

London City Airport Consultative Committee

From: **Stuart Innes**
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MINUTES OF THE MEETING HELD ON WEDNESDAY, 29th JULY 1998 AT 7PM IN THE BOARD ROOM AT LONDON CITY AIRPORT

PRESENT:

John Adshead	Chair
Stuart Innes	Secretary
Richard Gooding	London City Airport
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
Cllr Chris Rackley	London Borough of Newham
Ian Fines	London Borough of Newham
Chris Young	London Borough of Newham
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
Sara Mendosa	Docklands Business Club
David Kent	ABTA
Karen White	Business Air

APOLOGIES:

David Senior	LCCI
Malcolm Smith	London Borough of Newham
Cllr Peter Brookes	London Borough of Greenwich
Martine Greenham	Business Air

IN ATTENDANCE:

Daniel Dobson-Mouawd Docklands Forum (Observer)

1. COUNCILLOR BILL CHAPMAN

The Chair paid tribute to the late Cllr Bill Chapman who had been a member of the Consultative Committee for a number of years and contributed greatly to its work. There was a moment of silent remembrance.

2. WELCOME TO NEW MEMBERS

The Committee welcomed Cllr Rackley Chris Rackley (LBN) and Alan Medlock (LCY) who were attending the Committee for the first time. He also welcomed Daniel Dobson-Mouawad (Docklands Forum) who would be attending meetings of the Committee as an observer.

3. The **MINUTES** of the meeting held on Wednesday, 1st April 1998 were approved as a correct record of the discussions at that meeting.

4. **MATTERS ARISING**

(a) Item 5(b) - Barrier at Parker Street

The work required to deal with the barrier could not be finalised until the LBN had settled the landscaping scheme for the Drew Road open space. It was noted that the landscaping scheme formed part of a larger leisure scheme for the site for which the LDDC had left funding with the Royal Docks Trust. It was understood that proposals would be submitted to LBN members in September.

Richard Gooding said that contact had now been made with Silverlink Metro and there would soon be a meeting to discuss improved signing of the route to/from Silvertown and London City Airport Station and, hopefully, improved facilities for passengers at the station. Bill Dunlop pointed out the need for improved arrangements for the baggage trolleys which in spite of the barrier appeared in Parker Street and gave rise to nuisance including damage to parked cars.

(b) Item 13(a) - Fuel Farm Security

Although the incident referred to at the last meeting had not resulted in a breach of security, there had nonetheless been a meeting with BP (who lease the site from the Airport) and this had led to improved security including better surveillance and patrols. The problem of fly tipping was difficult and no clear solution had yet emerged. The Airport had cleared such tipping on at least three occasions since the last meeting and would continue to do so.

(c) Item 13(b) - Airport Access Road

With the agreement of the LBN the Airport had reinstated the road markings at the Hartmann Road roundabout and the speed limit on the access road had been reduced to 20 mph. The road was under CCTV surveillance and the situation would be monitored. The taxi trade had been specifically informed of the new speed limit and the signs were that this had some impact in reducing taxi speeds. It was planned soon to resurface the access road to give it better grip.

Arthur Cattell said that during a recent weekend, while the airport was closed, the access road had been used as a vehicle race track. Richard Gooding said that the access road could not be completely shut off while the Airport was closed because it was still used by the 473 bus. There were, however, security staff and he would ensure they warned to look out for behaviour of this kind. [*Post meeting note: The Airport is required to keep this road open at weekends to allow access to the waterski club*]

Cllr Rackley asked whether the signs at the bus stops could be multi-lingual. Buses were being delayed while foreign passengers were directed to the correct bus stop; some of those using the buses to reach central London had found themselves at the Woolwich Ferry! Richard Gooding said that the signs in question belonged to LT. The problem was that there were too many languages to be accommodated on them. This explained why within the terminal the Airport had opted to use pictograms. He would raise the matter with LT and see what could be done.

5. **AIRPORT PASSENGER FIGURES**

The charts were noted. The Secretary said that London City Airport now ranked 16th among

the UK airports in terms of its passenger throughput.

6. AIRPORT DIRECTOR'S REPORT

(a) Route Network

The past year had been marked by a very welcome stability in the route network. The airlines and destinations served by the Airport a year ago were all still operating and the new routes to *Stockholm* and *Gothenburg* had settled down very well. Crossair planned to open a new service to *Basel* in the autumn and there was the prospect of new routes to *Copenhagen* and *Glasgow* and more flights on the present Scandinavian services. It was noted that the applicant for the Glasgow route was Brymon Airways which had operated from the Airport in earlier years.

(b) Departure Lounge

The work to enlarge and refurbish the Departure Lounge had been completed and had been opened by the Minister, Nick Raynsford, at a ceremony at the end of March.

(c) Car Park

The scheme to enlarge and re-order the car park, and provide a better surface, was about to be completed. The opportunity had been taken to instal more up-to-date barrier equipment.

(d) Land at the western end of the Airport

A scheme to tidy up the western end of the Airport was in progress. The Airport was sorry that the Committee had not been informed of the starting date for these works in advance.

(e) Passenger Screening and Security

These facilities were being re-organised and refurbished. All security equipment, and the surveillance cameras, were being renewed.

(f) Landscaping

The LBN had been successful (in open tender) in securing the Airport's landscaping maintenance contract and had been very active on the site.

(g) Boundary Wall at Dockland Street/Rymill Street

Gertie Duffy drew attention to the spiked wire on the boundary wall which had become dislodged and was hanging free. This was dangerous. Richard Gooding undertook to have the matter attended to. [Note: Gertie has since advised that the wire has now been removed.]

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

Gary Hodgetts explained that the increase in complaints was largely attributable to an ILS failure on one of the runways. Because of a low cloud base at the time aircraft had been obliged to make an ILS approach in the opposite direction and then, having broken cloud, to manoeuvre visually to the active runway. This had taken aircraft low over residential areas which were not normally overflown. He noted that the ILS equipment on both runways was due to be replaced next year.

There had been six noise complaints in June and seven in July (to date).

It had been necessary recently to increase the bird scaring activity. The Airport was considering how to manage the habitat for birds (for example by removing weeds) to make it less attractive.

8. PLANNING APPLICATION - RAISING THE LIMITS ON AIR TRANSPORT MOVEMENTS

The Report was noted. Planning permission had been given on 21st July and the associated s. 106 agreement had been completed the same day.

The Secretary said the new planning regime had a considerable impact on the constitution and membership of the Committee and it would have a number of new functions in relation to the s. 106 agreement. He was preparing a series of briefing notes for new members of the Committee which, among other things, would outline the various provisions of the s. 106 agreement in a user friendly style. A copy of the note dealing with the Committee itself was tabled. The other notes were currently being checked for accuracy by the Airport and officers of the LBN but thereafter copies would be circulated to all members of the Committee. These dealt with Airport Facts and Figures, Air Traffic Control, Air Services, Airport Operations, Passenger Facilities, Noise Management, Air Quality, Surface Access and Employment.

9. DOCKLANDS LIGHT RAILWAY - EXTENSION TO AIRPORT

Bill Dunlop said residents in Silvertown were very concerned about the impact of the DLR Extension on adjoining homes, which were now effectively blighted, and on the Drew Road school and open space. The Area Team had written to the Deputy Prime Minister with a submission pressing him to consider the eastern route previously discussed by the Committee. This included a petition signed by residents in Camel Road and Parker Street.

Richard Gooding said that although the Airport supported the Extension it was not an Airport project. It was being led by the DLR and its parent the DETR. As he understood the position, the routes shown in the recent publicity were purely indicative and there was nothing to respond to at this stage. When a preferred route emerged the DLR would be consulting about it and the Committee would be among those consulted. The project would require an order under the Transport and Works Act 1992. There would thus be an opportunity for those opposed to the scheme to submit formal objections and there might then be formal hearings.

10. RENEWAL OF COMMITTEE MEMBERSHIP 1997/98

The Secretary said that with the exception of the tenants and residents' associations (TRAs) he had already invited the organisations listed in the new s. 106 agreement to nominate representatives to serve on the Committee. In relation to the TRAs he needed the guidance of the Committee.

Bill Dunlop said there was concern that the new membership of the Consultative Committee would lead to a reduction in the representation of those most affected by the Airport in Silvertown. Richard Gooding said he was anxious that those community organisations presently represented on the Committee should not be displaced. Accordingly the Airport proposed that all three TRAs in Silvertown should continue to be represented if they so wished. This was agreed. This would mean an overall increase in the number of representatives of the community from seven, as at present, to ten since the Committee would now include representatives of TRAs in North Woolwich, West Silvertown and Cyprus.

Concerning the TRAs in North Woolwich, there was some doubt about the status of the *Pier Estate Action Group*. It was agreed that the Secretary should approach Connie Hunt and if she felt the Group qualified as a TRA for this purpose there should be liaison with the *Victoria Gardens TRA* to choose one representative between them.

It was similarly agreed that the Secretary should seek the advice of the *New Beckton TRA* (Frank Whettingstall) as to whether there were any other TRAs in the Cyprus area which might qualify. If so, there would need to be liaison among them to choose a representative. Otherwise the New Beckton TRA should be invited to make a nomination.

In relation to West Silvertown it was agreed that the *West Silvertown Village Foundation* should be invited to nominate a representative.

Concerning the Area Teams it was noted that the review was now in the hands of Simon Norbury of the LBN. Members had experienced difficulty in contacting him about the review and Cllr Rackley agreed to establish with him the time-scales for the review and when the Area teams would be consulted. The Secretary said that he e-mailed Simon to ensure he was aware of the earlier correspondence with the Committee on this subject.

11. ANY OTHER BUSINESS

(a) Noise Insulation

Richard Gooding said that priority was being given to the Drew Road and Storey Road schools so that the work could be completed during the school holidays. Meanwhile, the Airport was preparing a leaflet for the next phase of residential programme. It was hoped to make this more user friendly than those used in the past and the Airport would be seeking the comments of the local representatives before the leaflet was finalised. It was hoped to distribute these in September and there was financial provision to proceed with the scheme as soon as the works had been agreed with individual owners and tenants. Richard Gooding asked that the Airport should be notified of any anomalies in the programme which might emerge, e.g. properties not covered.

(b) Works at Western End of the Airport

Michael Young said he understood there was to be night-time as well as weekend working in connection with works now in progress at the western end of the Airport. Gary Hodgetts said this was not his understanding but he would check the position.

(c) Airport Access Road - Defective Street Light

Arthur Cattell complained about the length of time it had taken to repair a street light which had been out of commission for some long time. Communication with the Airport on the matter had been difficult. He noted that the light had now been fixed.

(d) Boundary Wall at Camel Road

Arthur Cattell drew attention to a missing section of wall behind the garages in Camel Road. Gary Hodgetts said the matter would be dealt with.

(e) Advertising Hoardings - Lighting

Arthur Cattell had asked if these lights could be switched off when the Airport is not operating. Richard Gooding said that it was in the Airport's interests to save electricity costs and a time switch was to be installed.

(f) Westland Street - Fence

Gertie Duffy drew attention to hole in the boundary fence at Westland Street which was

being used by children to gain unauthorised access to the Airport's land. Gary Hodgetts said the matter would be attended to.

(g) Dockland Street/Rymill Street

Gertie Duffy asked about the works going on within the Airport opposite these streets. Gary Hodgetts said the surplus top soil from the works at the western end of the Airport was being stored at this point for use at a later date. Gertie noted that material included concrete and rubble.

(h) Road Closure - Effect on 473 Bus

Gertie Duffy said that the present road closure at Pier Road Albert Road meant that Airport passengers arriving at Silvertown and London City Airport Station could not use the 473 bus to get to the Airport. Richard Gooding said he felt passengers were better advised to go to the airport Terminal on foot. The route was well signed except within the station and he hoped that this deficiency would be rectified following the forthcoming meeting with Silverlink Metro.

(i) Air Traffic Control

The Secretary tabled for the information of the Committee a paper produced by the Technical Adviser to the Heathrow Airport Consultative Committee highlighting the latest developments in relation to air traffic control. The paper was noted.

12. DATE OF THE NEXT MEETING

Wednesday 7th October 1998 at 7 pm in the Board Room at London City Airport