



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

**Consultative Committee**

**PRESENT:**

John Adshead	Chair
Stuart Innes	Secretary
Gary Hodgetts	London City Airport
Alan Medlock	London City Airport
Cllr Alec Kellaway	London Borough of Newham
Ian Fines	London Borough of Newham
David Senior	LCCI
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
Gertie Duffy	North Woolwich & Silvertown Area Team
Alan Taylor	Custom House and Canning Town Forum
David Atkins	Cyprus TRAs
Glynis Webb	North Woolwich TRAs

**APOLOGIES:**

Sara Mendoza	Docklands Business Club
Roderick Hamer	Chaplain, London City Airport

**IN ATTENDANCE:**

Polly Lerner	London City Airport
Rob Grafton	London City Airport
Liz Payne	London City Airport
Richard de Cani	Docklands Light Railway
Robert Niven	Docklands Light Railway
Howard Smith	Docklands Light Railway
Rose Geaney	Drew Road T & RA
Peter Mendham	Beckton Resident
Emer Scott	The Wharf

## 1. **PRESENTATION - EXTENSION OF DLR TO LONDON CITY AIRPORT**

Howard Smith and Richard de Cani outlined the position reached in developing the project to extend the DLR to Silvertown and the Airport which was now in its consultation phase.

Following a study of the options that preferred was the Southern Route. This would leave the existing Beckton branch of the DLR at Canning Town, pass under the Lower Lea Crossing and then on viaduct along Silvertown Way and North Woolwich Road. It would then probably pass to the south of the airport roundabout and would approach the Airport via Hartman Road. The new line could have intermediate stations serving Britannia Village and the development sites at Thames Wharf and Pontoon Dock as well as a station serving both the Airport and local residents in Silvertown.

At this stage, there were a number of options for the approach to the Airport in the vicinity of Hartman Road and Drew Road. There were many factors and constraints to be taken into account in selecting the route here and environmental and local community issues would be important considerations. Public meetings had been arranged to take place on 21<sup>st</sup> April at the Tate Institute, on 28<sup>th</sup> April at St Johns, North Woolwich and on 6<sup>th</sup> May at Britannia Village Hall. These would provide an opportunity for residents to voice their concerns. Meanwhile there had been a good response to the letters sent earlier to residents and on the basis of this it appeared that a good majority were in favour of the scheme.

It was proposed to implement the scheme by Order under the Transport and Works Act. It was hoped to apply for this by the end of 1999. These orders were subject to formal procedures to ensure that residents and others affected could make representations about the scheme to the Secretary of State before it is given the go-ahead.

If all went well the DLR hoped to start constructing the extension in November 2000 and to open the railway in January 2003.

In discussion:

- (a) Local representatives emphasised that those affected in Camel Road should be fully and carefully consulted. The choice of route here should be governed by the need to minimise the impact on residents and not by any constraints which might be imposed by underground services.
- (b) Concern was expressed that the need to settle the route here meant continuing delay in settling the scheme for the Drew Road Open Space for which the LDDC had deposited funds with the Royal Docks Trust. There was thus concern at how long the process might take. DLR said it was their hope and intention to settle the route and apply for the Transport and Works order by the end of the year.
- (c) Concern was expressed that the extension of the southern route to North Woolwich was not a part of the present package. Surely it was important not to lose the opportunity? DLR said they were looking at the issue but they were not sure at this stage of the costs and whether these would be covered by the additional revenue. Possible routes for such an extension were discussed including a route through the Airport's land and the possible use of the North London Line.
- (d) Glynis Webb said residents in North Woolwich were aggrieved that no meeting had

been planned for them. DLR said they would discuss with her how they might help in getting residents in North Woolwich to the meeting on 28 April at the St Johns Centre.

- (e) It was explained that residents in Beckton were fearful that the extension might lead to further delay in the introduction of a through service to Bank. Howard Smith said this issue would be reviewed when the Jubilee Line Extension was opened. This would relieve the DLR of the present priority need to move large numbers of passengers from the City to Canary Wharf. Nothing the DLR was doing in relation to the extension of the railway to the Airport should disadvantage Beckton.
  - (f) David Senior asked if it was the intention to provide a direct service from the Airport to Bank or whether trains would call at Canary Wharf. In the latter case it would mean a 21 minute journey time which was greater than the 15 minute journey advertised by the Heathrow Express. Howard Smith said that on the initial 12 minute frequency it was intended to provide a service to Canary Wharf and then reverse the trains out to Bank. He recognised that perceptions were important but DLR did not believe that the 21 minute journey time would put off passengers.
  - (g) Cllr Kellaway referred to the possibility that the tolls to be charged for the proposed new Thames crossings might be used to cross subsidise the extension railway to Woolwich Arsenal and this raised the possibility of an extension of the DLR to Woolwich and to Barking. DLR said they supported these ideas. At present LT were taking the lead on a new "intermediate mode" service for Barking
2. The **MINUTES** of the meeting held on Wednesday, 6<sup>th</sup> January 1999 were approved as a correct record of the discussions at that meeting.

3. **MATTERS ARISING**

(a) **Item 4(a) - Area Teams**

Discussions continued among members at LBN concerning the future of community consultation across the Borough. The position of the Area Teams within the new framework was expected to much the same as that reported at the Committee's last meeting.

(b) **Item 4(f) - Boundary Fence**

There had been a scoping and costing exercise. The Airport within the next couple of weeks would consider a report of this. It was hoped there would be a phased programme to deal with the fence starting with those parts of it where the risks were the greatest. The Airport had its own ideas on the priorities but would be glad to hear from local interests. The contact was Rob Grafton (0171 646 0200).

Gertie Duffy said it should be a priority to deal with the fence at Newland Street where in the summer children gained access to the docks for swimming. This was dangerous and urgent action was necessary. Rob Grafton said that it was still the policy to deal with individual problems on an ad hoc basis where required. It was recognised that long sections of the fence needed attention and this was the object of

the hoped for new programme.

Glynis Webb asked if the Airport was happy with the fence erected by Fairview Homes by the Bascule Bridge. Rob Grafton said that this was not up to the standard required of an Airport boundary fence and that although these areas may now be better than the old fence, they would be re-evaluated as part of the newly proposed fencing project.

**(c) Item 7 - Environment Report - Citation V - Departure Noise**

Rob Grafton reported that there had been only 21 departures by this aircraft last year. Of these 6 had exceeded the noise limit. It was thought this was probably due to the procedures used by the pilots on take off. The matter would be taken up with the operators concerned and future flights would then be monitored. The issue would be kept under review and there would be a further report to the Committee in due course. The Annual Categorisation exercise had shown that overall the aircraft had operated within the prescribed limits.

**(d) Item 9 - Noise Management Scheme**

Ian Fines said that this would be submitted to the appropriate Committee of the Council on 26th April 1999 with a recommendation that it should be approved.

**(e) Item 11 (b) - Silverlink Metro**

The Hon Secretary reported that Silverlink Metro had been invited to attend this meeting to deal with the issues raised at the last meeting. Unfortunately their Managing Director had not been available but it was hoped they would meet the Committee at its July meeting. Alan Medlock reported that Silverlink Metro had recently been reorganised and that this part of the North London Line was now the responsibility of Susan Dewey based at Camden.

**(f) Item 14 (b) - Connaught Crossing**

The comments of the LBN Highways Department were noted. It was the feeling that the problem required more effective enforcement of the present restrictions and Cllr Kellaway noted that the Council would soon be taking over some of the responsibilities for this which currently rest with the police. It was expected that this would improve the standard of enforcement. It was agreed that the presence of the "Urban Clearway" signs referred to by the Highways Department should be checked.

**4. MEMBERSHIP - ANDREW STREET TENANTS AND RESIDENTS ASSOCIATION**

On behalf of the Airport Alan Medlock proposed that Bill Dunlop should be appointed a member of the Consultative Committee as its Hon Vice Chairman. This was agreed unanimously. Bill Dunlop expressed his thanks - he was delighted to be able to continue his work with the Committee.

5. **AIRPORT STATISTICS**

The charts were noted.

6. **AIRPORT DIRECTOR'S REPORT**

A note of Alan Medlock's report to the Committee is attached to these minutes.

7. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

The Report was noted.

8. **NOISE INSULATION PROGRAMME**

The occupiers of properties in the Original Scheme had been contacted by letter with the object of assessing the current condition of the windows and whether further work is required. Bickerdike Allen is currently carrying out surveys of those properties where replies have been received.

The agreed leaflet had gone out to properties in Parts 2 & 3 of the programme. The replies were currently being collated and surveys organised.

Rob Grafton noted that the response rate among those contacted had been poor. He asked if the Area Team and tenants and residents' associations could help to encourage a greater response

The Airport's consultants - Banks Wood - were preparing the tender documents for the works and these should be ready to send out by late April for return in the middle of May. It was hoped that works would start at the end of May.

The Airport had been discussing with the LBN how best to deal with the Council's properties and they were dealing direct with Housing Associations.

Arthur Cattell said that those surveying the original premises appeared to be concerning themselves only with mechanical ventilation and not also with the windows. Bill Dunlop hoped it might be possible to find a more satisfactory system for mechanical ventilation. The system installed originally had been unsightly and with wear had become noisy. Rob Grafton he would look into both points.

9. **MEMBERS ITEM - CONCERNS OF THE LOCAL COMMUNITY**

There had been a meeting with the Airport to discuss the issues raised in the Association's letter. A note of the Airport's response to the points would be circulated with the minutes of the meeting.

Arthur Cattell said the Association remained concerned on a few of the of points:

**(a) Airport Access Road - Speed of Traffic**

There was an urgent need to reduce the speed of vehicles leaving the Airport otherwise there would surely be an accident. The position would be exacerbated when the 69 bus terminated at the Airport because there would be more people crossing the road. A pedestrian crossing was needed. The Association, with the support of the Airport, had

written to the John Hermann, the responsible officer at LBN, as had Cllr Lynn Brown. Meanwhile the Airport had circulated a leaflet among taxi drivers and were prepared to report individuals to the Carriage Office if they could be identified. In this connection it was important in reporting incidents to make a note of the vehicle registration number.

**(b) Parker Street Entrance**

The Association remained concerned about the danger to users of this entrance. Rob Grafton said the Airport had a programme to improve the lighting of the Airport access road in July/August. This, coupled with lighting improvements to be carried out by the LBN on public roads would improve substantially conditions for users of this entrance. The Airport would keep the position under review but they were anxious not to commit substantial further expenditure until the future of the adjoining site is known.

**(c) Canning Town Shuttle Bus**

Alan Medlock said the points made by the Association had been noted. However, the shuttle would be a non stop service for Airport passengers and the Airport were unwilling for it to make an interim stop in Hartmann Road.. The charge for use by residents had not yet been fixed but a figure of £10-15 had been suggested. The service would start when the Jubilee Line Extension opens for passenger use

**10. WEB SITE**

The report was noted

**11. ANY OTHER BUSINESS**

**(a) Prince Regent Bus Station - 473 Bus**

David Senior said that because of road works the 473 bus was not presently stopping in the bus station but on the opposite of the road. There was a sign at the regular bus stop that it was suspended but there was no indication of where passengers should go instead.

**(b) Traffic Congestion**

Rose Geaney referred to the severe traffic congestion there had been that day throughout the area. This was thought to be due to the closure of Manor Way although it might have been exacerbated by an incident at the Dartford Tunnel. The lack of temporary parking restrictions in Albert Road, and its use by big trucks, had given rise to some dangerous situations. There was a need for improved signing of the diversions and the Council's Highways Department had been contacted. Cllr Kellaway said he would pursue the matter with the appropriate officers of the Council.

**12. DATE OF NEXT MEETING**

Wednesday 7<sup>th</sup> July 1999 at 7 p.m.- venue to be advised

London City Airport Consultative Committee

Airport Director's Report

April 1999

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1. The first 3 months of 1999 have seen passenger numbers grow by 6% over the same period in 1998. March 1999 was our best-ever month, 127,454 passengers travelled through the airport, 10% up on March 1998, and passing the previous record month, November 1998, by over 2,300 passengers.

2. Routes

Following the decision of KLM uk to return a leased aircraft, and as a consequence, withdraw from the route to Glasgow, Suckling Airways commenced operation on 29<sup>th</sup> March with a 4-per day service between London City and Glasgow.

Suckling will also commence service to Dundee from 12 April, providing Dundee with their only scheduled air service.

Crossair have introduced an early morning departure to Zurich, leaving London City at 07:15, with a late evening arrival at 21:15.

To support this additional service, we have extended the operating hours of the Shuttle service to Liverpool Street and Canary Wharf. The first shuttle bus leaves Liverpool Street at 06:15, with the last departure to Liverpool Street at 22:00.

From 26<sup>th</sup> April, VLM will operate a new mid-day service to Jersey. This flight will link existing VLM routes to Antwerp, Rotterdam, Luxembourg and Dusseldorf over London City.

A British Airways franchise airline, British Regional have announced its intention to operate services between London City and Sheffield. The route is planned to start in September, using Saab 340 and Jetstream 41 aircraft. One of my predecessors, Jon Horne is now Managing Director of Sheffield City Airport, and is a strong supporter of the new link.

3. Facilities Developments

Work has commenced on the installation of the covered dockedge walkway, to link the terminal with the car park. The walkway will also extend to the areas serving the bus stops and taxi pick-up points. The fencing around the work area has resulted in some loss of space in the set-down area.

In July, we will be closing the Business Centre for redevelopment, a project lasting about 2 months. I hope to be able to welcome you to the new Business Centre for our next meeting.

Also in July, we plan to begin the upgrading of the catering facilities, both landside and airside. The airport is currently reviewing a number of proposals for the new facilities.

Catering for the Business Centre is now provided by Bewleys, the coffee shop on the ground floor.

5. Airfield Developments

Installation of a new Instrument landing System will start in July, and should be completed by the end of August.

6. Local Transport

From 01 May, the 69 bus for Canning Town Stratford and Walthamstow will terminate at the airport. The bus will use Stop A in front of the Terminal, and the bus will then park at the fountain area (where the FT radar site is located), before returning to start the return service form Stop A.

We have now an agreement with Adshel to provide us with 2 shelters on Hartman Road, one on either side of the road, between the two roundabouts on the approach to the airport.

At present they are at the planning stage, and as soon as this is granted, Adshel will arrange to site the shelters. These will be used by all London Transport buses that pass outside the airport and those that call at the terminal building.

7. Other

The annual airport emergency exercise will take place over two weekends, 3<sup>rd</sup> July and 10<sup>th</sup> July. The first part of the exercise will be water-based, taking place on the King George V Dock. The exercise will involve a hired barge, and 20-40 volunteers who will be divided between the barge, life rafts and floating in the water. All participating emergency services will be testing their individual plans.

The second part of the exercise, on the following weekend, will test handling of meeters and greeters, and the press.

Alan Medlock  
Operations Director  
7<sup>th</sup> April 1999

**LCY COMMENTS TO DREW RD TRA COMMUNITY CONCERNS DOCUMENT  
FOR DISCUSSION AT ACC 7 APRIL 1999**

**Most issues were discussed at a meeting at the airport prior to the Consultative Meeting. The salient points are as follows:**

**SAFETY**

- 1. Residents concerned about speed of traffic leaving airport Rd – TRA has requested pedestrian crossing.*

**LCY COMMENTS**

The most appropriate initial procedure would be for the TRA to direct their comments via the Area Team. The airport would of course support this action.

A leaflet has been distributed to Black Cab drivers – this leaflet reminds drivers of the 20 MPH speed limit whilst within the airport boundary. Offending drivers will be reported to Carriage Office if registration is noted.

- 2. Residents have already requested improvements to Parker St entrance. – Lighting to be improved and alterations to gate.*

**LCY COMMENTS**

Although LCY have consulted with LBN Security Operations Manager re improving the public lighting in Parker St, LCY have been asked to delay improvements until further use of Drew Rd open space is clarified.

Nevertheless LCY is planning to improve all airport roadside lighting and the emergency access Rd lighting will be included in the improvement program. Works due to be completed by July this year.

- 3. Residents feel BP fuel tank should be buried underground.*

**LCY COMMENTS**

BP is carrying out development of the fuel tank on land leased by them. The fuel tank already has planning approval about which the Area Team was consulted. However it is unlikely that planning approval would have been given for an underground tank due to the potential risk of undetected leakage of pollutants to the environment.

**TRANSPORT**

- 1. Request for LCY buses to stop at LT stops to avoid residents having to call at terminal. Also residents feel that free bus pass should be available to them.*

**LCY COMMENTS**

The LCY shuttle bus service is primarily a direct service designed to provide the shortest and

quickest route available for passengers and residents wishing to use the service.

A small fee for the LCY bus pass was agreed by residents to be reasonable, and will of course help to provide a means of monitoring the use of the service bus residents.

2. *Airport staff should aim to use the Public Transport system themselves and complain when considered inadequate.*

#### **LCY COMMENTS**

As discussed LCY totally agree.

3. *Residents feel LCY should lead in complaining to Silverlink about changes to service.*

#### **LCY COMMENTS**

As discussed LCY has no influence on this issue.

#### **BOUNDARIES**

*Residents expressed concern over perceived expansion of its boundaries*

#### **LCY COMMENTS**

As discussed LCY has not and is not expanding its boundaries

#### **POLLUTION**

1. **NOISE** – Details of proposals as discussed at meeting, and further detailed in within Noise Management Scheme and Section 106 Agreement.
2. **AIR POLLUTION** – Details of proposals as discussed at meeting and further contained in the section 106 Agreement.

#### **JOBS**

As discussed at meeting – details of procedures etc have now been provided.

Rob Grafton  
Environmental Officer  
8<sup>th</sup> April 1999