

London City Airport Consultative Committee



c/o London Docklands Development Corporation
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MINUTE of the meeting of the London City Airport Consultative Committee held on Wednesday 6th March 1991 in the Board Room at London City Airport.

Present:

John Adshead
Stuart Innes
William T Charmock
Jon Horne
Lewis Moss
Dru Vesty
David Senior
Cllr Julie Garfield
Cllr Bill Chapman
Ian Fines
Graham Hall
Jeff Mendham
Colin Silver
Dave Cooper
Bill Dunlop
David Bain

Chair
Honorary Secretary
London City Airport
London City Airport
LDDC
LDDC
LOCI
London Borough of Newham
London Borough of Newham
London Borough of Newham
Port of London Authority
Port of London Authority
ABTA
Thameside Tenants & Residents Association
Andrews Street Tenants and Residents Association
West Silvertown Area Team

Apologies:

Robert Hardless
Tony Auld
Cpt Andrew Hill

Brymon Airways
Brymon Airways
British Midland Airways

1. The MINUTE of the meeting held on Wednesday 9th January 1991 was approved subject to the inclusion of the words "London City Airport" after the words "the PLA" in the penultimate line of paragraph 2 of Item 6 on page 4 of the minute.

2. **MATTERS ARISING**

Item 3 (a) - Pier at North Woolwich

The Committee noted the letter which Jeff Mendham (PLA) had sent to Bill Dunlop explaining that the pontoon previously used as part of the Pier at North Woolwich had been sold by Alexander Tugs and now formed part of the West India Pier.

Bill Dunlop asked whether it might be possible to replace the pontoon since it seemed to him that a River Bus facility at North Woolwich might be more convenient for Airport passengers than the present pier at Charringtons. Graham Hall said that there were no plans at present to extend the River Bus service to North Woolwich noting that any improved convenience had to be seen against the longer journey time to North Woolwich.

Bill Dunlop also asked whether River Bus passengers could join the service directly at Charringtons Pier. Bill Charnock explained that the Charringtons Pier is a private facility which could be accessed only using the Shuttle Bus from London City Airport. The service is not, however, restricted to Airport passengers; other travellers are welcome to join the service at London City Airport and use the Shuttle Bus. It was noted that the River Bus service operates only on Mondays/Fridays. Bill Dunlop expressed the hope that at a future date it might be possible to extend the service to cover weekends.

Item 6 - Committee Membership - Community Representation

The Committee noted that the SOCATACH Area Team had nominated Alan Taylor to serve as its representative (Deputy: Irene Heath). Bill Dunlop indicated that the representative of the North Woolwich and Silvertown Area Team would be Mrs Duffy and David Bain confirmed that he would be representing the West Silvertown Area Team until the date of its annual General Meeting at which their representative would be elected. As yet there had been no response from the Beckton Area Team.

3. **AIRPORT DIRECTORS REPORT**

Item (a) Bad weather

Through the diligence and dedication of the staff engaged on the work of snow clearance the Airport had remained open throughout the recent period of bad weather. This was the first real test of the Airport's ability to cope with bad weather and Bill Charnock said that he had been very pleased with their performance. Lewis Moss commented that the other Dockland's transport undertakings (the DLR and the River Bus) had likewise continued to operate providing a good service in marked contrast to the rest of the Capital where transport services had been seriously disrupted.

(b) Gulf War

There had been a considerable tightening of the security arrangements operating at the Airport and these had not yet been relaxed. Although the security checks were now more rigorous it had been possible to operate them with a minimum of inconvenience to passengers and there had been no great impairment of service standards. Bill Charnock paid tribute to the local police for their help with these arrangements.

Fear of terrorism arising from the war had had its effect on passenger throughput but passenger numbers were now recovering and the Airport looked forward to continued growth in the months ahead.

(c) Helicopter Emergency Landings

The Airport Director reported that there had been three emergency landings by helicopters in recent weeks. Two of these resulted from engine problems and the third from a fuel emergency. Although helicopters are prohibited from using the Airport they cannot be denied access in emergencies.

(d) Docklands Transport Steering Group

The Airport had used this opportunity to publish details of the new River Bus service which would commence operations at the beginning of April. From then on there would be three services an hour in each direction calling at a larger number of piers between the Airport and central London. The period of operation of the service would be extended.

During the meeting the Minister for Public Transport, Mr Roger Freeman, had expressed his appreciation of the part being played by the Airport in the regeneration of the area and his hopes for the future of the Airport.

4. **TRAFFIC CONGESTION ON ACCESS ROUTES**

The Chairman's correspondence with Mr Roger Freeman was noted.

A number of members drew attention to the traffic congestion throughout the area brought about by the recent weekend closures of the Blackwall Tunnel. Although the Department of Transport's press release about these closures had promised that the Woolwich Ferry would operate more services, several members had observed that only one vessel had been in service resulting in long queues of traffic waiting to use the service and consequent traffic congestion throughout the area. Bus services had been altered but there appeared to have been no attempt through notices at bus stops etc to inform passengers of the temporary changes.

Cllr Garfield wondered why works of this kind could not be carried out at night. David Cooper said that there was a need for improved signing over a wider area.

It was agreed that the Chairman should acknowledge the latest letter from the Secretary of State and take the opportunity to draw his attention to the problems to which these closures were giving rise and need for improved co-ordination.

Cllr Garfield drew attention to the recent deterioration of services on the North London Line to and from Stratford which she thought must be having serious effect on Airport passengers. She suggested that this was a matter which ought to be taken up with Network South East.

Bill Dunlop spoke of the recent flooding to the north of the Connaught Crossing. He felt that pedestrians should have been warned of this by signs at the southern end of the bridge.

5. RUNWAY CAPACITY TO SERVE THE SOUTH EAST - CONSULTATION DOCUMENT

The Committee agreed to respond to the Consultation document indicating that those responsible for taking the decisions on any new runway in the South East should avoid any option which might have an adverse impact on operations at London City Airport. The response should also express the view that in considering the various options account should be taken of the need to avoid increasing still further the predominant position of the British Airports Authority in the provision of airport facilities serving the South-East.

Bill Charnock drew attention to the preeminent position of the London airports as a European hub and the importance of this in economic terms. Other European countries seemed to have grasped the importance of airports to their economies and they pursue the provision of new and improved airport services with much more enthusiasm than the U.K. Unless the U.K. moved swiftly to provide new and/or enhanced airport facilities in the South East there was the danger that our European competitors would gradually attract more traffic away from London with consequent loss of the economic advantages. London City Airport had a small but nonetheless significant part to play in securing London's position.

6. TRAFFIC DISTRIBUTION RULES FOR THE LONDON AREA

The Committee noted that the Secretary of State had announced that morning that he had accepted the advice of the CAA recommending the removal of the Traffic Distribution Rules at Heathrow and Gatwick except those concerned with air traffic engaged on whole plane cargo services or general or business aviation.

7. ROYAL DOCKS CONSULTATIVE GROUP

The Committee noted the three papers considered recently by the RDCG.

There was a discussion of the proposal of the Thames Water Authority for a proposed Sludge Incinerator Plant at Beckton. Bill Dunlop said that he had recently attended a presentation of this proposal at which representatives of Greenpeace had express concern about possible cancerous emissions from the proposed plant. Other members expressed concern that the possibility of noxious fumes might dissuade developers and others from investing in the area and securing it's future prosperity. The RDCG had asked for a local presentation of the proposals but this had been delayed and a date for it had still to be fixed.