



**MINUTES OF THE MEETING HELD ON WEDNESDAY, 6<sup>th</sup>  
JANUARY 1999 AT 7 PM IN THE BOARD ROOM AT LONDON  
CITY AIRPORT**

Consultative Committee

**PRESENT:**

Stuart Innes	Secretary
Gary Hodgetts	London City Airport
Ian Fines	London Borough of Newham
David Carr	English Partnerships
Hamish Stewart	RODMA
David Kent	ABTA
Kevin Whyberd	Beckton Area Team
Bill Dunlop	Andrew Street Tenants & Residents Association
Sid Keys	Thameside Tenants & Residents Association
Arthur Cattell	Drew Road Tenants & Residents Association
David Atkins	Cyprus TRAs
Doreen Hughes	North Woolwich TRAs

**APOLOGIES:**

John Adshead	Chair
David Senior	LCCI
Cllr Gareth Bacon	London Borough of Bexley
Cllr Chris Rackley	London Borough of Newham
Sara Mendoza	Docklands Business Club
Alan Medlock	London City Airport
Gertie Duffy	North Woolwich & Silvertown Area Team
Alan Taylor	Custom House and Canning Town Forum
Daniel Dobson Mouawad	Docklands Forum

**IN ATTENDANCE:**

Polly Lerner	London City Airport
Rob Grafton	London City Airport
Liz Payne	London City Airport
Roderick Hamer	Chaplain, London City Airport
Giselle Lowe	English Partnerships
Rose Geaney	Drew Road T & RA
Jane Graves	Drew Road T & RA
Robin Whitehouse	London Borough of Newham
Glynis Webb	North Woolwich TRAs
Jeff Charles	Bickerdike Allan Partners

1. **CHAIR**

In the absence of John Adshead abroad it was agreed that the Secretary should take the Chair.

2. **COMMITTEE MEMBERSHIP**

The Committee noted that the London Borough of Bexley had appointed Councillor Gareth Bacon to be their representative on the Consultative Committee and that the Docklands Business Club and the Beckton Area Team had appointed Sara Mendosa and Kevin Whyberd respectively. A nomination was still awaited from the West Silvertown Area Team.

[Note: Subsequent to the meeting Doreen Hughes indicated that the North Woolwich TRAs would henceforth be represented by Glynis Webb of 29 Saville House, Robert Street, London, E16 2 NA]

3. The **MINUTES** of the meeting held on Wednesday, 7<sup>th</sup> October 1998 were approved as a correct record of the discussions at that meeting.

4. **MATTERS ARISING**

**(a) Item 5(e) - Area Teams**

The Secretary said the Note provided by the LBN indicated the current thinking of their officers on this issue. They were working up a paper for consideration by Members. Bill Dunlop said he understood the Area Teams would continue to operate although there remained questions concerning their servicing and financing which ought to be on the same basis as that provided by the LDDC. The Teams would participate from time to time in the meetings of the new *Community Forum* for the area of the Borough to the south of the A13. It was expected these would take place at the new Beckton Forum. It was hoped that English Partnerships would be participating in the meetings of the Area Teams.

**(b) Item 5(f) - Noise Insulation Programme**

Letters have been sent to householders in Part I of the Programme to establish the status of the properties in noise insulation terms so that the scope of the project could be defined. Similar letters in respect of Parts II and III properties would be sent out shortly.

Roderick Hamer said information about the noise insulation programme was available at the St Johns Community Centre and at the Housing Office in North Woolwich. The lead officer at the Airport was Jonathan Smith.

David Atkins said that residents in the area of Renfrew Close to the north of the Royal Albert Dock felt noise levels there were rising rapidly and that insulation would be required before 2005 as presently intended. It was explained that the reference to 2005 was purely indicative. The noise insulation programme would be triggered when the 57LAeq 16-hour contour reached that the first properties in that Phase of the programme. If this occurred earlier than 2005 residents would not have to wait for the treatment of their properties. Moreover, properties beyond that Phase would be

entitled to insulation if and when they came within that contour. The LBN were monitoring noise levels in the area but it was too early to say what the results might be.

In response to a question by Arthur Cattell it was confirmed that where properties covered by the programme had previously been double glazed to a standard which provided the required level of noise insulation the owner (including the LBN which had treated many of its properties under the Estate Action Programme) would be entitled to reimbursement of the costs incurred up to the amount the Airport would have had to incur in treating the premises. Arthur said he hoped that any such money received by the Council would be used to complete the environmental treatment of the Estates concerned. It was pointed out that this was a matter for the Council and the question should be taken up with their Housing Department.

**(c) Item 11(a) - Shuttle Bus to Canning Town**

This question was dealt with as part of the Airport Director's Report - see Item 7 below.

**(d) Item 11(c) - Sign at Parker Street**

The work had been completed.

**(e) Item 11(d) - CCTV at Parker Street**

Local members again expressed concern about the safety of people using the footpath between Parker Street and the Airport access road. Bill Dunlop said he felt the footpath should be under CCTV surveillance. Gary Hodgetts said that in response to the concerns expressed at the last meeting it was intended to upgrade the street lighting along the full length of the airport approach road and the position would be reviewed when this work had been carried out. It has been too late to include a camera covering the footpath as part of the recent upgrading of the CCTV system but the coverage of the access road has been much improved as a result of this work. Rose Geaney noted that one of the lights on the footpath needed to be adjusted to cover the footpath rather than the verge and she felt the present gate should be replaced by one through which users of the footpath could see.

**(f) Item 11(g) - Woodman Street/Milk Street - Boundary Fence**

Rob Grafton said that the entire length of the fence on the Airport's southern boundary had been examined and it had been agreed, provisionally, to replace whole sections of it according to the degree of risk. He expected to be able to provide more details of the project at the next meeting.

**(g) Item 11(i) - Incoming Passengers - Use of LT Buses**

This question was dealt with as part of the Airport Director's Report - see Item 7 below.

**6. AIRPORT STATISTICS**

The charts were noted. The number of passengers in 1998 had been 1,358,317 an increase of 17% over the number carried in 1997 (1,165,318).

## 7. **AIRPORT DIRECTOR'S REPORT**

Alan Medlock's report, presented in his absence by Gary Hodgetts, is attached to these minutes.

### **(a) Canning Town Shuttle Bus - Use by Local Residents**

Local members expressed their pleasure over the proposal to allow local residents to purchase season tickets to use the proposed new shuttle bus to Canning Town and asked if local people might be allowed to board/alight in Hartman Road. Gary Hodgetts said the new service would not be introduced until the Jubilee Line was operating a through service to Westminster. It would be an express service and to provide a stop at Hartman Road would detract from this. The matter would, however, be considered at a later stage.

### **(b) 474 Bus Service**

In response to a question Liz Payne said she believed that LT had been approached to see if the Airport could be included in the route of the new 474 bus service. She would check the position but generally LT were reluctant to include the Airport because of its impact on journey times.

### **(c) Tornado Flights**

Bill Dunlop referred to the recent fast and noisy flights over the Airport by RAF Tornado jets. Gary Hodgetts said that the Airport had been just as surprised by these flights and there was concern that they might have delayed the Airport's scheduled services. They had checked with NATS and found that the flights had been authorised by the Ministry of Defence. He was confident that in future the Airport would be consulted about such flights in advance.

### **(d) Fuel Farm**

Members expressed concerns about the size of the proposed tank and associated risks. Gary Hodgetts said that planning permission had been given subject to conditions. This was a BP project and the construction would be on their own leased land. BP were very experienced in installing and operating such facilities which were subject to approval from regulatory agencies including the Health and Safety Executive. An enquiry telephone number would be provided by Air BP as soon as the main contractor had been appointed.

## 8. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

The Report was noted. Rob Grafton indicated that the LBN were in agreement with the proposal if possible to carry out the proposed Air Quality Study using local skills.

## 9. **NOISE MANAGEMENT SCHEME**

Jeff Charles said that the scheme consolidated and brought up to date a number of existing

controls. The new feature was the new radar track monitoring system that would make it possible to check that aircraft keep to the prescribed routes in the vicinity of the Airport.

The Committee resolved to inform the LBN that they had no observations to offer on the proposed Scheme.

#### 10. **REPORT ON STAFF TRAINING**

The Report was noted. The Committee would also be receiving copies of the report which the Airport submitted annually to the LBN indicating the number of employees living in the local area.

#### 11. **MEMBERS ITEM**

##### **(a) Literacy Scheme**

With the permission of the Committee Jane Graves, a dyslexia tutor, drew attention to the training scheme that was being financed by the Airport. She was glad the leaflet about the scheme, which she thought was a bit cluttered, did not refer to basic skills since this might have an adverse impact in selling it to local people. She pointed out that fears of the job interview were a barrier to employment for some people and suggested that in suitable cases the Airport might instead take on people on trial to see if they could cope with the work. She had heard that people had been called for interview at venues as far away as Southend. All interviews, she thought, should take place at the Airport.

Liz Payne said that although the Airport was providing £135,000 for the literacy scheme over 5 years it was being run by the LBN. She said it was a pre-requisite for most jobs with the Airport that people were at least basically literate and this explained why the Airport were willing to help in the pre-employment training of people. All interviews for jobs with the Airport took place at the Airport. It was the Airport's practice (through New Vic) to engage in mock interviews both to train staff in interview skills and to provide interview experience for local people.

There were, of course, other employers at the Airport. Their employment practices were outside the Airport's control but they were encouraged to employ local people and generally it was in their best interests to do so. Other employers were given access to the Airport's Job Line and they were encouraged to fill vacancies via the local Job Centre wherever possible. It was possible that they might interview at places other than the Airport.

##### **(b) Silverlink Metro**

Jane Graves also referred to the inadequate signage for Airport passengers at Silvertown and London City Airport Station. Although the Airport were willing to pay for its upgrading it was proving a struggle to persuade Silverlink Metro to allow the work to be carried out. She wondered where matters stood. Liz Payne said she would check the position and report back.

There followed a wider discussion about the inadequacies of the service on this part of the North London Line which was due to be reduced to a 30 minute frequency later

this month. It was thought Silverlink Metro were unwilling to invest in improvements to the service because their franchise had only for 5 years to run. This seemed to be short sighted given the development due to be carried out in the area in the near future.

12. **TRANSPORT WHITE PAPER**

The extracts were noted.

13. **WEB SITE**

The site, based on the Members Handbook issued to members at the last meeting, had now been registered with the domain name *http://www.lcacc.org*

Work to vet the site for accuracy and currency, and to ensure its integrity in technical terms, was almost complete and it was expected the site would be made available to users within the next week or two.

There were currently 38 *html* pages with 27 graphic items including pictures, tables, charts etc. including two photographs provided by Bill Dunlop. The site included hyperlinks to the Airport's web site and the CAA's monthly airport statistics.

It was expected that the site would attract particular attention as an educational resource. This would make it easier for the Airport, the LBN and other local agencies to provide a full and positive response to the many enquiries they receive from those studying the impact of the Airport in environmental and other terms. Arrangements were being made with the Airport to give the site publicity aimed at schools, colleges and universities. At the same time the site would be registered with the principal Internet search engines such as Yahoo, Alta Vista and the UK Directory. The site was equipped with a counter and a Guest Book so that its use could be monitored.

The Secretary was thanked for his work on this venture and the *Members Handbook*.

14. **ANY OTHER BUSINESS**

(a) **DLR Extension**

Arthur Cattell said that the route of the proposed extension of the DLR might affect the fuel farm and that BP would not install tanks under a railway. The route might also affect the hanger site for which the Airport had just had the planning permission extended. Ian Fines said that DLR was expected to publish the possible routes for the proposed extension in March or April, including their preferred option. The scheme was to be implemented under the Transport and Works Act and there would be a formal period of consultation and possibly a public enquiry. This would provide opportunities to deal with a number of technical and other issues such as those referred to at this meeting.

(b) **Connaught Crossing**

Attention was drawn to the dangers involved in drivers slowing down or stopping on the bridge to watch aircraft using the Airport. Ian Fines was asked to bring this to the attention of the LBN's highways engineers to see what might be done to mitigate the problem.

**(c) Open Space at the Western end of the Airport**

In response to a query Gary Hodgetts indicated that this open space was to be reinstated in the spring when the weather would be more appropriate for planting.

**15. DATE OF NEXT MEETING**

Wednesday 7<sup>th</sup> April 1999 at 7 p.m. in the Board Room at London City Airport.

1. I am pleased to begin this report by advising the committee that the airport reached its target of nearly 1.4 million passengers at the end of December. In real terms, our growth this year has been 17 %, and we expect further growth in 1999.

2. Routes

The new routes to Glasgow and Basel have grown rapidly, with load factors matching long established routes. Luxembourg has grown more slowly, but we are confident that it will succeed.

Braathens, the new owners of Malmö Aviation, have decided to withdraw services to Stockholm service from the 12 th January.

3. Facilities Developments

Refurbishment will begin later this month of one of the old dock buildings, Portline House, to provide office accommodation for London City management and support staff. Following the refurbishment, the building will be renamed Civil Aviation House. This project is planned for completion by May 1999.

Plans for the refurbishment of the old Ledger building adjacent to the Fire Station are progressing. Subject to approval by our Board, we anticipate work will be completed in September.

Work will commence in January on the installation of the covered dock edge walkway, to link the terminal with the car park. This walkway will extend for about 325 metres along the dock. The walkway will be completed in stages, with the final phase due for completion in early September 1999. The prototype has been installed on the dock edge.

We also plan to upgrade the baggage reclaim hall, improving facilities for arriving passengers, and providing improved office accommodation for the control authorities.

4. Airfield Developments

The capacity of the original fuel storage facility can only just meet the demands of our current flight schedule, any future increase in our business will have an impact on this demand.

Air BP have planning approval to increase their storage capacity, within the boundary of the existing compound. A new fuel storage tank will be constructed in an area south of the existing tanks. The vessel will be 8m high and have a capacity of 500,000 Its. In addition to the tank, other modifications will be made to the site including a new entrance in Camel Road, which will be landscaped with mature trees.

This development is an Air BP project taking place on their own leased property, and now falls into the category of essential requirement. Subject to meeting the conditions of the planning approval, it is proposed that construction will commence in March 99, with completion expected

within six months. Construction will only take place during the airports normal operating hours and any disruption is expected to be negligible. Prior to the start of construction, Air BP will publish a telephone number that may be used for any enquiries or concerns with this project.

5. Other

Shuttle Bus to Canning Town

The airport intends to introduce a regular shuttle bus to the new station at Canning Town, once trains have commenced running to Westminster. To assist the local community, residents will be able to purchase an annual season ticket valid for this route only. At this stage, we envisage issuing a photocard which would provide unlimited travel for the holder only. Cost will be in the £10-£15 range. Details have yet to be worked out, but we will present more detailed proposals at a future Committee meeting.

Change for LT bus fares

Passengers without suitable coins will be directed to one of the Travelex counters, either in arrivals or on the main concourse. Signage at the airport will be changed to provide this guidance.

Alan Medlock  
Operations Director  
6<sup>th</sup> January 1999