

London City Airport Consultative Committee



c/o London Docklands Development Corporation
Thames Quay
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London E14 9TJ

Tel: 071 512 3000

MINUTE of the meeting of the London City Airport Consultative Committee held on Wednesday 9th January 1991 in the Board Room at London City Airport.

Present:

John Adshead
Stuart Innes
William T Charnock
Bruce Unsted
Dru Vesty
Dave Senior
Robert Simpson
Graham Hall
Jeff Mendham
Cllr Norman Adams
Cpt Andrew Hill
Carlo Englebert
Colin Silver
Tony Auld
Dave Cooper
Bill Dunlop

Chair
Honorary Secretary
London City Airport
London City Airport
LDDC
LOCI
London Borough of Newham
Port of London Authority
Port of London Authority
London Borough of Greenwich
British Midland
Flexair
ABTA
Brymon Airways
Thameside Tenants and Residents Association
Andrews Street Tenants and Residents Association

In attendance:

David McDonald
Inspector Jack Murray
C Orphanou
PC Lack
John Johnson
G Dadd
David Bain
Mem Baybas

Metropolitan Police No 2 Area Traffic Division
Metropolitan Police No 2 Area Traffic Division
London City Airport
Metropolitan Police No 2 Area Traffic Division
LDDC
L B Tower Hamlets
West Silvertown Tenants & Residents Association
L B Newham

Apologies:

Robert Hardless
Lewis Moss

Brymon Airways
LDDC

2. The MINUTE of the meeting held on Wednesday 7th November 1990 was approved.

3. **MATTERS ARISING**

(a) **Item 5 River Bus Schedules**

Bill Charnock reported that the new Riverbus service, operational from April 1991, would stop at Greenwich and other piers. Bill Dunlop asked whether or not there are any plans to reinstate a pontoon pier at North Woolwich. Jeff Mendham undertook to look into this.

(b) **ITEM 10 Parker Street entrance**

Bruce Unsted informed the meeting that it is the normal practice to close and lock the gates as soon as the Airport is closed.

(c) **ITEM 7 Airport noise measurements**

The Honorary Secretary distributed a letter from David Simpson (LDDC) a copy of which is appended hereto. The contents of the letter were noted.

Bill Dunlop suggested that noise measuring equipment formerly on the roof of the flats in Camel Road should be re-installed. The local community felt the equipment acted as a deterrent to unnecessary ground noise from aircraft. Bob Simpson LBN said that the equipment had belonged to the London Borough of Newham. It was the Council's view that the equipment was not at this stage necessary.

Bill Charnock reiterated that the Airport was always willing to respond to enquiries or concerns regarding unnecessary noise and would investigate any complaints.

4 **TRAFFIC CONGESTION ON ACCESS ROUTES**

The Honorary Secretary informed the committee that the Department of Transport had declined the Committee's invitation to send an officer to this special meeting. It was apparently their policy not to send representatives to evening meetings

Superintendent David McDonald introduced his colleagues. The officers gave an outline of the major issues affecting traffic flows on the A13 and other routes to and from the Airport. Reference was made to a recent police traffic study on the A13 which, when compared with the results of a similar study in 1988, showed that the position had markedly worsened. Superintendent McDonald emphasised that many of the problems of traffic flow were related to the limited number of crossings of the River Lea. Although it was hoped that the opening of the Lower Lea Crossing (now under construction) would improve the situation in the short run he was not optimistic that this would be lasting. The opening of the new road could well attract further traffic and quickly produce further congestion.

Superintendent McDonald reiterated the points made at the last meeting of the Committee. The available police resources remained very stretched. Present problems are exacerbated by the lack of a coherent and integrated transport policy for the Capital.

There is a need for an efficient, reliable, accessible and affordable public transport system to complement the capital's roads.

A discussion followed during which the following matters were raised:

-The need for more vigorous police action to deal with inconsiderate parking and "U" turns.

-Cotton Street "U" turns. The DTP are not likely to allow the installation of physical barriers to prevent this inconsiderate manoeuvre. The DTP have plans to improve this junction.

-Particular traffic difficulties at Limehouse Causeway, the Blackwall Tunnel, the Canning Town flyover, its roundabouts and sliproads, Robin Hood Lane, etc.

-The removal of unnecessary heavy goods traffic e.g. through the use of the M25 rather than the A13. This would benefit other essential travellers.

-The need for an early extension to the Jubilee Line and publicity for improving public transport links and the present and planned improvements to the road network.

In view of the non-attendance of the DTP it was agreed that the Honorary Secretary should write to the Minister for Public Transport summarising the points raised in discussion. In particular the letter would :-

-Indicate that the Committee welcomes the existing and planned improvements to public transport and the road network. The Committee would wish these to be given greater promotion and publicity.

-The Committee hoped for further improvements and would urge that planned improvements should where possible be brought forward to be implemented at an earlier date.

-Urge the need for diversification of transport options and in particular an early extension of the Jubilee Line through the Royals and improved co-ordination of public transport.

-Register the Committee's dissatisfaction and regret at the Department's unwillingness to send a representative to the meeting.

5 AIRPORT DIRECTORS REPORT

The Director tabled recent press releases issued by London City Airport and Brymon Airways.

The Director reported that the Public Inquiry into the proposed expansion of the Airport and the ELRIC had closed on the 8th January 1991. It was hoped the Inspector's report would be completed and issued by the summer.

A meeting of the Docklands Transport Steering Group, including the Minister for Public Transport, was planned for the 28th February.

6 COMMITTEE MEMBERSHIP - COMMUNITY REPRESENTATION

The Honorary Secretary reported that the parties to the Section 52 agreement had met on the 11th December 1990. This meeting had agreed a formula for the representation of the local communities on the Consultative Committee.

The number of representatives of the local community would be set at four. Each of the four RDOG/Area Teams would be invited to make a nomination. The ACC would be requested to invite the co-option into membership of the Andrews Street and the Thameside Tenants and Residents Associations under its power to add to the membership of the Committee representatives of "other bodies" as set out in the Third Schedule of the Section 52 Agreement. These proposals had been approved by the PLA, the LDDC, and by the LBN Environment and Planning Committee at its meeting on the 8th January.

The Committee noted the agreement of the parties to the Section 52 Agreement and agreed to co-opt the present representatives of the Andrews Street and Thameside Tenants and Residents Associations into membership.

It was agreed that the Honorary Secretary be requested to write to the Secretaries of the Area Teams inviting them to nominate one member each to serve on the Consultative Committee.

It was noted that in reaching its decision the Council's Environment and Planning Committee had resolved not to express a view with regard to the Newham Docklands Forum's membership of the Consultative Committee.

7 ANY OTHER BUSINESS

The Honorary Secretary reported that he had received a number of consultative papers from the CAA/DTP and he would bring these forward to the next meeting of the Committee.

8 DATE OF THE NEXT MEETING

The date of the next meeting was agreed to be held on Wednesday 6th March in the Board Room at London City Airport.

The Chair thanked those present for attending and wished the Committee a Happy New Year.

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7th February 1991.