



EUROPEAN COMMISSION

Brussels, 4.7.2012
C(2012) 4733 final

COMMISSION DECISION

of 4.7.2012

concerning the major project "A Cable Car for London", forming part of the operational programme "CCI 2007 UK 162 PO 006" for structural assistance from the European Regional Development Fund under the Regional competitiveness and employment objective in the region of London in the United Kingdom

CCI 2011 UK 162 PR 002

(ONLY THE ENGLISH TEXT IS AUTHENTIC)

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Regulation (EC) No 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1260/1999¹, and in particular Article 41(2) thereof,

Whereas:

- (1) By Decision C(2007)6314 of 7 December 2007 the Commission adopted an operational programme "CCI 2007 UK 162 PO 006" for assistance from the European Regional Development Fund (ERDF) under the Regional competitiveness and employment objective in the region of London in the United Kingdom.
- (2) On 23 September 2011 the managing authority submitted to the Commission a major project "A Cable Car for London" in which it envisages a contribution from the ERDF under the priority axis 3 "Sustainable Places for Business" of the operational programme. At the request of the Commission, the managing authority submitted additional information on 31 January 2012. Details on the major project were transmitted following the form provided for in Annex XXI to Commission Regulation (EC) No 1828/2006 of 8 December 2006 setting out rules for the implementation of Council Regulation (EC) No 1083/2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and of Regulation (EC) No 1080/2006 of the European Parliament and of the Council on the European Regional Development Fund².

¹ OJ L 210, 31.7.2006, p. 25.

² OJ L 371, 27.12.2006, p. 1.

- (3) The managing authority has provided the Commission with all the necessary information on the major project in accordance with Article 40 of Regulation (EC) No 1083/2006.
- (4) The Commission, having regard to the opinion of outside experts has appraised the major project in the light of the factors set out in Article 40 of Regulation (EC) No 1083/2006 and considers that it is consistent with the priorities of the operational programme, that it contributes to achieving the goals of those priorities and that it is consistent with other Union policies.
- (5) In accordance with Article 55(1) and (2) of Regulation (EC) No 1083/2006, the estimated current value of the net revenue to be generated by the major project has been taken into account when determining the amount to which the co-financing rate for the priority axis of the operational programme will apply.
- (6) The financial contribution from the ERDF to the major project should therefore be approved,

HAS ADOPTED THIS DECISION:

Article 1

1. The financial contribution from the European Regional Development Fund (ERDF) to the major project "A Cable Car for London", forming part of the operational programme "CCI 2007 UK 162 PO 006" for structural assistance from the European Regional Development Fund under the Regional competitiveness and employment objective in the region of London in the United Kingdom, is hereby approved.
2. The physical object of the major project is defined in Annex I.
3. The amount to which the co-financing rate for the priority axis 3 "Sustainable Places for Business" of the operational programme applies for the major project is set at EUR 62 830 000.

Without prejudice to Article 55(3) of Regulation (EC) No 1083/2006, the amount to which the co-financing rate for the priority axis 3 "Sustainable Places for Business" of the operational programme applies for the major project is set at EUR 27 650 000.

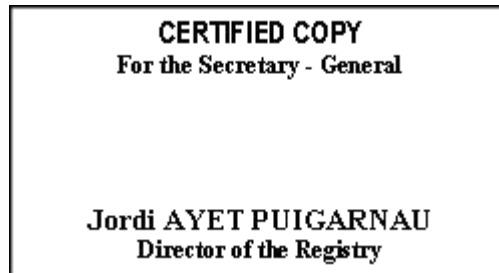
4. The annual plan of financial contribution from the ERDF to the major project is set out in Annex II.

Article 2

This Decision is addressed to the United Kingdom of Great Britain and Northern Ireland.

Done at Brussels, 4.7.2012

For the Commission
Johannes HAHN
Member of the Commission



ANNEX I

Physical object of the major project

Infrastructure investment

1. Title of project: A Cable Car for London

2. Body responsible for the implementation

2.1. Name: Transport for London (TfL)

2.2. Address: Windsor House, 42-50 Victoria Street, London SW1H 0TL, UK

3. Project description

3.1. General description of the physical object of the project

(a) Transport for London (TfL) is developing a cable car link between North Greenwich and the Royal Victoria Docks in East London. This will provide a new link between employment sites in two 'Opportunity Areas' in East London on either side of the Thames: the North Greenwich Peninsula and the Royal Docks. The project comprises a cable car scheme consisting of two stations (one in North Greenwich and one in Newham), two compression towers at either end of the cable, and three support towers along the route. The scheme will allow up to 34 gondolas across the River Thames. Each gondola will be capable of carrying ten passengers with up to 2,500 passengers being transported per hour across the river. It is planned to open in July 2012.

3.2. Technical description of the infrastructure investment

(a) **Physical Characteristics:** The Cable Car project comprises the delivery of a “gondola style” cable car running between two new stations, one in the London Borough of Greenwich and the other in the London Borough of Newham, with three main support towers along the 1.1km route.

Key technical statistics:

- System length: 1,100m
- River span: 440m
- Shipping clearance: 54m
- System type: mono-cable detachable gondola lift
- Stations: 2

- Main tower heights: 91m
- No. of gondolas: 34 with seating capacity for 10 persons
- Maximum speed: 6 m/s
- Max gondolas/min: 4.2/min
- Max capacity: 2,520/hr per direction

The South Station: Located within the Greenwich Peninsula, the station will be built about 300 metres south of the North Greenwich Jubilee Line tube station and the O2 Arena. The station is of a modern design and will be split over two floors; the ground floor will have glazed walls with open circulation space accommodating space for a ticketing office, a c20 m² retail space and a separate 270 m² of retail/exhibition space, while the first floor will house the gondola boarding.

The North Station: Located on the edge of the north-west corner of the Royal Victoria Dock, the station will be built about 200 metres from Royal Victoria Docklands Light Railway (DLR) station and about 700 metres from the Customs House for ExCel Docklands Light Railway (DLR) station (and the future Crossrail station). The station will be split over two floors, with the ground floor accommodating the ticketing office and a c25 m² retail space, while the first floor will house the boarding and alighting platform. The station will also house the main drive facility to power the Cable Car. A small kiosk located to the west of the station will accommodate the electrical substations as well as a c15 m² retail kiosk.

The main towers: The three steel towers will be architecturally sculpted structures, with the two main towers sitting approximately 85 metres above ground level, about the same height as the masts of the neighbouring O2 Arena.

The gondolas: Up to 34 of the 36 gondolas will be in operation at any one time. Each gondola has seating for ten passengers and folding seating to accommodate up to two wheelchairs (and any companions) or two bicycles and five people.

System performance: The Cable Car will be able to carry up to 2,500 passengers per hour in each direction when operating at its maximum operating speed of 6 metres per second, although normal operations will see the Cable Car run at a slower speed of between 3-4 metres per second giving a journey time from one side to the other of around 5 to 6 minutes. The Cable Car has been designed to have extremely high reliability and resilience.

(b) The key output indicators to be used are as follows:

- Brownfield land reclaimed or redeveloped: 1.97 ha
- Total new or upgraded floor space: 9;980 m²

- Area of green of brown roofs created: 570 m²
 - Length of watercourse restored or significantly enhanced: 50 m
- (c) Under the fixed price contract that TfL has entered into with Mace, it will be required to operate the Cable Car, once it is built, over the initial three years to a TfL specified level of service (i.e. availability based contract). Beyond this initial 3 year period, TfL will consider the following options;
- (i) Enter into another longer-term availability based operating contract,
 - (ii) Operate the scheme in-house with directly recruited resources

If there is value in doing so, TfL will also consider terminating the operating element of the contract before the initial 3 years has been completed, to replace it with one of the above options.

ANNEX II

Annual plan of financial contribution from the ERDF to the major project

	2007	2008	2009	2010	2011	2012	2013
ERDF – (specify in euros)]	EUR 0	EUR 0	EUR 0	EUR 0	EUR 0	EUR 9,696,000	EUR 0