 1-6 years (2014-2021)
Pinnac Wharf (3) Ltd	Planned use development scheme proposed. 1,100 residential units, 1,000 sq ft of offices, 5,000 sq ft of retail, 1,400 sq ft of community, 4,000 sq ft of community and 2,000 sq ft of leisure.	Planning permission granted in 2008.	Within 1-10 years (2010-2022)
Silvertown Quay (2) Ltd	Major mixed use development. Major mixed use development of 494,000 sq ft including 100,000 sq ft of offices, 10,000 residential units and distinct centre proposed by Poplar. Safeguarded wharf.	Project on hold. Outline application submitted in Dec 2007. Resubmission for outline planning permission in 2009. Decision about future ownership of site.	Within 1-5 years (2012-2014)
Barter Park East	Proposed residential development scheme. Mixed use scheme of 750 residential units, 1,000 sq ft of retail, 1,400 sq ft of community and 15,000 sq ft of leisure.	Planning permission currently being sought by developer. Plans of terms of 150k agreement established.	Within 1-5 years (2011-2014)
King George Wharf	Proposed residential development scheme. Owned by City Airport.	No planning application submitted. As London City Airport is currently waiting permission to extend to the right and L2NX agreement remains to be signed. House and 40 quality impacts would make residential development unlikely in the short/medium term.	Unknown whether development will be possible
L2-4 Pier Road	Proposed scheme. 140 residential units, gym and cafe.	Planning application granted. Construction underway.	Within 2 years (2011)
L2NX site	Proposed scheme. Potential for 160 residential units. Owned by Ballymore.	No planning permission. Site control has legal pre-application discussions with TfL and GLA.	Within 10 years (2014-)

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## Looking ahead

Looking ahead, the DLR extension continues to expand its capacity and network to accommodate future levels of travel demand. The initial evidence suggests that the DLR extension to Woolwich Arsenal has already been successful with around 16,000 passengers each weekday.

The opening of the Stratford International DLR Extension in 2010 will provide a key link to the Olympic Park, Stratford City and high speed domestic and international heavy rail services from south of the Thames. The extension will be a key connection during the Olympic and Paralympic Games in 2012 providing a link between venues.

The increase in capacity to three car DLR services also being completed in 2010 will continue to support the growth plans of London City Airport and the development of the Royal Docks using an environmentally friendly, successful and popular mode of transport.



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## 6 Summary of benefits delivered

After three years of operation, the success of the London City Airport extension in achieving its objectives is summarised below.

### 6.1 Progress against scheme objectives

Scheme objective	Year three results	Years one to three results (2005-2008)	Progress against objective
Provide a direct rail connection to London City Airport that will enable national growth.	<ul style="list-style-type: none"> <li>1.1 million passengers have used the extension (1% increase over Year Two).</li> <li>Average of 291,000 passenger per month.</li> </ul>	<ul style="list-style-type: none"> <li>4.8 million passengers have used the extension.</li> <li>Average of 391,000 passengers per month.</li> </ul>	Achieved Exceeded On track
Minimise the carbon footprint of the airport to the extent possible.	<ul style="list-style-type: none"> <li>In Year Three (2008) the DLR extension is estimated to have emitted 2,440 tonnes of carbon dioxide compared to 3,700 tonnes of carbon dioxide for the extension. Therefore the DLR extension resulted in a net saving of 1,260 tonnes of carbon dioxide, which is equivalent to the carbon dioxide produced by 139 UK citizens in one year.</li> </ul>	<ul style="list-style-type: none"> <li>Between 2005 and 2008 DLR extension is estimated to have emitted 5,740 tonnes of carbon dioxide compared to 10,430 tonnes of carbon dioxide for alternative modes. Therefore the DLR extension resulted in a net saving of 3,710 tonnes of carbon dioxide which is equivalent to the carbon dioxide produced by 384 UK citizens in one year.</li> </ul>	Achieved
Provide a high quality rail service to London City Airport and London's major business districts that supports the role of London as the world's premier international finance and business centre.	<ul style="list-style-type: none"> <li>2.5 million passengers travelled to and from London City Airport in Year Two at an average rate of 6,800 each day.</li> <li>Documented reasons for use of extension are business and commuting.</li> <li>Over 90% of passengers are business and commuting.</li> <li>Over 90% of passengers are business and commuting.</li> <li>Over 90% of passengers are business and commuting.</li> </ul>	<ul style="list-style-type: none"> <li>4.6 million passengers have travelled to London City Airport at an average rate of 5,900 passengers each day.</li> <li>Documented reasons for use of extension are business and commuting.</li> <li>Service reliability targets have been achieved to date. Year Three has not seen any service disruption due to the network improvement programme.</li> </ul>	Achieved
Improve links between London and maintain service by connecting London City Airport to the London rail network.	<ul style="list-style-type: none"> <li>40% improvement in journeys times to Bank and Canary Wharf compared to bus (and substantially cheaper).</li> <li>Central DLR network capacity increased.</li> <li>A train now leaves London City Airport every 5-10 mins for 17:24 hours.</li> </ul>	<ul style="list-style-type: none"> <li>40% improvement in journeys times to Bank and Canary Wharf compared to bus (and substantially cheaper).</li> <li>Central DLR network capacity increased.</li> <li>A train now leaves London City Airport every 5-10 mins for 17:24 hours.</li> </ul>	Achieved

DLR London City Airport Extension Monitoring Report Year Three 34

# Underground station study

Produced in Word. 67 pages. Maps and diagrams in Illustrator. April 2011

## Inmidtown Station Study: Main Report

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Figure 2 Station Usage comparisons 2009 – average weekday flows

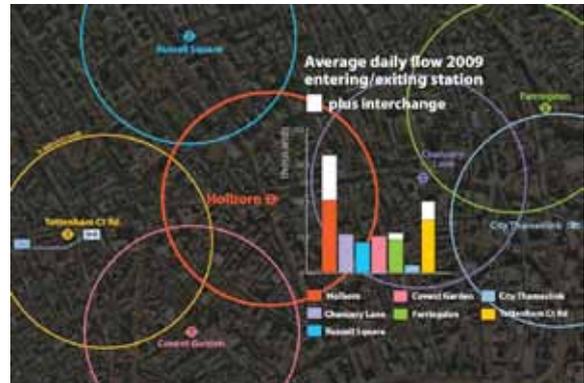


Fig 3 Station usage 2003 to 2009 Annual Flows

Source: TfL

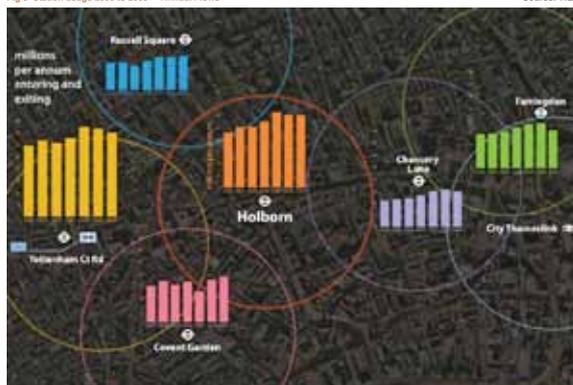
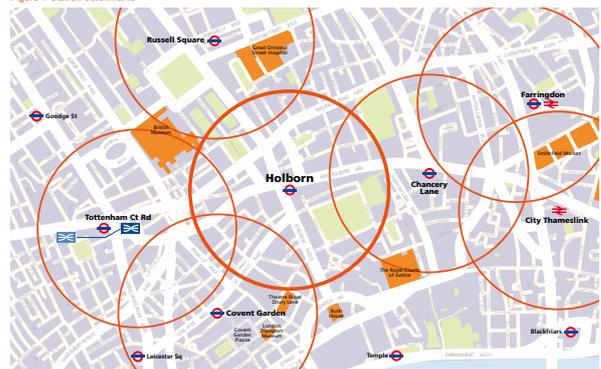
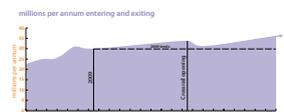


Figure 4 Station Catchments



The details of these forecasts are given in Appendix A, but an illustration of the results is shown in Figure 6 and 7 below.

Fig 6 Growth Patterns at Holborn Station



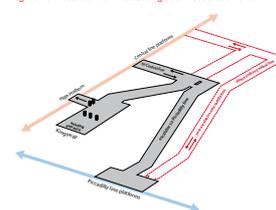
Source: Graph based on material provided by TfL/LUL. Excludes interchange flows

With the growing success of the area, passenger numbers entering and exiting Holborn station have been growing steadily for a number of years. There are severe practical and technical constraints that make short term or affordable solutions very difficult for LU to achieve. In addition to this, it has been assumed up to now that the rail improvements to be delivered in the area over the next few years (see below) would provide relief by releasing more capacity at Holborn:

However, Fig. 6 shows growth since 2003 and illustrates that numbers will continue to grow up to the opening of Crossrail in 2018. At that date it is expected that Crossrail will provide some temporary relief for the station, but the new forecasts show that this relief is likely to be shortlived, and that growth will continue, and before long will exceed pre- Crossrail figures. This means that short term plans need to be made to manage this situation up to the Crossrail opening date, as the station is already operating for much of the time at or over its capacity. Failure to find a medium/long term solution will mean that over time an increasing number of trains will not stop at Holborn, as LUL operations will have to manage the station to maintain passenger safety.

Figure 7 shows that overall growth between 2009 and 2026, even with the relief provided by Crossrail, will be of the order of 19%. Interchange growth is a relatively small part of this, with most of the increase being in passengers arriving at the station in the AM peak. The other major growth area is of passengers arriving in the evening peak period – indicating a growth in the number of peak and off peak leisure trips to the area

Figure 10 Potential new interchange connection at Holborn



### 7.2.5 Holborn Station Conclusions

The operation of Holborn station is significantly constrained by infrastructure that does not match current passenger demand requirements or customer expectations. Whilst the station is extremely busy, day to day management for the most part ensures

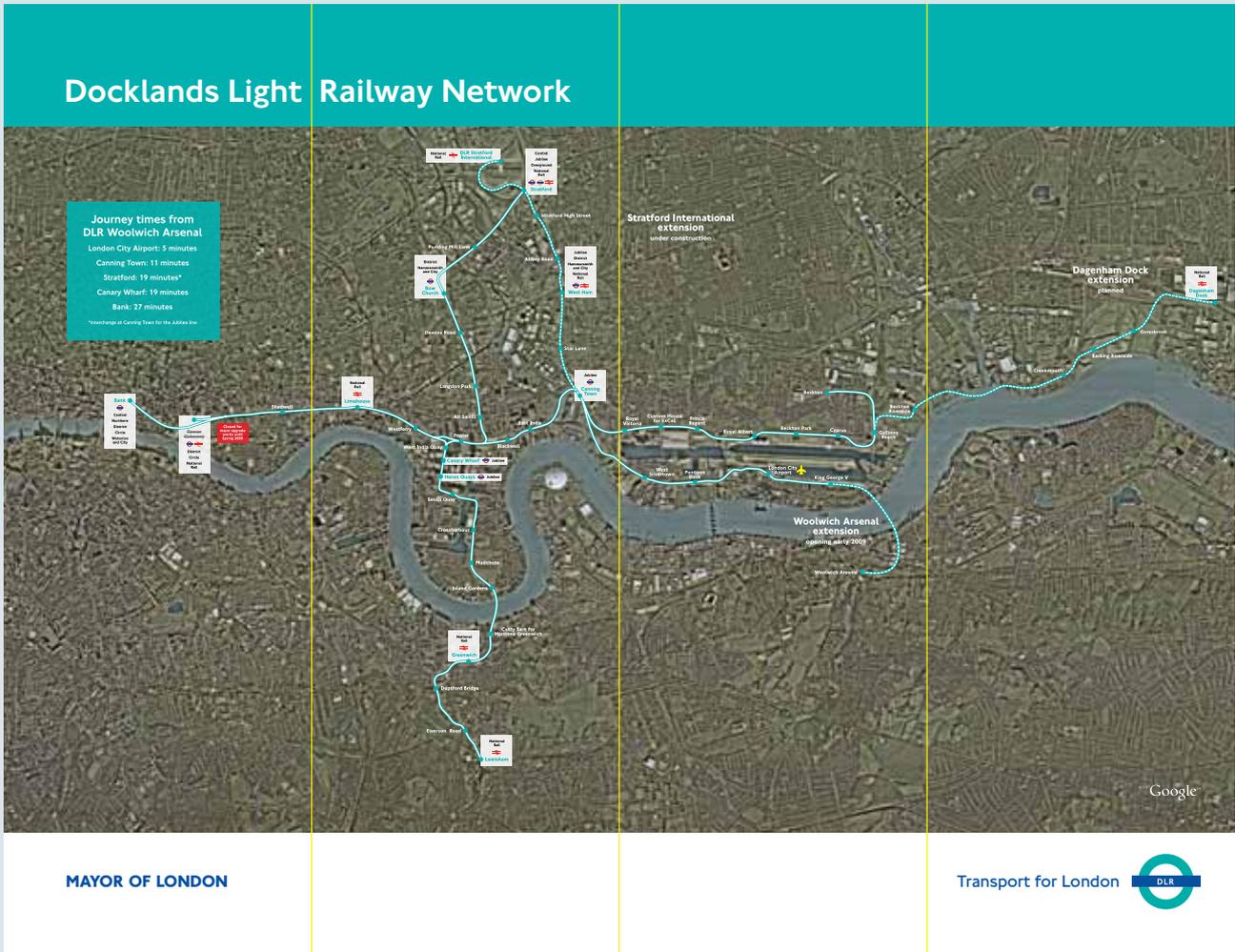
that access is achieved most of the time, however, there is no available capacity to cater for a further increase in demand, and crowding and regular disruptions are considered by many users to be unacceptable.

A number of related capacity improvement projects will ease the situation at Holborn over the short to medium term. In the longer term (10-15 years) it is anticipated that, to safely manage congestion, the station will become subject to increasingly frequent and disruptive operational management. To avoid this, providing the necessary capacity and access improvements at the station will be technically challenging and will involve complex works on a constrained urban site around a busy operational railway.

Because of the results described in this study and concerns about how to achieve a fundable practical upgrade at Holborn, LU is interested in pursuing any opportunities that arise through partnership working. Such co-operation could also unlock opportunities to integrate station improvements with larger development strategies and could present new opportunities to achieve major benefits at a reasonable cost.

# DLR aerial route map

Large format aerial map of East London with Docklands Light Railway (DLR) route illustrated. Printed in four panels. June 2008



# Gallery brochure

Happiness at Work studio show. October 2010

## HAPPINESS AT WORK

28TH OCTOBER TO 4TH NOVEMBER 2010



### HAPPINESS AT WORK AN EXHIBITION AT THE OLD TURK'S HEAD

# OPENING PARTY

THURS 16TH DEC 6PM

THE TURK'S HEAD CAFE // 1 GREEN BANK // WAPPING E1W 2PA

16 DEC - 14 FEB 2011

NIGEL BARBER  
BEAKUS  
SARAH HORNE  
SANDRA HOWGATE  
SIMONE LIA  
BJARNE NØRUM  
FUMIO OBATA  
CHRISTOPHER PARKES  
CATELL RONCA  
HARRIET RUSSELL



You are invited to the Happiness show, a demonstration of how a mix of creative energy is good for individual work.

Happiness at Work is situated in a studio above the old Turk's Head in Wapping. It has been a buzzing mix of artists, designers and creatives for the last seven years.

WWW.HAPPINESSATWORK.ORG // +44(0)20 7480 5635 // JON ALDENTON // SAM ALDENTON

PRINT HOUSE GALLERY // ASHWIN STREET // DALSTON E8



#### SARAH HORNE

Sarah Horne has been illustrating for nine years. Sarah has produced artwork for over thirty titles and has both written and illustrated two. She also works on advertising and editorial projects.

Sarah is (if truth be told) propelled by a generous dose of slapstick, a love for colour and line, a clever story and a good cup of coffee. Born in Stockport, Cheshire, on a snowy November day. She grew up grazing and scampering in the fields surrounding Buxton, Derbyshire.

Recently SH has produced artwork for New Gardena on their Autumn Festival campaign, billboards are up on the London Underground throughout October. Sarah is currently working on the New Christmas campaign and with Simon and Schuster.

Sarah also loves to paint on very large canvases and this is an entirely different story...

Sarah is represented by Advocate Art.

To see further work go to sarahhorne.co.uk or advocate-art.com

Email: sarah.horne@btinternet.com

Tel: 07813 908705

Parents' Evening  
Giclee Print

Framed £130

From the forthcoming series  
"My Uncle Fudge's Teacher Trouble"  
published by Simon and Schuster.



#### FUMIO OBATA

I was born in Tokyo but moved to Britain when I was 16 years old. I make comic books and work in multi-media, animation related projects. Although I was literally brought up reading Manga comics all the time, it was very recently that I decided to pursue a professional career in this field and hope to get more commissions.

#### Filmography

SHhh... animation short, 3min (2005)  
co-production Redkite animations,  
Edinburgh UK

Box animation short, 5min (2003) self-production

Careless Memory animation short, 4min (2004) for Duran Duran's 2004 World tour

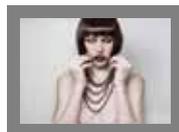
Publications  
Le jour du musée Édition Warum (2009)

L'Incrovable histoire de la sauce soja Édition La Pateque (2010-11, in progress)

www.fumioobata.co.uk

fumio@fumioobata.co.uk

'The amazing tale of soy sauce' (2007) £145



#### CHRISTOPHER PARKES

I'm a London-based photographer specialising in weddings, portraits, portfolios, event photography and commercial projects. I work with people!

My 12 years of experience covers everything from weddings to models and families to forensics. I have a professional but flexible work ethic and know how to make others feel at ease.

Clients include the National Training Awards, Network Rail, May Gurney, The Scouts Association, many TV presenters and models. My work has taken me all over the world and my work appears in Sport Magazine and on websites for Vogue, Dolce & Gabbana, Elle, Arriva Ltd and the Forensic Science Service.

christophphotographic@mac.com  
www.christophphotographic.co.uk

Francesca £300

#### SIMONE LIA

Simone Lia is an artist living and working in South London. She produced the graphic novel 'Flurry' (published by Jonathan Cape, 2007) and her artwork has recently been exhibited at The Tate Britain (Rude Britannia, 2010).

This painting is the first of a series of paintings that uses the lyrics from popular 1970/80s Australian soap operas to create abstract dialogue.

Simone Lia's work can be seen on [simonella.com](http://simonella.com) or [simonella.blogspot.com](http://simonella.blogspot.com)

untitled 1 (or theme tune to Prisoner Call block 1) ink and acrylic paint £450



#### SANDRA HOWGATE

Sandra is a London based illustrator who originally trained at Central St Martins in Theatre Design.

She has worked mainly for magazines and book publishers in the UK.

Likes growing things, playing her flute and ukulele and anywhere by the water - river, lake, pond or sea.

Sandra is currently represented by Advocate.

sandrahowgate@hotmail.com  
www.sandrahowgate.com

Limited edition giclee print on Hahnemühle Digital FineArt paper £80

#### BJARNE NØRUM

Bjarne Nørum is originally from Denmark and holds a MA from Goldsmiths College in London. His obsession with words is used on a daily basis as a journalist and writer. In Bjarne on Banksy he reflects in an ironic statement on art and consumerism. Like Andy Warhol took a can of rather inferior Campbell's Soup and catapulted it into high art, Banksy is shaking his can to something more than just a graffiti tag. From a can you get anything from expensive foie gras to baked beans prompting the question of quality and cheapness in food and art.

Bjarne on Banksy £35



#### HARRIET RUSSELL

Harriet Russell studied illustration at Glasgow School of Art and Central Saint Martins, where she completed her MA in 2001. She has contributed illustrations to a wide variety of periodicals and projects, both in the UK and internationally.

As well as commissioned work, she has written and illustrated several of her own books, including 3 children's titles for Italian publisher Edizioni Corraini, and her book of creatively addressed mail, 'Envelopes', published by Random House.

Other clients include Phaidon press, The Canadian Centre for Architecture, Radley, Percol, Hermes, Penguin, The Guardian, Independent on Sunday, Hodder and Orion.

Happiness Tree (cover image) £120

Giclee print 1/10

Which came first? £150

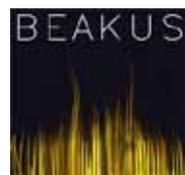
Silkscreen 2/20

#### CATELL RONCA

Catell's use of striking colour and naive style invites the viewer to engage on a direct and emotional level with her work. Her use of bold shapes and colors, patterns and hand-rendered letters are inspired by international vernacular folklore. Her characters are gentle and playful, a little bit peculiar and never lack a subtle sense of humour. Catell graduated from the Royal College of Art in London and works for a variety of international clients in book publishing, design, advertising and children's books.

c@catellronca.co.uk  
www.catellronca.co.uk

Henry Wellcome's collection of medicinal objects £170



#### BEAKUS

Each will be available for sale as a limited run of 30 prints.

Matthias Hoegg Thursday, A2 £300

Steve Smith RIP, A2 £30

Leigh Hodgkinson Bear, A1 £130

#### NIGEL BARBER

The Concentricron is a 21st Century clock. From the inside out, each of the seven rings displays an ever increasing unit of time, from seconds, minutes, hours, days of the week, date, month and year. The design you see here was produced in Adobe Illustrator before being animated in Adobe Flash. The final results can be seen at <http://www.concentricron.com/>

Minibrx is an independent design and development studio, covering graphic design, web development and now iPhone app creation. Its premiere app, Vectoria, a fascinating interactive tool for exploring the beauty of geometry is imminent. A preview can be seen at <http://vectoria.co.uk/>

The Concentricron £50

# The Thames as a Tube line

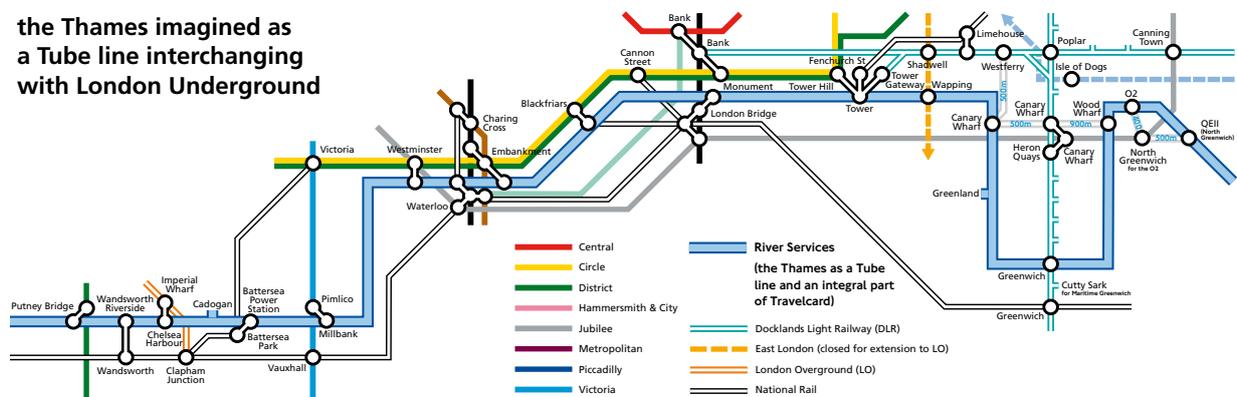
Graphics for Policy Exchange report: At a Rate of Knots

By Paul Buchanan, Andrew Gilligan, Zac Goldsmith, Cynthia Grant, Steve Norris and Neil O'Brien. January 2010

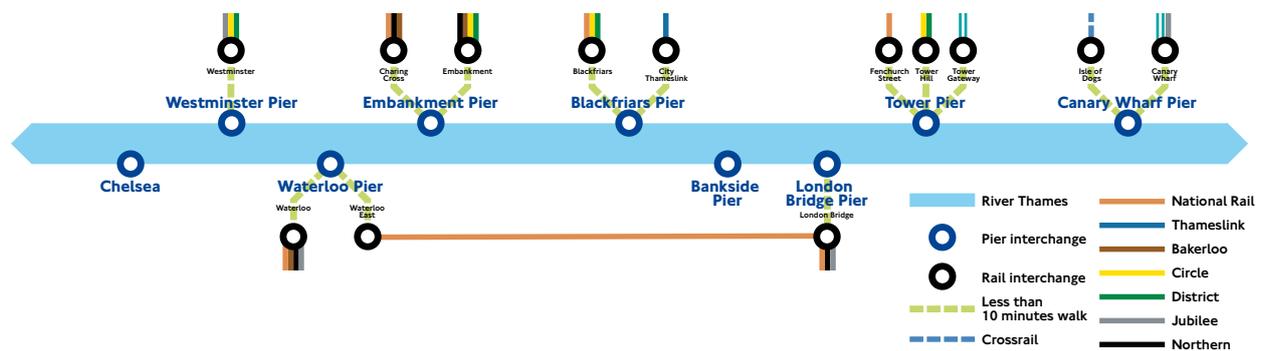
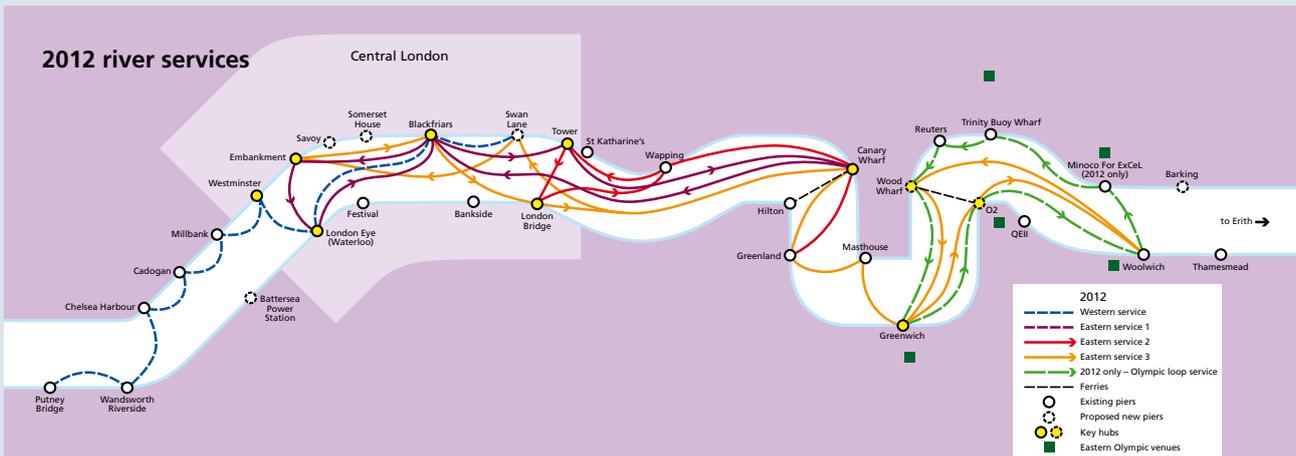


<http://www.policyexchange.org.uk/publications/publication.cgi?id=161>

## the Thames imagined as a Tube line interchanging with London Underground



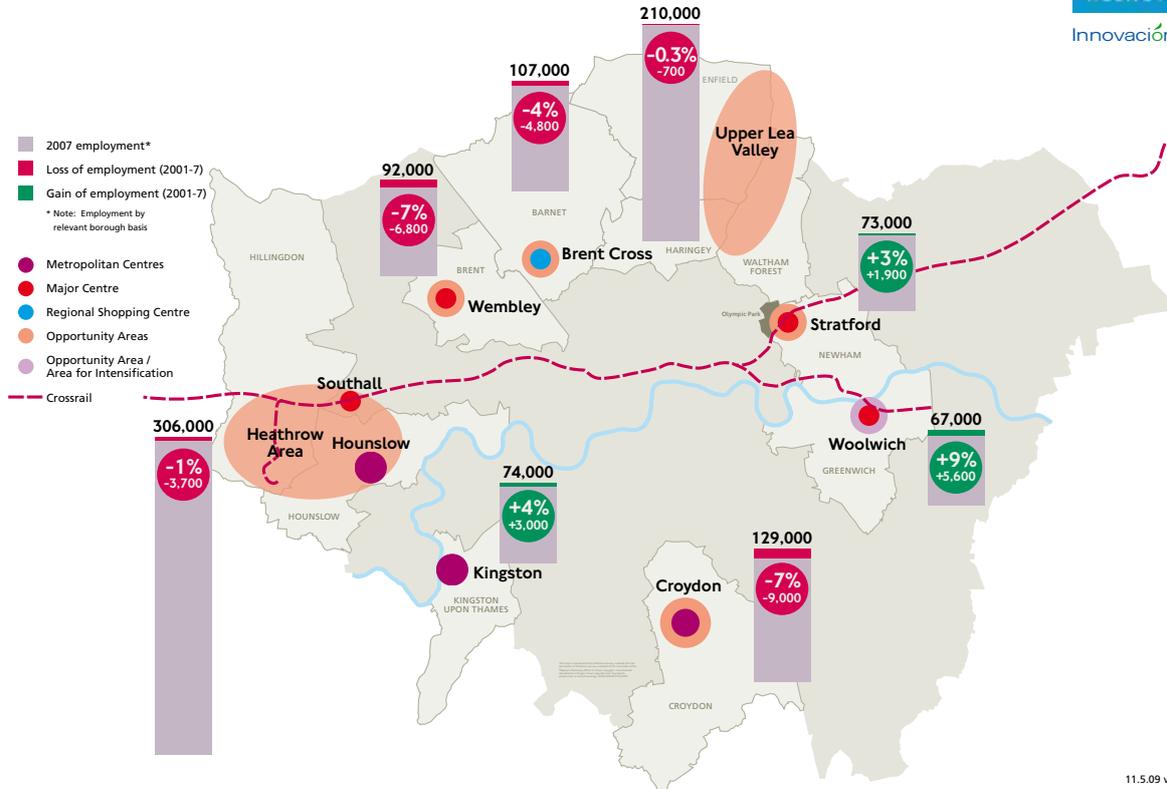
## 2012 river services



# London Development Agency graphics

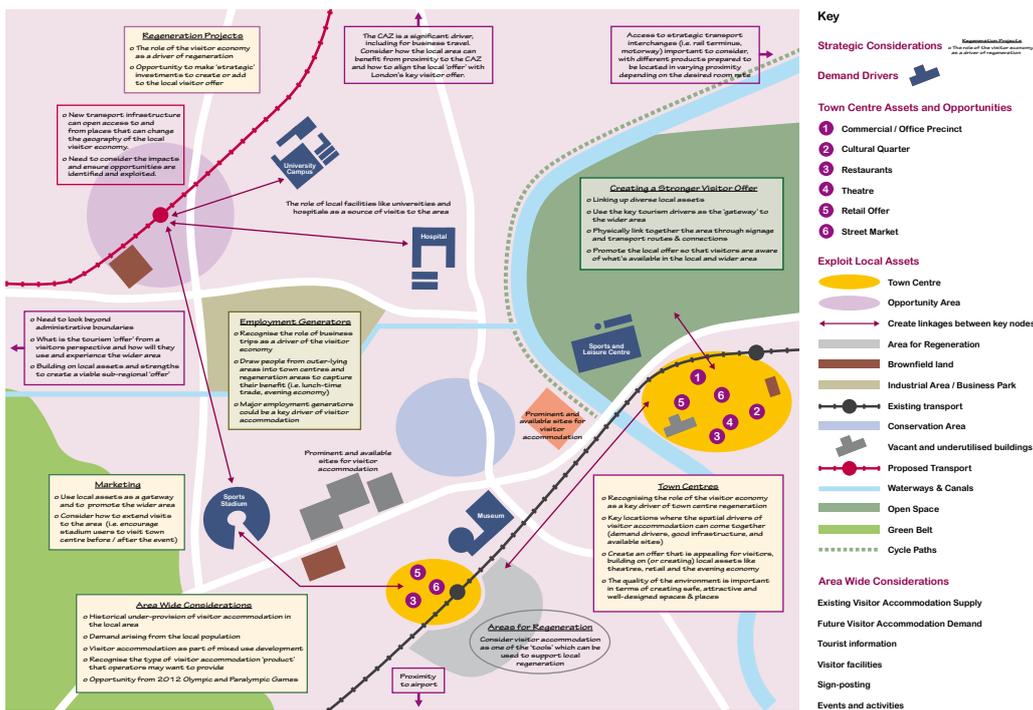
May and October 2009

Map 1: Employment in key locations in outer London (2007)



1

11.5.09 v1



# Ad for events company livestock

Designed to attract attention in exhibition brochure and get visitors to make the link with livestock's barnyard themed stand. ExecSec 2011, January

# \**livestock*

Inspired Entertainment from **The Live Events Company**

Exclusive Entertainment Providers to EXECSec 2011.

Specialists in corporate entertainment and live event production; Livestock presents a taster of carefully selected acts for your enjoyment at the Gala Dinner Event on Monday 11th April 2011.

## *make hay with* \**livestock*

- Concept and Theme Development
- Innovative Production Design
- Bespoke Shows & Themed Entertainment



Livestock will provide anything and everything for your event, from a single act to the creation of a large scale, tailor-made conceptual production. Outstanding production design and exceptional entertainment are key to our approach. The incorporation of your brand or vision will make your event truly unique.

*"Livestock did a fabulous job. Their expert consultants worked seamlessly with our team and provided ideas, inspiration and entertainment; resulting in an extremely successful event."* Marianna Panizza: The Events Team, Blue Rubicon PR

*[www.livestockproductions.co.uk](http://www.livestockproductions.co.uk)*

info@livestockproductions.co.uk  
Tel: +44 (0) 207 488 0567

# \**livestock*

*\*engage \*inspire \*entertain \*innovate*

# Local direct marketing

Spring theme. Cards and posters designed to attract fresh attention each term and list all classes. April 2011



All classes by Jill Everett, certified Body Control Pilates and certified Yoga Instructor. Author of PILATES PLUS YOGA. Featured in RED Magazine, Time Out and Evening Standard. Private classes by appointment.

**WAPPING E1** Flow Studio, Shadwell Basin Outdoor Activity Centre (The Boat Centre) Glamis Road, Wapping, London E1W 3TD. (Near the canoes and The Prospect of Whitty pub. On street parking in Wapping Wall or Glamis Road opposite the park.

**LIMEHOUSE CUT E14** 46 Morris Road, Limehouse Cut E14 6NQ.

Call Jill on 020 7987 7218 or email [jilleverett@googlemail.com](mailto:jilleverett@googlemail.com)  
[www.jilleverettyoga.co.uk](http://www.jilleverettyoga.co.uk)

**SPRING 2011** from week of 2 May to week of 18 July, midterm break, week of 30 May. Please confirm asap.

**WAPPING E154 (6pm £132) LIMEHOUSE E132** 11 wks

**SUMMER 2011** classes start in the week of 25 July, end week of 15 August. Please confirm your place by 1st July.

**WAPPING E56 LIMEHOUSE E48** 4 weeks

#### **Mondays**

6-7pm  
7-8.10pm  
8.15-9.35pm

#### **Tuesdays**

10-11.15am  
11.20am-12.40  
6.50-8.20pm  
8.20-9.30pm

#### **Saturdays**

10.15-11.30am  
11.40am-12.50

#### **Sundays**

1.30-2.40pm  
2.40-4pm

#### **Sundays**

10.15-11.30am

#### **WAPPING E1**

Pilates Mat Class - beginners

Pilates Mat Class - beginners

Hatha Yoga Flows - mixed levels

#### **LIMEHOUSE CUT E14**

Pregnancy Yoga

Post Natal Mums and Babies Yoga

Hatha Yoga Flows - all levels

Pilates Mat Class - all levels

#### **LIMEHOUSE CUT E14**

Hatha Yoga Flows - mixed levels

Pilates - mixed levels

#### **WAPPING E1**

Pilates - beginners

Hatha Yoga Flows - mixed levels

#### **LIMEHOUSE CUT E14**

Hatha Yoga Flows - mixed levels

Why not invest in your health now!



**PILATES & YOGA IN WAPPING & ALSO NOW LIMEHOUSE CUT NEW!**

**Spring** classes run 11 weeks from 2 May. Wapping **£154** (6pm **£132**) Limehouse **£132**

**Summer** classes run 2 weeks from 25 July. Wapping **£28** Limehouse **£24**

**Autumn** classes run 13 wks from 5 Sept. Wapping **£182** Limehouse **£156**

Please confirm your place ASAP.

All classes are taught by Jill Everett.

**Where in WAPPING** Shadwell Basin Outdoor Activity Centre (The Boat Centre) Glamis Rd, Wapping, London E1W 3TD.

**Or try our new location at**

**LIMEHOUSE CUT E14** 46 Morris Road, Limehouse Cut, Limehouse, London E14 6NQ.

[www.jilleverettyoga.co.uk](http://www.jilleverettyoga.co.uk)

#### **Mondays**

6-7pm  
7-8.10pm  
8.15-9.35pm

#### **Tuesdays**

10-11.15am  
11.20am-12.40  
6.50-8.20pm  
8.20-9.30pm

#### **NEW Thursdays**

7-8.10pm  
8.15-9.25pm

#### **Saturdays**

10.15-11.30am  
11.40am-12.50

#### **Saturdays**

1.30-2.40pm  
2.40-4pm

#### **Sundays**

10.15-11.30am

#### **WAPPING E1**

Pilates - beginners

Pilates - beginners

Hatha Yoga-mixed

#### **LIMEHOUSE E14**

Pregnancy Yoga

Mums & Babies Yoga

Hatha Yoga Flows

Pilates Mat Class

Pilates Mat Class

#### **WAPPING E1**

Pilates - beginners

Pilates - mixed level

#### **LIMEHOUSE E14**

Hatha Yoga Flows

Pilates Mat Class

#### **WAPPING E1**

Pilates Mat Class

Hatha Yoga Flows

#### **LIMEHOUSE E14**

Hatha Yoga Flows

Call Jill on 020 7987 7218

or email [jilleverett@googlemail.com](mailto:jilleverett@googlemail.com)

## Local direct marketing

Autumn theme. Cards and posters designed to attract fresh attention each term and list all classes. June 2011



**Book now! Classes fill up quickly.  
Private classes by appointment.**

**SUMMER 2011** classes start in the week of 25 July and run for 2 weeks.

**AUTUMN 2011** start week of 5 Sept and run 13 weeks to week of 5 December.

Classes by Jill Everett, certified instructor, Yoga and Body Control Pilates. Author of PILATES PLUS YOGA. Featured in RED Magazine, Time Out and Evening Standard.

Also certified Feldenkrais Method® instructor. Feldenkrais Method® exercises change the messages your brain sends your muscles in Awareness Through Movement lessons. New options for movement determine healthier posture, ease and comfort of movement. Feldenkrais® ATM helps restricted movement and chronic pain, including back pain.

**WAPPING E1** Flow Studio, Shadwell Basin Outdoor Activity Centre (The Boat Centre) Glamis Road, E1W 3TD, near the canoes and Prospect of Whitby pub.

**LIMEHOUSE CUT E14**  
46 Morris Road, Limehouse Cut E14 6NQ

**WAPPING** summer £28 (6pm class £18)  
autumn £182 (6pm class £117)

**LIMEHOUSE** summer £24 autumn £156

### MONDAYS

6-7pm  
7-8.10pm  
8.15-9.35pm

### TUESDAYS

10-11.15am  
11.20am-12.40  
6.50-8.20pm  
8.20-9.30pm

### THURSDAYS

6-7pm  
7-8.10pm  
8.10-9.20pm

### SATURDAYS

10.15-11.30am

### SATURDAYS

12-1.10pm  
1.10-2.30pm

### WAPPING E1

Pilates Mat Class – beginners  
Pilates Mat Class – beginners  
Hatha Yoga Flows – mixed levels

### LIMEHOUSE CUT E14

Pregnancy Yoga  
Post Natal Mums & Babies Yoga  
Hatha Yoga Flows – all levels  
Pilates Mat Class – all levels

### WAPPING E1

Feldenkrais® Awareness through Movement  
Pilates Mat Class – beginners  
Pilates Mat Class – mixed levels

### LIMEHOUSE CUT E14

Hatha Yoga Flows – mixed levels

### WAPPING E1

Pilates Mat Class – beginners  
Hatha Yoga Flows – mixed levels

Call Jill on **020 7987 7218**

email [jilleverett@googlemail.com](mailto:jilleverett@googlemail.com)

[www.jilleverettyoga.co.uk](http://www.jilleverettyoga.co.uk)

Invest in your health – join now!



**Book now! Classes fill up quickly.  
Private classes by appointment.**

**Summer 2011** classes start in the week of 25 July and run for 2 weeks.

**Autumn 2011** start week of 5 September and run 13 weeks to week of 5 December.

All classes taught by Jill Everett, now also a certified Feldenkrais Method® instructor. Feldenkrais® complements Pilates and Yoga and is ideal for freeing tension.

**In WAPPING E1** Shadwell Basin Outdoor Activity Centre (The Boat Centre) Glamis Rd, Wapping, London E1W 3TD.

**In LIMEHOUSE E14** 46 Morris Road, Limehouse Cut, London E14 6NQ.

**WAPPING** summer £28 (6pm class £18)  
autumn £182 (6pm class £117)

**LIMEHOUSE** summer £24 autumn £156

[www.jilleverettyoga.co.uk](http://www.jilleverettyoga.co.uk)

### Mondays

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### Saturdays

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1.10-2.30pm

### WAPPING E1

Pilates Mat Class – beginners  
Pilates Mat Class – beginners  
Hatha Yoga Flows – mixed level

### LIMEHOUSE E14

Pregnancy Yoga  
Post Natal Mums & Babies Yoga  
Hatha Yoga Flows – all levels  
Pilates Mat Class – all levels

### WAPPING E1

Feldenkrais® Awareness through Movement – beginners  
Pilates Mat Class – beginners  
Pilates Mat Class – mixed level

### LIMEHOUSE E14

Hatha Yoga Flows – mixed level

### WAPPING E1

Pilates Mat Class – beginners  
Hatha Yoga Flows – mixed level

Call Jill on **020 7987 7218**

or email [jilleverett@googlemail.com](mailto:jilleverett@googlemail.com)