

HOME PAGE

MINUTES OF THE MEETING HELD ON TUESDAY 11th JANUARY 2005 AT 7 PM IN THE BOARD ROOM AT CITY AVIATION HOUSE, LONDON CITY AIRPORT



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Robin Whitehouse	London Borough of Newham
Howard Sheppard	Docklands Business Club
David Kent	ABTA
Sid Keys	Silvertown TRAs
Pamela Bertrand	West Silvertown Village Community Foundation
Henry Philp	Custom House and Canning Town Community Forum

APOLOGIES:

Cllr Daniel Francis	London Borough of Bexley
Hamish Stewart	RODMA
Gary Hodgetts	London City Airport
Helen Allen	Airport Operators Committee
Jagadish Jha	Beckton Community Forum
David Atkins	Cyprus TRAs
Gertie Duffy	North Woolwich and Silvertown Community Forum
Glynis Webb	North Woolwich TRAs
Tony Shields	London Transport Users Committee
Jonathan Smith	London City Airport
Rob Grafton	London City Airport
Angeline Barnes	London City Airport

IN ATTENDANCE:

Charles Buchanan	London City Airport
Janet Goulton	London City Airport
Elizabeth Hegarty	London City Airport
Martina Newton	London City Airport
Ian Thomas	AMEC
Harvey Pownall	CARE
Vince Onyejeli	CARE
Ch Insp Chris Noye	Metropolitan Police (SO18)
Insp JohnMcKay	Metropolitan Police (SO18)
Anna Mazzotti	Member of Public

1. PRESENTATION – FORTHCOMING AIRPORT DEVELOPMENTS

Alan Medlock described the Airport's plans to provide additional aircraft stands at the western end of the Airport which would involve the removal of the present Freight and Ground Services facilities to other accommodation and the incorporation within the Airport's fence-line of the land in part of the "old" Hartmann Road. These works would not require planning permission.

The growth in traffic at the Airport meant that the present limit on the number of movements on weekdays of 240 would soon need to be raised. Bearing in mind the discussions pending on the long-term growth of the Airport in the context of the forthcoming Airport Master Plan (see Item 10 below), it was possible that at this stage the Airport would apply for a temporary raising of the weekday limit. The present limits on movements at the weekend and on public holidays would not need to be changed at this stage.

The slides used in the presentation would be posted to the Committee's website¹

2. **POLICING THE AIRPORT –BRIEFING BY METROPOLITAN POLICE**

Inspector John McKay told the Committee that following the terrorist attacks in New York on 11th September 2001 the security of London City Airport, which was very close of Canary Wharf, had assumed a much higher priority and much had been done to bring the policing of the Airport more closely into line with the arrangements already operating at Heathrow. This had culminated with the transfer of responsibility for the policing of the Airport to SO18 which specialised in Aviation Security. This had taken effect on 9th September 2004 and by April 2005 it was planned that the new team would be fully up to strength with 1 Chief Inspector, 1 Inspector, 6 Sergeants, 44 PCs and 9 PCSOs. In the meantime help was being drawn in from Heathrow as required.

The Team was based at North Woolwich Police Station which would be a dedicated SO18 facility although the local police would continue to visit for liaison purposes and to use the IT facilities in the building. The front desk would continue to be open in office hours and members of the public would be able to use it to make contact with the police.

The new Airport team now provided a highly visible and armed presence throughout the Airport including the Terminal building and car parks and with mobile patrols covering likely places from which attacks using hand-held missiles might be launched. The Unit was liaising closely with the Airport and the DLR on future developments at the Airport. Steps were being taken to upgrade the CCTV system operating at the Airport and the new team hoped soon to introducing the ANPR system which (as in the City and on the Isle of Dogs) would read vehicle registration numbers and identify any which might need investigation.

The ordinary policing of the local area would continue to be the responsibility of the local borough Police who now had a local office at ExCel. The Airport team would of course deal with any incidents which came to their notice whilst in transit between the Airport and their North Woolwich base. The presence of the new Airport team would have spin off benefits in the local area and already the signs were that the increased police presence had had an impact in reducing crime locally.

3. The **MINUTES** of the meeting held on 5th October 2004² were approved as a correct record

4 **MATTERS ARISING**

(a) **Item 1 – Committee Membership**

The Secretary had asked the London Borough of Newham formally to nominate a replacement for Malcolm Smith – a response was awaited.

(b) **Item 7 – Noise from Corporate Aircraft – 5th October 2004**

It had been confirmed that the aircraft in question was owned by NetJets who, following the approval of the Hawker XP for use at the Airport, had been anxious as quickly as possible to train its pilots in local procedures. There had been discussions with the operator on the basis that 26 training flights in one day was excessive and that there was a need in undertaking such flights to adhere more closely to the relevant flight procedures. The procedures themselves were being reviewed.

(c) **Item 14 – Airport Surface Access Strategy (ASAS)**

The period for comments on the draft of the ASAS had expired on 30th November 2004. A number of members of the Committee had sent in comments. The Airport was now finalising the Strategy which will be circulated to members for a discussion at a future meeting - hopefully it would be ready in time for such a discussion at the next meeting in April 2005.

¹ <http://www.lcacc.org/future/index.htm#WhatNow>

² <http://www.lcacc.org/committee/minutes.html>

(d) Item 15 - London Transport Users Committee – London Airports Access Forum (LAAF)

This Forum would have its next meeting at the London City Airport on 23rd March 2005. The Chairman of the LAAF, Tony Shields, had indicated that the Forum would appreciate a presentation on the Airport's Surface Access Strategy. They would also be inviting the Docklands Light Railway to brief the meeting on the Airport extension of the railway now under construction. The Committee's representative on the Forum was Jagadish Jha

5. AIRPORT STATISTICS

The charts were noted – see also the Airport Director's Report (Item 6).

6. AIRPORT DIRECTOR'S REPORT

A copy of the Report is attached to these minutes along with a copy of the Airport's Community Activities Report for the period October – December 2004 which was introduced by Janet Goulton in the absence of Angeline Barnes on holiday.

(a) People with Reduced Mobility (PRMs)

The Secretary said that the Appeal Court had now given judgment in the case of *Ross v Ryanair and the BAA plc* concerning a disabled person charged by Ryanair for the use of a wheelchair at Stansted Airport. The Court of Appeal judged that Stansted Airport was partially responsible for discrimination suffered by passenger, Mr Robert Ross.

The Court found that while Ryanair failed to provide free assistance to reduced mobility passengers, Stansted Airport did not take sufficient steps to ensure its provision. The weight of blame was judged to be split equally between the parties.

The full judgment could be accessed via the website of the Liaison Group of Airport Consultative Committees³

Alan Medlock said the Airport's new arrangements, introduced in August 2004, were compliant with the judgment and with a proposed new EU Regulation on the treatment of PRMs. He noted that the judgment meant that the Airport was under an obligation to ensure that operators met their legal obligations at the Airport, and to take action if appropriate.

(b) CAA Punctuality Statistics

The Secretary referred to a CAA Press Release issued that day giving the latest punctuality statistics for the 10 airports monitored by the Authority including the 5 London area airports and Birmingham, Manchester, Newcastle, Edinburgh and Glasgow. London City Airport topped the quarterly punctuality table, both in terms of flights operating to schedule, and in having the least time lost when flights were delayed. The details could be seen on the CAA's website.⁴

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Environmental Report was tabled and noted - a copy is attached to these minutes.

8. NOISE INSULATION PROGRAMME – PART IV

Jonathan Smith (London City Airport) was not able to attend the meeting but copies of his latest report on the progress made in implementing this part of the programme was distributed to members present. A copy of the report is attached to these minutes.

9. DLR AIRPORT EXTENSION – PROGRESS REPORT

Ian Thomas (AMEC) had submitted a written update which was circulated to members present. A copy of the note is attached to these minutes.

Harvey Pownall said that on 20th December 2004 AMEC plc had announced that its 50/50 joint venture with the Royal Bank of Scotland - known as Woolwich Arsenal Rail Enterprises

³ <http://www.ukaccs.info/issues.htm#Wheel>

⁴ <http://www.caa.co.uk/caanews/caanews.asp?nid=1011>

(“WARE”) - had been appointed preferred bidder for the extension of the Docklands Light Railway (DLR) from North Woolwich (where the present Airport Extension terminated) to Woolwich Arsenal. The DLR and WARE expected to settle the financial details of the project in time for construction work to begin in the Spring of 2005 with completion in the winter of 2008/2009. The success of the WARE bid meant that the new line could be built as a seamless extension of the present Airport Extension project.

In response to a question Ian Thomas said that the present pathway from Parker Street into the Airport was a temporary facility which would be replaced by a permanent footpath at a later stage of the project.

Bill Dunlop said it was essential that the “hump” used to slow traffic in the new Hartmann Road on its approach to the new signalled junction at Connaught Road was essential to the safety of traffic entering from Camel Road and sought assurances that it would remain. Charles Buchanan said that the tables installed in the new road were a requirement of the LBN who were to adopt it. The present humps were, though, temporary. They would be replaced by permanent tables which would be a little less violent for drivers and easier for buses to negotiate.

10. AIRPORT MASTER PLANS – UPDATE

Janet Goulton said the Airport had submitted recently a high level *Statement of Intent* to the Government which included.

- (a) the Airport’s case for its passenger forecast of 8mppa by approx 2030 (in drawing up the White Paper the Government had assumed growth at LCY to 5mppa); and
- (b) An indication of the phasing of the physical changes at the Airport necessary to secure a passenger throughput of 8 mppa by 2030.

A copy of the *Statement* suitable for web use would be made available for posting on the Committee’s website – see <http://www.lcacc.org/future/soi1204.pdf> .

There would now be discussions with the Government to ensure that growth to 8mppa was acceptable. Whatever the outcome of these discussions the next step was to commission consultants to assess the impact of growth at the Airport to the agreed level. Only when this had been completed would it be possible to draw up a full draft of the Master Plan for consultation with the Consultative Committee, the local authorities and other interested bodies. At present the Airport hoped these consultations could be launched in the late summer.

11. CROSSRAIL - SECOND CONSULTATION

The Committee noted the reply received from Crossrail’s former Chairman, Sir Christopher Benson and also the announcement that the Crossrail branch through the Royals should extend only to Abbey Wood and not go on to Ebbsfleet as originally planned. This followed a review in which CLRL concluded that the risk of delay caused by Crossrail trains having to interleave with North Kent line services, and the subsequent disruption to Crossrail’s high frequency service pattern, was unacceptable.

The Committee noted also that in a recent letter to the Royal Docks Trust (London), Crossrail had mentioned that they had a group dealing with the integration of Crossrail services with local bus services at each of the proposed stations.

Sid Keys referred to the recently announced alternative proposal for “Superlink”, a new cross-London railway linking the capital with major areas of development in the South East and the principal airports⁵. The scheme’s promoters, a group of railway managers, claim that although at £13.2bn the new railway would be more expensive than Crossrail (£10bn) it would carry four times as many passengers, so making it fundable. Howard Sheppard said that the project had not found favour with TfL who had described it as a red herring. He said that the proposed Bill authorizing Crossrail was due to be introduced into Parliament next month.

⁵ <http://www.superlinklondon.pwp.blueyonder.co.uk/>

12. THAMES GATEWAY BRIDGE – APPLICATION FOR PLANNING PERMISSION

The Committee noted that both the London Borough of Newham and the London Borough of Greenwich had decided they were “minded” to grant planning permission for the bridge, subject to conditions, and had referred the matter to the Mayor of London who would decide whether permission should be given.

13. ANY OTHER BUSINESS

(a) Committee Membership

Following on from the briefing earlier in the meeting (Item 2) the Committee agreed to invite representatives of the Metropolitan Police SO18 to participate in the meetings of the Committee. The Secretary would ensure that they are added to the distribution list for the Committee’s agenda papers, minutes etc.

(b) Staff Car Park Security

Sid Keys asked about the arrangements for female members of staff who might feel threatened during the hours of darkness in walking on their own to the staff car park which was at some distance from the Terminal and City Aviation House.

Alan Medlock said that three “Help” buttons had recently been installed for use in such circumstances and there were plans for more fixed CCTV cameras offering improved surveillance of the car park. And, of course, there were now more police patrols. Staff were advised where possible to go to their cars together in groups and not to depart until it was clear that everyone in the group was ready to leave. It was recognised, however, that on occasions members of staff were compelled to stay late and might have to walk to the car park alone. In such a case the member of staff in question could go to Security who would arrange an escort although it might be necessary to wait a short while until a member of the security staff came in from patrol.

(b) Parker Street Entrance

Bill Dunlop expressed his concern on safety grounds of the lighting of the present temporary access to and from Parker Street. Both Ian Thomas and Alan Medlock said that the lighting would be reviewed

14. DATE OF NEXT MEETING

Tuesday 5th April 2005 at 1900 hours at City Aviation House, London City Airport

Airport Director's Report – January 2005

Statistics

January - December

Aircraft Movements	2002	2003	2004	% Variation 2003 v. 2004
Scheduled Services	52,852	47,907	52,946	+11%
Corporate Aircraft	2,794	3,784	7,027	+86%
Positioning & training	456	872	527	-40%
Total	56,102	52,563	60,500	+15%

Passengers	2002	2003	2004	% Variation 2003 v. 2004
Scheduled Services	1,597,781	1,464,142	1,670,140	+14%
Corporate Aircraft	6,992	8,130	14,405	+77%
Positioning & training	-	-	-	-
Total	1,604,773	1,472,272	1,684,545	+14%

Passenger numbers in December were 27% up on last year.

Routes

Flybe ceased operations to London City with the withdrawal of their Isle of Man/Belfast service. Flybe now operate as a low fare carrier on inter-regional services.

Euromanx has now started operations to the Isle of Man with a leased ATR42 aircraft, pending a move to larger aircraft. The onward sector to Belfast has been discontinued.

In February, a new airline, Darwin Airways, will begin a six-times per week service to Berne and Lugano, operating Saab 2000s.

Safety

SRG Audit

The CAA Safety Regulation Group (SRG) carried an Aerodrome Inspection and Audit on 5-7 October 2004.

The audit considers all aspects of airfield operations; to ensure that the requirements of the Air Navigation Order, aerodrome licence and CAP 168 Licensing of Aerodromes, are being implemented and that standards are being maintained.

There were no items outstanding from the previous major Aerodrome Audit in May 2003, or from the Interim Audit of January 2004.

The Audit report is split into three categories:

Category 1: Non-compliance creating a significant safety hazard

Category 2: Non-compliance with CAP 168

Category 3: Items which may affect aerodrome safety

There were no Category 1 items.

There were three Category 2 items: one relating to 2 surface paint markings, one relating to the recording of Fire Service medical examinations and one relating to the recording of first aid certification.

The inspectors made 14 comments on general airfield safety related matters, of which 6 require action over an agreed period up to 31 January 2005.

This audit confirms that we continue to make significant progress in the development of our safety management systems and operating procedures.

Security

The assessment of the threat level for civil aviation in the UK has been decreased by the Department for Transport from SEVERE GENERAL to SUBSTANTIAL.

This does not, however, lead to any reduction in Security measures. The existing measures that were introduced in the Heightened Security Measures Direction remain fully in place.

The Department for Transport notice adds that the vigilance and conscientiousness of staff at all levels remains extremely important. All staff are actively encouraged to be alert and to report anything suspicious - either to the Police or Airport Security.

Customer Services

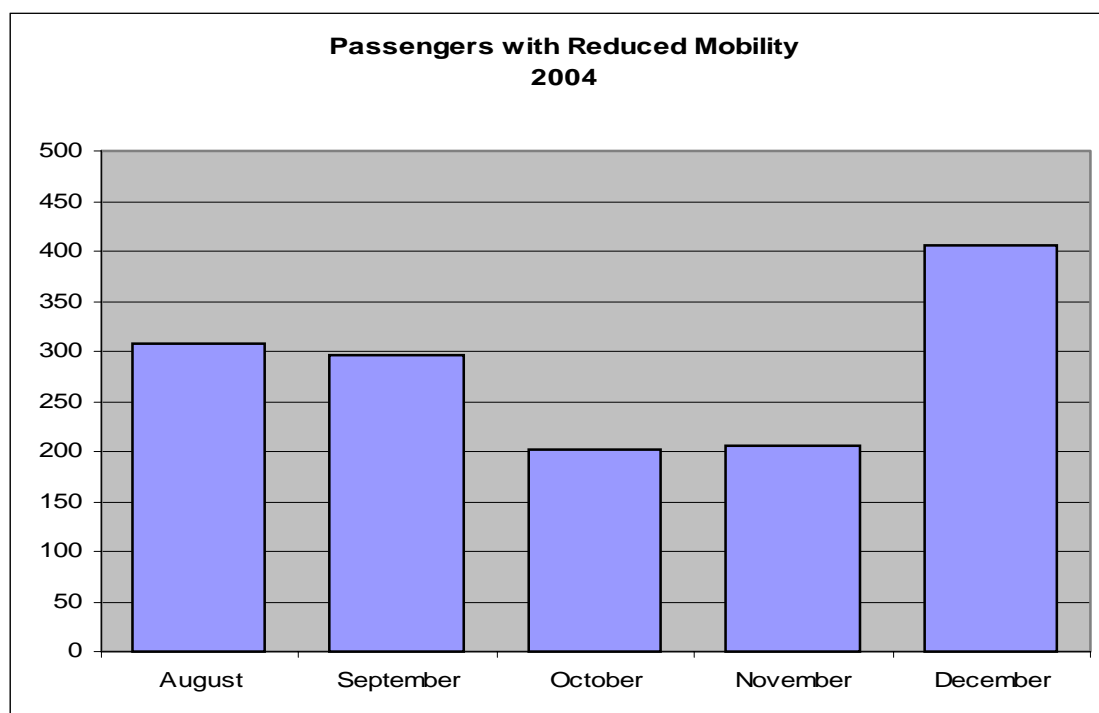
Check-in

Air France have installed self-service kiosks, and will shortly introduce on-line check-in. Lufthansa, KLM and BMI are also planning to introduce on-line check-in in later this year.

British Airways on-line check-in can now be accessed through the London City website.

Provision of services to Passengers with Reduced Mobility (PRMs)

As reported to the last Committee meeting, in August 2004 London City took over the provision of services to passengers with reduced mobility. It is too early to draw conclusions from the pattern of usage, or to determine if there is any seasonal variation in numbers, and the reasons for such variations.



December was a record month for wheelchair usage. The 405 passengers requesting the service included 36 who required lifting up or down the aircraft steps.

Airport Facilities

See presentation.

DLR Construction work is progressing well. Work to form a temporary entrance to the terminal has started, and this entrance should be ready by the end of the month.

The final spans for the line from Canning Town to London City station should be erected by 21st January, with the gantry to then be withdrawn for dismantling, a process which should take about two weeks.

The remaining platform beams are due to be delivered in February.

Operational Performance: Q1-4 2003 + Q1-Q4 2004

(Excludes corporate aircraft movements)

	Q1 2003	Q2 2003	Q3 2003	Q4 2003	Q1 2004	Q2 2004	Q3 2004	Q4 2004
No of Planned Movements:	12,457	12,000	12,083	12,324	12,672	13,384	12,983	14,035
No of Actual Movements	11,973	11,812	11,036	11,986	12,298	13,229	12,869	13,884
Regularity (Flights operating to LCY):	96.1%	98.4%	96.8%	97.3%	97.0%	98.8%	99.1%	99.0%
Punctuality (% Departures within 15 mins of STD):	84.9%	88.7%	86.8%	84.4%	88.0%	91.7%	90.1%	86.2%

The prime causes of aircraft delay were ATC slots ex-LCY and late arrival of the inbound aircraft. No other individual delay reason accounted for more than 1% of departures.

	Q1 2003	Q2 2003	Q3 2003	Q4 2003	Q1 2004	Q2 2004	Q3 2004	Q4 2004
% Departures delayed due ATC	3.2%	2.8%	3.9%	3.9%	3.3%	1.8%	3.2%	2.2%
% Departures delayed due late arrival	9.6%	6.0%	7.1%	9.8%	7.0%	4.1%	4.9%	6.8%
Other delay reasons	2.3%	2.5%	1.9%	1.9%	1.6%	2.4%	1.8%	4.8%
% Departures delayed >15 mins after STD	15.1%	11.3%	13.2%	15.6%	11.9%	8.3%	9.9%	13.8%

The deterioration in punctuality in in Q4 2004 has largely been due to late arrivals caused by poor weather in Europe, and by an increase in the number of aircraft technical delays.

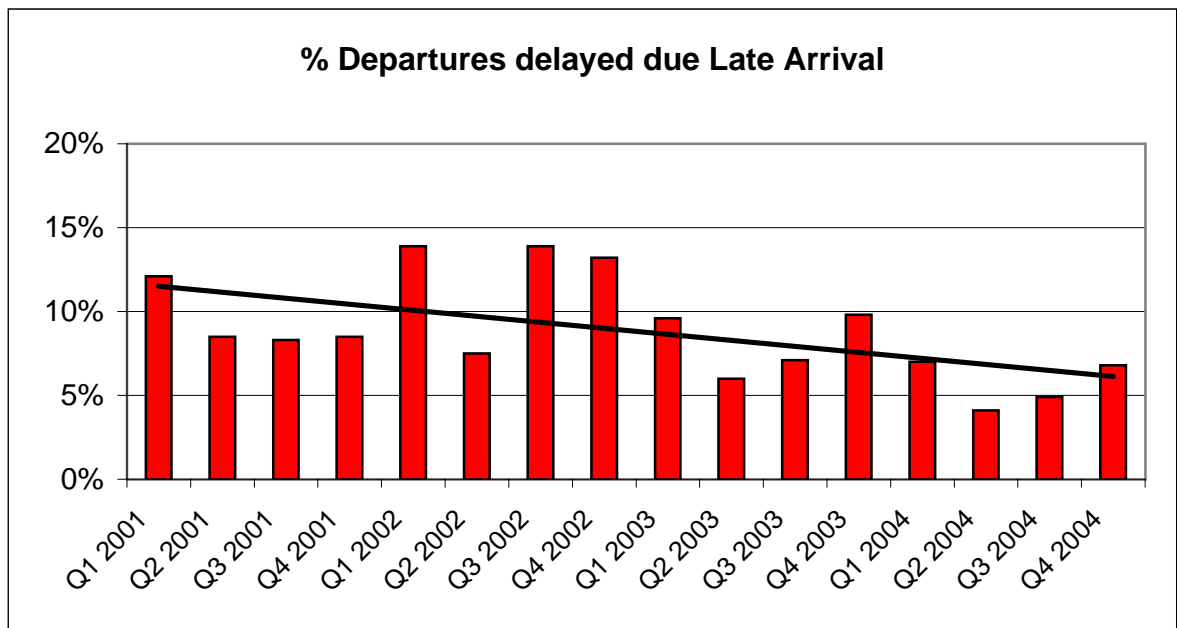
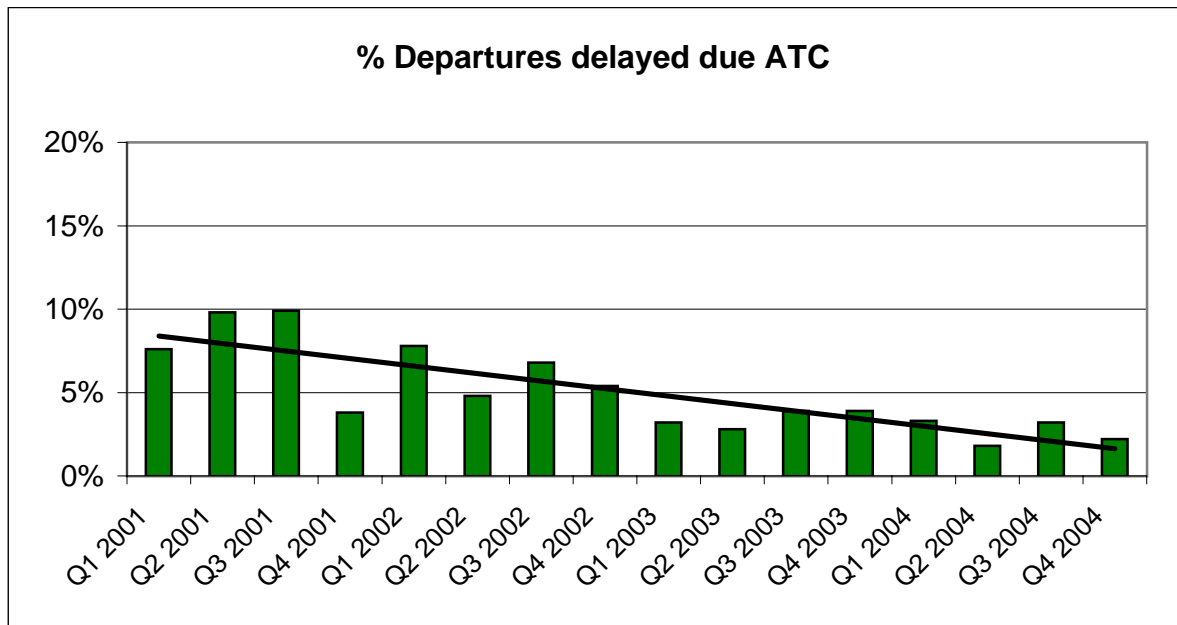
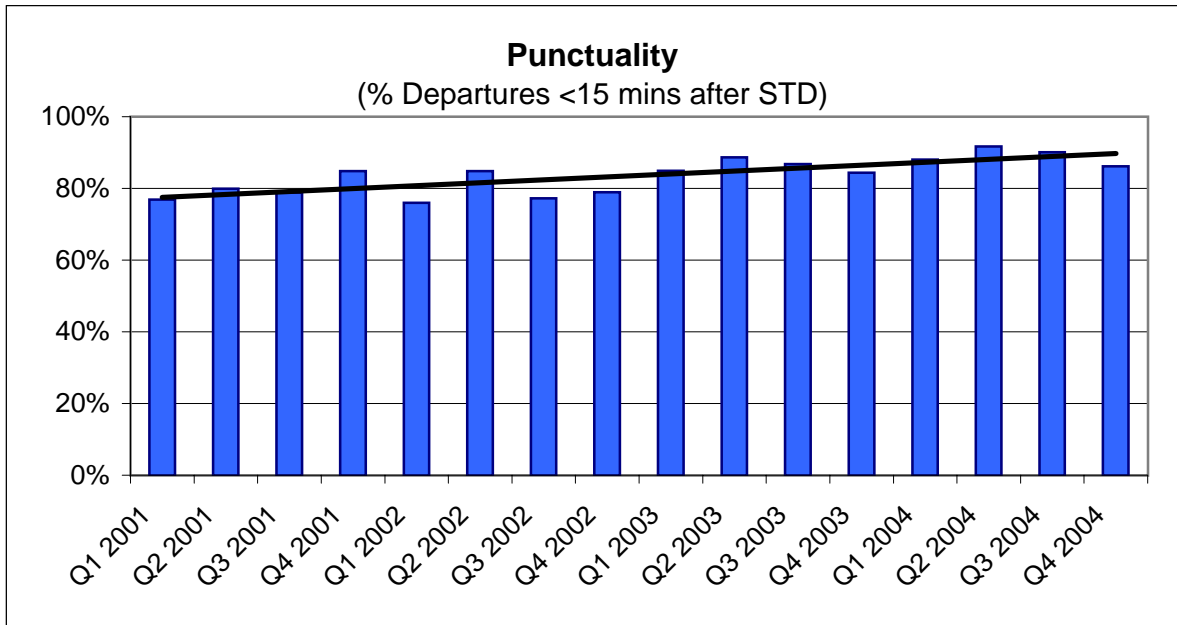
Q1: January – March

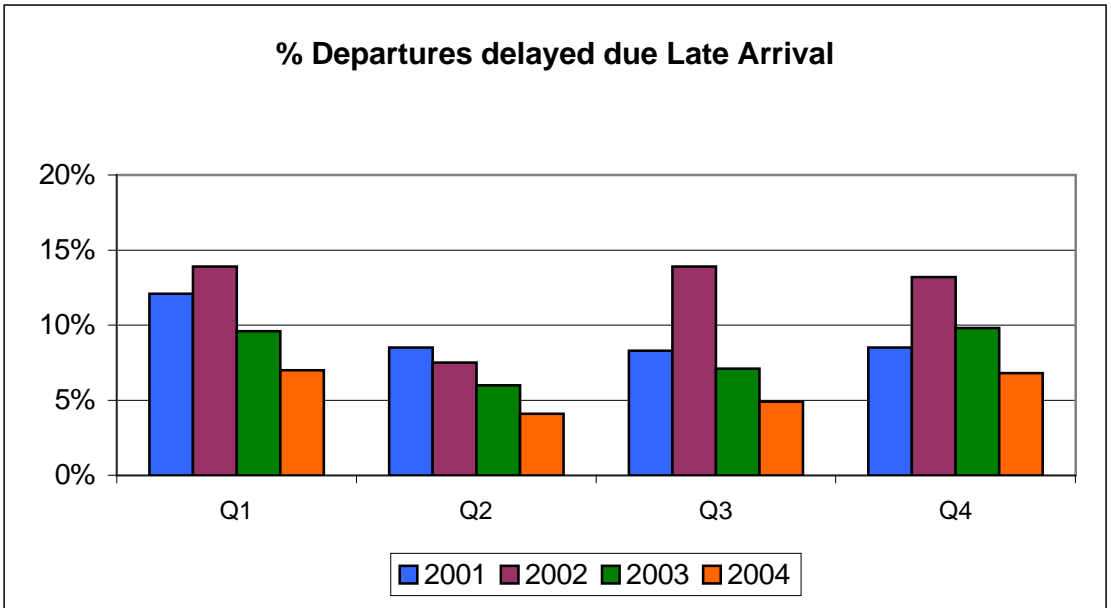
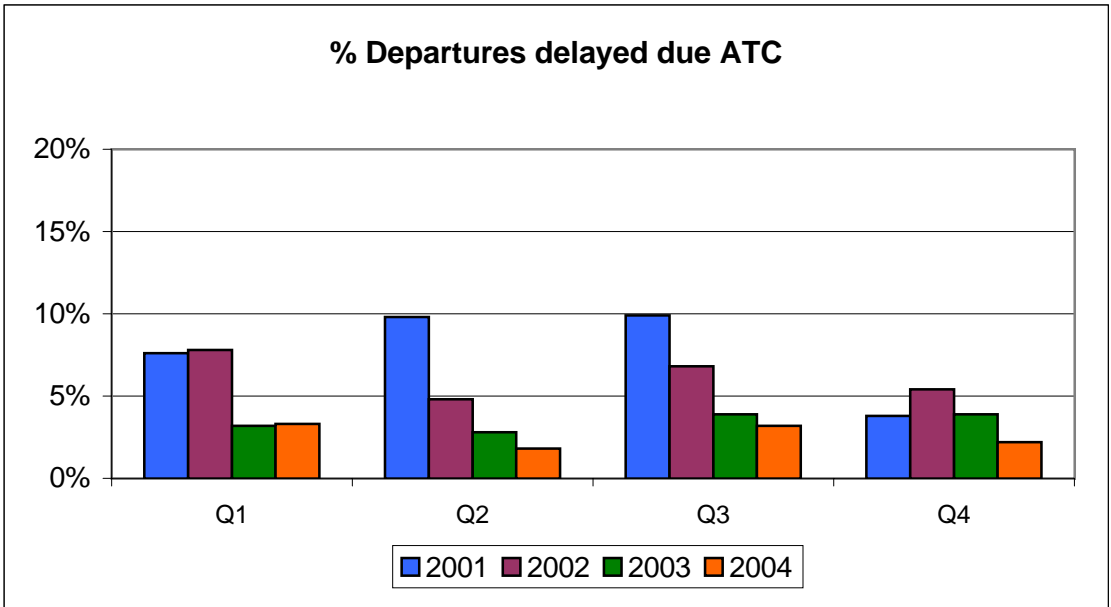
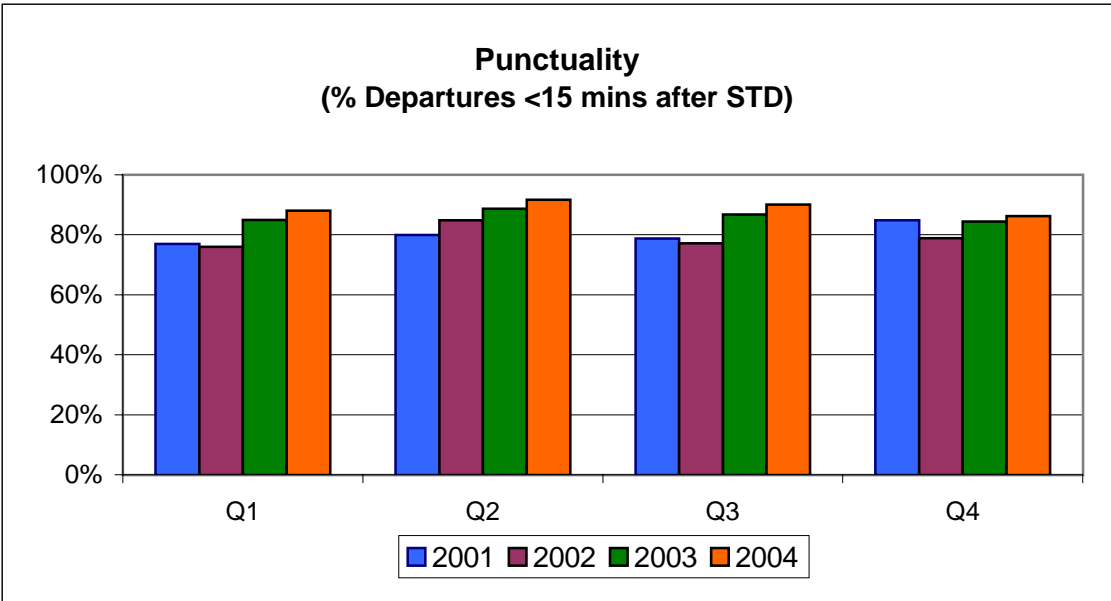
Q2: April – June

Q3: July-September

Q4: October-December

Alan Medlock
Operations Director
January 2005





The last 3 months of 2004 were very busy. Many staff from LCY got involved with community work and many new relationships with our neighbours have been formed. We are excited about the community activities we have planned for 2005.

Community Group Visits to LCY

We welcomed the following groups to the airport, providing tours and question and answer sessions:

- Grange Primary School - Plaistow. (5-6 year olds) The class had a tour of the airport, landside including the ID unit and security search point. While small groups were participating in tour, the remainder of the class completed a LCY activity book.
- Carshalton College, a group of students studying a BTEC in Preparation for Cabin Service.
- Hackney Community College. The students were undertaking a study of the impact the Airport has had on the docks.
- University of East London Career Advisors.

Approximately 16 tours are booked already for 2005. Priority is always given to groups based in Newham.

Sponsorship

Air Tickets

LCY donated many air tickets (to various destinations) to various community groups. Most of the tickets were used as raffle prizes.

The following organisations received 2 tickets

- Keir Hardy Primary School
- New City Primary School
- Thames Gateway Partnership
- East London Business Alliance (ELBA) - Volunteer of the Year Award
- Westham Boys Club
- Docklands Settlements and Community Charity
- Community Food Enterprise - Volunteer of the Year Award

Cash Donations

We also provided various 'sponsorship' in the form of cash donations. LCY staff raised much of this money. Many of these donations were used for Christmas parties.

Donations of varying amounts were made to:

- West Silvertown Village Community Foundation
- St Luke's primary school Author in Residence Week
- Friendship Group Christmas Party
- Breast Cancer Research
- Richard House Trust
- Community Links Christmas Party
- Neighbours in Poplar Christmas Party
- Drew Primary School to visit Discover Learning Centre (Stratford)
- North Woolwich Senior Citizens Club Christmas Party

Additional Activity

- Three staff from LCY visited Newham VI Form College as part of their language day. LCY staff gave presentations to the students about the importance of learning a European language.
- A team of LCY 'workers' undertook a team challenge and cleaned up the woodlands area at Richard House Hospice.
- Another successful 'Mind, Body and Soul' day was hosted at LCY, with the money raised going to Richard House.

- The 'LCY Bay', an electronic auction, raised over £1000 for Richard House. The auction involved staff bidding for goods that had been donated by a number of the concession companies working at the airport.
- The St Luke's primary (Canning Town) school choir sang Christmas carols in the terminal, and raised money for their chosen charity, Shelter.
- A group of LCY staff visited Café Eat 16 in Canning Town, a 'training' café for youth. We were served a fine meal and in return provided feedback on the food and the service. The idea behind the visit was to give the trainee chefs and waiters an audience to focus on and to provide feedback from 'real customers'. They are being trained in preparation for working in restaurants and cafes. This was a successful trip and we will return again during 2005.
- Richard House Ball, LCY sponsored the reception.
- A number of toys were collected from LCY staff in conjunction with the ELBA toy appeal. These toys were given to children at Christmas.
- LCY sponsored the Ascension Eagles Cheerleading squad for the New Years day Lord Mayors Christmas parade. We purchased 150 sweatshirts that were worn in the parade. We were delighted that the LBN float came 5th in the judging, and even better were 1st in the Peoples Choice category. This is the first time that Newham Council has won!
- Angeline delivered an 'afternoon class lesson' to a class of Year 2 students at St Luke's primary school, Canning Town. It used 'Barnaby Bear' (a character in the geography curriculum) to teach the students all about New Zealand. It involved learning about the New Zealand people, landscape and lifestyle and we even tasted some New Zealand food, all the way from New Zealand! The session closed with (figuratively) Barnaby Bear being on holiday in New Zealand.
- The next session involved bringing the class to the airport, and them welcoming Barnaby Bear home while at the same time learning what happens to an arriving passenger in an airport.
- Two LCY staff will sit on the Young Offenders Panel in Newham helping to prevent young offenders re-offending.
- LCY is looking at working with Eastside Young Leaders Academy (Canning Town) during 2005.

MINUTE 7

Environmental Issues – October to December 2004

- A total of 8 complaints/enquiries relating to environmental issues were received during the period detailed above.

- | | | | |
|----|----------------|------------------------------|------------------------|
| 1. | DATE RECEIVED: | Tues 5.10.04 | |
| | TIME OCCURRED: | Various | DATE OCCURRED: Various |
| | AREA: | Hornchurch, Essex | |
| | COMPLAINT: | Aircraft noise & flight path | |
| | RESPONSE: | Telephone Call and e-mail | |
| 2. | DATE RECEIVED: | Tues 5.10.04 | |
| | TIME OCCURRED: | Various | DATE OCCURRED: Various |
| | AREA: | London SE5 | |
| | COMPLAINT: | Aircraft noise & flight path | |
| | RESPONSE: | Telephone call | |
| 3. | DATE RECEIVED: | Thurs 14.10.04 | |
| | TIME OCCURRED: | Various | DATE OCCURRED: Various |
| | AREA: | Albany Park, DA14. | |
| | COMPLAINT: | Aircraft noise & flight path | |
| | RESPONSE: | Telephone Call | |
| 4. | DATE RECEIVED: | Wed 20.10.04 | |
| | TIME OCCURRED: | Various | DATE OCCURRED: Various |

- AREA: Custom House, E16.
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone Call
5. DATE RECEIVED: Wed 3.11.04
 TIME OCCURRED: n/a DATE OCCURRED: n/a
 AREA: Silvertown, E16.
 COMPLAINT: Alleged nuisance from new temp traffic calming measures
 RESPONSE: Related to AMEC works - Referred
6. DATE RECEIVED: Tuesday 16.11.04
 TIME OCCURRED: Various DATE OCCURRED: Various
 AREA: Canning Town, E16.
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call
7. DATE RECEIVED: Wed 1.12.04
 TIME OCCURRED: Various DATE OCCURRED: Various
 AREA: Silvertown, E16.
 COMPLAINT: Alleged nuisance from new permanent traffic calming measures
 RESPONSE: Related to AMEC works - Referred
8. DATE RECEIVED: Thursday 9.12.04
 TIME OCCURRED: Various DATE OCCURRED: Various
 AREA: Canning Town, E16.
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call

NTK Update

Relocation of NTK

This has now been completed with the system now moved to the new City Aviation House. Re-installation is complete and the system is functioning as prior to the move.

New hardware has been ordered and Bruel & Kjaer are to visit LCY from Denmark to upgrade to the latest software during the last two weeks of February.

A new PC was ordered in December for the Newham Link. Bruel & Kjaer will also complete the software upgrade for this new PC in February.

Rob Grafton
 Environment Planning Manager
 LONDON CITY AIRPORT

MINUTE 8

Sound Insulation Scheme – January 2005 Update

Since the last meeting, Granville Noise Insulators have been mostly working in the Britannia Village and North Woolwich areas. They are making their way through the survey work that needs to be done, but are also carrying out work to glaze and/or ventilate properties where convenient. They have visited almost half of the properties in the scheme and some grants have now started to be paid to property owners covered in the initial visits.

It is planned to continue the survey work over the next few months and we would see the bulk of activity being in North Woolwich.

DLR City Airport Extension – Progress Report – September 2004

Work continues to progress well with marked visible changes continuing to take place throughout the project. The viaduct on which the trains will run is almost complete in its fabric and extends from within our site at Thames Wharf to the future London City Airport Station at Hartmann Road.

Track laying now extends from a point near the existing Canning Town station and is approaching the future West Silvertown Station. This operation will continue into this year. Beneath the viaduct in North Woolwich Road re-instatement of lands that are temporarily in our possession and service the businesses of Akzo Noble are complete and those of Carlsberg Tetley are nearing completion.

Work is progressing on the structures of West Silvertown and Pontoon Dock Stations and it is anticipated that the erection of the station canopies will commence in the coming weeks.

Diversion of the footpath in North Woolwich Road between the temporary entrance to Thames Barrier Park and Barrier Point Road will take place during early January, followed immediately by the construction of a new access road that will service Pontoon Dock Station and car park.

During early January re-instatement work will commence on the site of the reconfigured North Woolwich Roundabout, which will see a return to the original traffic flows and directions. It is anticipated that these works will take some six weeks to complete.

Hartmann Road at its junction with Connaught Road is complete and Camel Road at its junction with Hartmann Road has reopened. Temporary traffic calming measures have been installed in Hartmann Road near its junction with Camel Road. These have generated comments from one resident who has been advised to pursue the final scheme with the London Borough of Newham.

The platform beams at the site of the London City Airport have now been installed and construction of the concourse to the east of the subway is currently taking place. It is anticipated that the west section of the trough will be completed by late January and the centre section previously occupied by the now demolished City Aviation House will follow in March.

The Gantry Crane that has become a feature of the skyline since November 2003 will erect the last segments during mid January and will move back to an area near the Fuel Farm in Hartmann Road where it will be dismantled and removed to our site at Thames Wharf.