

London City Airport Consultative Committee



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Minute of the meeting of the London City Airport Consultative Committee held on Wednesday 5th September 1990 in the Board Room at London City Airport.

Present:

Stuart Innes	Honorary Secretary (in the Chair)
Lewis Moss	LDDC
David Simpson	LDDC
Noel Edwards	Beckton Residents Association (BAT)
Dave Cooper	Thameside Tenants & Residents Association
Colin Silver	ABTA
Graham Hall	Port of London Authority
Jeff Mendham	Port of London Authority
Robert Hardless	Brymon Airways
Bruce Unsted	London City Airport Limited
Robert Simpson	LBN Dept. Environment & Planning
Carlo Englebert	Flexair
H.W.J. Van Steenoven	Flexair

In Attendance:

David Bain	West Silvertown Area Team
Jeremy Evans	LBN Technical Services
John Johnson	LDDC (RODAT)

Apologies:

John Adshead	Chair
Councillor Dominic Gough	LBN
Councillor Julie Garfield	LBN
Tony Auld	Brymon Airways
David Senior	LCCI
Bill Charnock	London City Airport
Mike Dash	British Midland Airways
Andy Hill	British Midland Airways
Tim Walden	British Midland Airways
Arthur Moreton	Docklands Business Club

1. SPEAKER

Brian Axon-Boyes, Head of Industry Affairs, Thomas Cook Group Limited, addressed the Committee.

Brian outlined the history of the Thomas Cook Group and the changing role of the company in the 1990's with its greater emphasis on travel management and modern methods of travel retailing. The company now has a major share of the market in travel management for industry and commerce and business travellers. Following questions, the Committee thanked Brian for his interesting presentation.

2. MEMBERSHIP

The Honorary Secretary informed the Committee that with the exception of community representatives all organisations entitled to be represented on the Committee had been invited to make nominations. The list of the nominations received had been circulated with the Agenda.

The Honorary Secretary reminded the Committee that only deputies named in the circulated list were entitled to serve in this capacity and that they could vote at meetings of the Committee only in the absence of the nominated member.

The Honorary Secretary explained that Bill Dunlop had ceased to be a member of the Consultative Committee as he was no longer the representative of the Andrews Street Tenants and Residents Association. The Honorary Secretary was requested to write on behalf of the Committee to express their appreciation of Bill's very constructive contribution to the work of the Committee since its inception, and their regret that his membership of the Committee had now come to an end.

[Action SWI]

3. ELECTIONS

(a) Chair

The Honorary Secretary asked for nominations for Chair. John Adshead was proposed and seconded. There being no other nominations John Adshead was declared elected.

(b) Honorary Secretary

John Johnson asked for nominations for the post of Honorary Secretary. Stuart Innes was proposed and seconded. There being no other nominations Stuart Innes was declared elected.

4. COMMITTEE EXPENSES

The LDDC had indicated that without prejudice to the provisions of the S.52 Agreement it was prepared to continue to meet the Committee's operating costs for 1990/91 noting that it might have to take up a different stance on this in future years.

5. DATES OF MEETINGS

A schedule of proposed dates for future meetings of the Committee, as circulated with the Agenda, was agreed.

6. MINUTE OF THE MEETING HELD ON WEDNESDAY 11TH JULY 1990

The Honorary Secretary had circulated a letter from Bill Charnock concerning Community representation on the Consultative Committee. In support of this letter Bruce Unsted said he felt the minute, as currently drafted, did not correctly reflect the Committee's view in relation to the representation of the Thameside and Andrews Street Tenants and Residents Associations. He believed the Committee had taken the view that these Associations should have the right to be represented on the Consultative Committee. Other proposals for the representation of the local communities should be judged on their merits.

The Honorary Secretary reminded the Committee that according to the Airport S.52 Agreement the arrangements for the filling the seats allocated to representatives of the local communities were a matter to be determined by the LBN and the LDDC.

Dave Cooper expressed concern that a new system for the nomination of the Community representatives might leave those most directly affected by the Airport without direct representation. It was agreed that the Honorary Secretary should write to the London Borough of Newham and the LDDC expressing the concerns raised during the discussion, indicating that in the view of the Consultative Committee the Andrews Street and Thameside Tenants and Residents Associations should be directly represented on the Consultative Committee.

The minute was otherwise agreed as a correct record.

[Action SWI]

7. MATTERS ARISING

(a) Item 3(a) - Report of Annual Liaison Meeting of ACC's 28/29 June 1990

The report was noted.

(b) Item 3(c) - Reconstruction of Silvertown Station

It was noted that the works had now commenced. It was expected that the reconstruction would be completed in 13-16 weeks.

(c) Item 5 - Community Representation

John Johnson informed the Committee that it had not yet been possible for this issue to be considered by LDDC/LBN members as a member level meeting had not been held since the last meeting of the Consultative Committee. The issue had, however, been discussed at the Royal Docks Consultative Group in July and by a number of the Area Teams. From these discussions there was emerging a broad recognition that the representatives of the local communities could best be chosen via the Area Teams established within the Royal Docks Consultative structure. In the light of these discussions the LDDC had written to the LBN suggesting a formula for community representation on the ACC. It was hoped this would be discussed at the next meeting of the Royal Docks Consultative Group.

Following discussion it was agreed to ask the Honorary Secretary and John Johnson to prepare a report for the next meeting of the ACC outlining the Royal Docks Consultative structure and, in particular, the membership, role and boundaries of the Area Teams.

[Action SWI/JJ]

(d) Item 9 - Noise Monitoring

The Honorary Secretary reported that the Noise Consultant had, as requested, contacted Noel Edwards.

8. Airport Directors Report

Because of the French holidays, there has been a reduction in the number of passengers using the Airport. However, passenger growth in August was 5% up on last year.

The Winter Schedules had now commenced and there has been a marked increase in the number of passengers using the Airport.

With effect from 1st September, British Midland Airways - the parent company of London City Airways - had taken over the running of those services. British Midland had decided not to continue their Paris services, but to concentrate their efforts on the Brussels service increasing the frequency from four to seven rotations per day in conjunction with Sabena. The new schedule would commence on 17 September.

Brymon Airways had indicated that they would like to take up London City Airways' vacated slots on the Paris route and were investigating how this might be achieved.

Surface access to the Airport continues to give rise to concern. To help overcome the problem, the Airport, in conjunction with LRT, are looking at ways of improving the No. 276 bus service. The idea was to give it a higher profile. It would be called "the underground link". It will offer a connection to West Ham tube station. The service would commence 10th September.

The Airport had commenced a sales and marketing programme to encourage passengers who live in the North-East area of London of the benefits of using the M11/A406 fast road link to the Airport.

9. Airport Planning Application

(a) Progress of Enquiry

David Simpson outlined the progress made at the Inquiry. The IDDC had completed its evidence; those giving evidence in support of the planning application should have completed their submissions by 5th September. It was expected the Inquiry would be concluded by the end of September. The linked inquiry would then open to hear evidence relating to the East London River Crossing. It was difficult to predict when the Inspector's report would be available but it seemed unlikely it would be ready much before the Autumn of 1991.

(b) Airport Document - "The Facts of the Matter"

The Committee noted the Airport Director's letter which sought to clarify the IEN's position in relation to the Airport planning application.

(c) Planning Inquiry - Consultative Committee's Submission

The Committee noted the Honorary Secretary's correspondence with the Inspector's Assistant and with the London Borough of Greenwich which had asked to be disassociated from the Consultative Committee's submission.

10. Airport Surface Access

A copy of the Chair's letter to the Minister of Public Transport (Roger Freeman M.P.) and his reply had been circulated with the Agenda. The Honorary Secretary reported that the LOCI had also written to Roger Freeman M.P. on this issue.

Lewis Moss said that the continuing problems relating to traffic congestion would be raised at the Minister's Docklands Transport Steering Group. Sir John Garlick had been briefed on the problems. Lewis Moss suggested that the Police should be approached to assist in the short term with the traffic management measures. It was agreed that the Honorary Secretary would write to the local Deputy Assistant Commissioner.

[Action SWI]

11. Availability of Taxi Cabs

Jeremy Evans of the LBN introduced a report outlining the regulations and controls applicable to taxis plying for hire at the Airport. The preparation of this report followed a reference from Councillor Lane. Jeremy Evans said that the LBN had raised the problem with the Public Carriage Office who are keen to take action against those drivers infringing the requirements of their licence. Bruce Unsted told the Committee that the Airport was also in regular contact with the Public Carriage Office and would welcome being made aware of any such problems experienced by those using the Airport.

12. CAP 570 - Traffic Distribution Policy and Airport and Airspace Capacity Over the Next 15 Years

The Honorary Secretary summarised the possible implications of this report for London City Airport. The main threat was the suggestion that restrictions on small aircraft (less than 80 seats) would be a good option if, in advance of the completion of the introduction of the Central Control Function, the available airspace became saturated and a reduction in air traffic movements became necessary. This could have a deleterious effect on LCY.

The Committee agreed to request the Honorary Secretary to write to the Secretary of State for Transport expressing the Committee's concern over this proposal. It was also agreed to ask LCY and airlines operating there to write in appropriate terms to the Secretary of State.

[Action SWI]

13. Any Other Business

(a) Visit to Thames Radar

The Honorary Secretary confirmed he had arranged for interested members to visit Thames Radar at 8.00 p.m. on the 1st October 1990. Those wishing to participate in the visit were asked to contact the Honorary Secretary.*

(b) Lecture

The Honorary Secretary informed the Committee that this year the Air League's Andrew Humphrey Memorial Lecture would be held on 31st October. Air Marshal Sir Thomas Stonor would be speaking about "Air Traffic Control - A European Perspective. Those interested in attending were requested to contact the Honorary Secretary.

14. Date of Next Meeting

Wednesday 7th November at 7.00 p.m. in the Board Room at London City Airport.

The meeting closed at 9.00 p.m.

* Note: This visit to Thames Radar has been postponed and will now take place at 2.00 p.m. on Monday 8th October 1990. Those participating should advise the Honorary Secretary by 4th October if they have not already done so. The group will assemble outside the Control Tower entrance at Heathrow between 1.45 p.m. and 2.00 p.m.