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2010 OMEGA SEMINAR SERIES

The Importance of Doing Your Homework and Building Relationships in Promoting the Jubilee Line and Crossrail

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Canary Wharf Group, London, UK

17:00, Wednesday 19th May 2010

Room 401, Bartlett School of Planning, UCL
Wates House, 22 Gordon Street, London WC1H 0QB.



Canary Wharf has been instrumental in implementing two mega rail projects in London; The Jubilee Line Extension in 1989* and Crossrail in 2005* (*bill submission year). There is no doubt that for the Canary Wharf development and surrounding area to grow; more transport capacity would be required.

However it is unusual in modern times for a developer to take such a proactive role in promoting and funding that transport capacity.

Key to the success of getting these two projects started was Olympia and York's and Canary Wharf Group's attention to doing the homework and building relationships with all who would ultimately influence the decision to proceed.

In early 1988 Olympia and York recognised that the DLR would be insufficient to support the scale of the Canary Wharf development envisaged at that time. The reliability of the DLR and the delay of the opening of the Bank extension created additional pressure for an alternative connection between Canary Wharf and Central London. To overcome these deficiencies O&Y set up a small team to investigate alternative rail access to the development.

In 2000 it became clear that the northern part of the Isle of Dogs and Canary Wharf could support development well in excess of that initially proposed in 1989. The DLR and Jubilee Line could not support this future growth.

In addition the poor reliability of the Jubilee Line after its delayed opening in 1999 indicated that a certain level of resilience would also be needed between east and west London to support this scale of development.

In early 2001 CWG started to look at alternative rail options. Over the next 6 years CWG perused the revival of Crossrail and in particular an additional branch that would serve Canary Wharf, the Royals and Greenwich.

This talk will provide an overview of the work undertaken by the firm and the relationships that were necessary to help get both these projects started.

Jim Berry is a consultant with Hatch Mott MacDonald, specialising in the development of urban, rail based transit projects. For the last 27 years he has provided, planning, design, value enhancement, project and program management, and commercial negotiations on projects in Toronto, Vancouver, Buffalo, London, UK, Tel Aviv, Hong Kong, Singapore, Bangkok, Jakarta, Taipei and Kaohsiung. From 1998-2001 he was the program manager for Tel Aviv's new Red Line which is being implemented using the BOT method. For the last seven years he has acted as an advisor to Canary Wharf Group in London UK, where he has helped promote the Crossrail project on their behalf. Jim is also responsible for Canary Wharf's Transport provision on the; Jubilee Line, DLR, buses, riverbus and roadways.

This event is free and open to all.

If you like to attend, please email: yen-ning.tseng@ucl.ac.uk