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### MINUTES OF THE MEETING HELD ON TUESDAY 11<sup>th</sup> OCTOBER 2005 AT 7 PM IN THE BOARD ROOM AT CITY AVIATION HOUSE, LONDON CITY AIRPORT



#### PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chairman
Stuart Innes	Secretary
Gary Hodgetts	London City Airport
Cllr Ayesha Chowdhury	London Borough of Newham
Robin Whitehouse	London Borough of Newham
Brian Russ	London Borough of Newham
Dan Bridgett	London Chamber of Commerce
Howard Sheppard	Docklands Business Club
Jagadish Jha	Beckton Community Forum
Dennis James	Custom House and Canning Town Community Forum
Gertie Duffy	North Woolwich and Silvertown Community Forum
Glynis Webb	North Woolwich TRAs
Revd. Trish Capriello	Airport Chaplin
Insp Gordon Turl	Metropolitan Police - Newham
PC Paul Freeman	Metropolitan Police - SO18
Elizabeth Hall	LTUC

#### APOLOGIES:

Charles Buchanan	London City Airport
Cllr Daniel Francis	London Borough of Bexley
Hamish Stewart	RODMA
Helen Allen	Airline Operators Committee
David Kent	ABTA
Sid Keys	Silvertown TRAs
Insp. John McKay	Metropolitan Police - SO18

#### IN ATTENDANCE:

Janet Goulton	London City Airport
Angeline Barnes	London City Airport
Rob Grafton	London City Airport
Jonathan Smith	London City Airport
Elizabeth Hegarty	London City Airport
Ian Thomas	AMEC
Harvey Pownall	CARE
Mr G. Perry	Local Resident

#### 1. PRESENTATION – DLR – STRATFORD INTERNATIONAL EXTENSION

Richard de Cani of the Docklands Light Railway briefed the Committee on this proposed project for which the DLR had submitted an application to the Department of Transport for an order under the Transport and Works Act 1992. A copy of the slides used in the presentation would be made available on the Committee's website<sup>1</sup>

The proposed order would authorize the provision of a new link between Stratford International station (on the Channel Tunnel Rail Link) and the existing DLR station at Royal Victoria near Canning Town. The new link would use the existing North London Line between Stratford (Low Level) and Royal Victoria and a new length of line would be built around the Stratford rail lands development to the International Station. A connection would be provided to the existing DLR

<sup>1</sup> <http://www.lcacc.org/committee/presentations.htm>

Beckton line and to the London City Airport Extension which was now being further extended to Woolwich Arsenal.

It was noted that the DLR was about to launch the formal process required to secure the closure of the North London Line between Stratford (Low Level) and North Woolwich and there would thus be a separate opportunity for anyone opposed to the closure to make formal representations. The Committee noted, however, that from December 2005 the DLR London City Airport Extension would provide an alternative service linking at Canning Town with the Jubilee Line service to Stratford.

In dealing with questions Richard de Cani said:

- Initially there would be no direct services between London City Airport. The provision of such a service would depend in part on this new Stratford extension and also on the upgrading of the central section of the DLR to three-car operation. It was hoped ultimately to run 15 trains per hour from Woolwich Arsenal via London City Airport with 5 to Stratford International, 5 to Bank and 5 to Canary Wharf.
- It was possible that the remnant of the North London Line from Royal Victoria to North Woolwich would be taken over and used for the proposed new Crossrail branch to Abbey Wood.
- In view of the Olympics in 2012 it was important to avoid slippage in the programme for the Stratford International project and the DLR would need to work hard to keep to the project timetable. Among other things this would mean that the DLR would need a quick response from the Department of Transport to its application for the order under the Transport and Works Act
- The DLR were mapping out a timetable for the proposed new line to Dagenham Dock but as yet no funding for the project had been allocated.

The Secretary was asked to write to the Secretary of State expressing the Committee's support for the proposed order.

2. The **MINUTES** of the meeting held on 5<sup>th</sup> July 2005<sup>2</sup> were approved as a correct record

### 3. **MATTERS ARISING**

#### (a) **Item 1 – Jet Centre – Visit by Committee**

A number of members indicated a wish to visit to the Jet Centre and the Secretary would make the necessary arrangements for this as soon as possible.

#### (b) **Item 3(e) – Jet Centre – Blast from Engines**

Rob Grafton said the Airport had commissioned a risk assessment of this problem but as an interim measure it was intended to provide jet fencing which would break up the blast from jet engines passing through it. It might be that this would be sufficient to solve the problem but if not the report of the risk assessment would no doubt suggest other steps which could be taken.

#### (c) **Item 6(b) – Community Review**

It was noted that this Review had been published and copies had been distributed widely across the area in Phase 1 of a mailing programme. Phase 2 would be carried out shortly. An electronic copy of the Review could be seen on the Committee's website<sup>3</sup>

#### (d) **Item 12 – Annual Liaison Meeting of Airport Consultative Committees**

The official note of this meeting was now available on the Liaison Group's website<sup>4</sup>

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<sup>2</sup> <http://www.lcacc.org/committee/minutes.html>

<sup>3</sup> <http://www.lcacc.org/community/index.html#Review>

<sup>4</sup> <http://www.ukaccs.info/meeting05.htm>

#### 4. COMMITTEE MEMBERSHIP

##### (a) London City Airport

Following a re-organisation of the senior management at the Airport Charles Buchanan, Director of Business Development, had been appointed to membership of the Consultative Committee in place of Alan Medlock. Gary Hodgetts, now Director of Operations Policy and Planning, remained as a member of the Committee.

The Secretary had written to Alan Medlock expressing appreciation of his work with the Committee over many years. It was understood he was currently away from the office following an accident which had broken bones in one of his feet. The Committee asked the Secretary to write expressing their good wishes for a speedy recovery.

##### (b) London Borough of Newham

The Chairman also welcomed to the meeting Councillor Ayesha Chowdhury who had been nominated as a member of the Committee in succession to Councillor Chris Seddon. Cllr Chowdhury could be contacted at 82 Downings, Beckton, London, E16 3AA, telephone: 020 7511 9662, e-mail: ayesha.chowdhury@newham.gov.uk.

##### (c) Custom House and Canning Town Community Forum

The Chairman welcomed to the meeting Dennis James who had been nominated as a member of the Committee in succession to the late Henry Philp. Dennis could be contacted at 1 Clements Avenue, Custom House, London, E16 3AA, telephone: 020 7474551, e-mail: dennis.james5@btinternet.com.

##### (d) West Silvertown Tenants and Residents Associations

Pam Bertrand had moved to Farnborough in Hampshire to be near her family and had therefore resigned from membership of the Committee. The West Silvertown Village Community Foundation has been asked to find a replacement. The Secretary had written to Pam Bertrand expressing appreciation of her work with the Committee.

##### (3) Renewal of Committee – April 2006

The Secretary reminded the Committee that it was now in its last year and that the whole membership was due for renewal following the meeting in April 2006

#### 5. AIRPORT DIRECTOR'S REPORT

Charles Buchanan had another important commitment and was unable to be present at the meeting on this occasion. The Report - copy attached to these minutes - was thus presented by Gary Hodgetts and noted by the Committee.

#### 6. COMMUNITY REPORT

Angeline Barnes tabled her Report and this was noted by members. A copy of the report would be circulated with these minutes.

The Committee congratulated Angeline Barnes on her promotion as the Airport's Community Relations Manager responsible for developing further the Airport's community relations strategy and leading its programme of activity and communication with local residents, businesses, politicians, schools and other community groups. It was good that a new Community Relations Executive was to be recruited to succeed Angeline in her previous role. This would be a significant increase in the resources available at the Airport to maintain and foster good relationships in the community and to take forward its work in education and other areas.

#### 7. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Environmental Report was tabled and noted - a copy is attached to these minutes.

#### 8. NOISE INSULATION PROGRAMME – PART IV

Jonathan Smith (London City Airport) reported on the progress being made in implementing Part IV of the Programme. A copy of his report is attached to these minutes.

## 9. DLR EXTENSIONS – PROGRESS REPORT

Ian Thomas (AMEC) had submitted a written update which was circulated to members present. A copy of the note is attached to these minutes.

Bill Dunlop said the new Airport station looked very good but noted that residents in Parker Street:

- (a) were concerned about the continued use of the open space adjoining the new Drew Road School for depositing spoil and other materials. This continued to give rise to problems of dirt and dust. Ian Thomas said it was the intention soon to make this land neat and tidy and hand it back to the London Borough of Newham. He was not sure about the exact timing of this but would make inquiries and inform the Secretary.
- (b) anxious to preserve the present open layout of the area. There were concerns that the restoration of fences might create obscure places with dangers for people walking in the area. Ian Thomas said he would find out whether the re-instatement of the area involved the installation of any fencing<sup>5</sup> and Brian Russ said he would take up the matter with Council colleagues.

Gertie Duffy asked whether it was proposed to reopen the Pier Road/Claremont Close junction to both pedestrians and motor vehicles. There were rumours locally that the junction might be re-opened to pedestrians only. Harvey Pownall said that AMEC would re-open the junction to all traffic but it was understood the London Borough of Newham was considering plans for pedestrian only access. Brian Russ said he would make inquiries about this and inform the Secretary of the outcome<sup>6</sup>.

## 10. WEEKEND TUBES: LATER START, LATER FINISH - CONSULTATION RESULTS

The Committee noted the letter received from Transport for London enclosing details of the results of its consultation exercise on these proposals. A decision on the proposed changes in the operating hours of the Tube was expected shortly.

## 11. ANY OTHER BUSINESS

### (a) Airport Car Parking

Janet Goulton said that with the opening of the Airport Extension of the DLR it was the Airport's policy to encourage the use of the railway in preference to road vehicles. It was thus the Airport's intention in January to increase the charges made for the use of the Airport's car parks. It was recognised that this, coupled with the availability of a new rail service to Central London, might encourage airport users and commuters to park in local streets. The Airport would welcome feedback on this. Meanwhile, the Airport had now employed two part-time traffic wardens to help in the regulation of traffic and parking within the Airport. They would have no powers over parking in local streets outside the Airport's boundary but would keep an eye on conditions there and try where possible to discourage waiting/parking by Airport users.

Bill Dunlop said that there was a continuing problem of chauffeurs and others waiting in local streets for the arrival of flights. This had given rise to inconvenience for local residents and even to strife with the drivers concerned. There had been particular difficulties at the newly constructed junction of Camel Road with the new Hartmann Road. It was not clear whether this junction lay within the Airport and could thus be controlled by the Airport's new wardens. Harvey Pownall said he believed that the new Hartmann Road ceased to be a private airport road just to the east of this junction which was, therefore, a public highway within the jurisdiction of the London Borough of Newham as the highway authority. This would need to be checked. [*Post meeting note: It has been confirmed that the junction is not within the Airport*]

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<sup>5</sup> See post meeting note on Page 6

<sup>6</sup> --- ditto ---

**(b) Airport Master Plan**

Bearing in mind the Airport's view that it would be possible over the next 30 years to develop the airport to handle 8 mppa London City had been included among those airports asked to submit an Airport Master Plan by the end of 2005. As previously reported the Airport had commissioned a number of studies and it had been hoped to produce a draft of the plan for discussion with the consultative committee and other interested bodies in November. However, there had been problems in progressing the surface access study and it now seemed likely that the draft plan would not be ready until December. This was not thought to be a good time to enter into consultation and after discussion with the *Government Office for London* it had been decided to defer the consultation process until the New Year. In relation to the consultative committee it was proposed to present the draft plan at the Committee's next meeting on Tuesday 10<sup>th</sup> January 2006.

**(c) Archiving Project**

The Airport's 18<sup>th</sup> birthday was approaching and it had been decided this would be a good time to launch a project to capture, organise and preserve documents, pictures and other artefacts which were of significance in the Airport's history and also to record the recollections of people who had played a significant part in gaining approval to the Airport and in its subsequent development and operation. Stuart Innes had been appointed to run the project on behalf of the Airport. The project would be announced shortly in a press release and this would ask local people and other to contact Stuart Innes if they had documents, pictures or other records bearing on the history of the airport. Some members of the Committee would also be asked for interviews.

**(d) Website**

The Secretary reported that since it was launched in 2000 the Committee's website had attracted more than 29,000 visits. Currently the average monthly number of visits was about 700 and this was rising.

Over the years the site had grown in scope and content and much of what it offered now had little to do with the consultative committee. It was proposed therefore, as part of the Archiving project, to move much of the material to a new facts and figures site leaving the Committee's site to focus more on its particular work. There would of course be cross-linking so that the material moved to the new site would still be readily and directly available from the Committee's site. Discussions about the new arrangements were still in progress but the Secretary would keep the Committee informed.

**(e) Local Development Framework**

There was to be a further meeting of external stakeholders at East Ham Town Hall at 11am on Thursday 20<sup>th</sup> October 2005. The meeting would be attended by the Secretary.

**(f) Civil Aviation Bill**

This Bill was now before Parliament. If passed its provisions would among other things:

- clarify and strengthen the measures available to airports for dealing with aircraft noise. This would include a greater ability to introduce and enforce noise amelioration measures *beyond* airport boundaries and an ability to take economic measures to reflect aircraft straying from routes designed to minimise noise.
- make explicit the powers of airports to set charges which reflect local emissions from aircraft. The Secretary of State would also have powers to direct them to levy such charges.

The text of the Bill, and proposed amendments, could be seen on Parliament's website<sup>7</sup>. Although the powers proposed in the Bill would be useful at many airports at this stage it seemed unlikely that they would need to be used at London City.

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<sup>7</sup> <http://www.publications.parliament.uk/pa/pabills.htm#>

**(g) People with Reduced Mobility – Proposed EU Regulation**

At its last meeting the Committee heard that the UK Department of Transport was consulting about a Regulation proposed by the European Commission (EC) on the provision of assistance for people with reduced mobility when traveling by air. The Committee agreed to respond to the Department in support of the EU proposals and opposing any idea that individual airlines should be allowed to opt out of the universal arrangements proposed.

On 6<sup>th</sup> October the Transport, Telecommunications and Energy group of the European Council agreed on a general approach to new Community rules prohibiting discrimination against people with reduced mobility and ensuring they receive appropriate assistance. An extract from a press release issued following the meeting would be attached to the minutes of this meeting.

It would be some time before the final text of the proposed Regulation emerged.

**(h) Proposed EU Regulation – Information for passengers on identity of air carrier**

The Secretary reported that on 14<sup>th</sup> July the UK Department of Transport had launched a consultation exercise about a Regulation proposed by the European Commission (EC) on information for air passengers on the identity of the operating carrier and on communication of safety information by Member States. A note about the proposed regulation would be appended to the minutes of the meeting. Details of the DfT consultation exercise could be found on their website.<sup>8</sup>

**12. DATE OF NEXT MEETING**

Tuesday 10<sup>th</sup> January 2006 at 1900 hours at City Aviation House, London City Airport.

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**Post Meeting Notes: – Minute 9**

(a) Ian Thomas has spoken to the engineer in charge of those works opposite LCY Station and the stock pile will be removed to the area around the Lower Lea Crossing by the end of the year. The fencing to which Bill Dunlop referred related to a request by others to erect a fence alongside the footpath at Hartman Road. There are no plans to erect a fence along the footway leading from Parker Street towards Leonard Street.

(b) Brian Russ (LBN) writes: In response to the question from Gertie Duffy, my understanding of the situation is that Pier Road is a shared surface with a turnaround at the end for drop off/pick up at the station. Road access will remain into Claremont Close but bollards at the other end to Pier Road mean that Claremont Close is not a through route as befits its name. Consequently Pier Road would need to remain as vehicular access (albeit as a shared surface) to provide vehicular access to Claremont Close. My recollection of the shared surface as represented on the map made me think it might be pedestrianised, but I now realise this could only be so if the close was opened at the other end from Pier Road.

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<sup>8</sup> [http://www.dft.gov.uk/stellent/groups/dft\\_control/documents/contentservertemplate/dft\\_index.hcst?n=14068&l=2](http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=14068&l=2)

**Statistics**

**January to September**

<b>Aircraft Movements</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>Variation 2004 vs 2005</b>
Scheduled services	38,951	44,446	45,806	3%
Corporate Aircraft	2,554	5,026	7,239	44%
Positioning & training	624	369	413	11%
<b>Total</b>	<b>42,129</b>	<b>49,841</b>	<b>53,458</b>	<b>7%</b>

<b>Passengers</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>Variation 2004 vs 2005</b>
Scheduled Services	1,104,774	1,238,774	1,484,441	19%
Corporate Aircraft	5,342	10,614	14,239	34%
Positioning & training	-	-		
<b>Total</b>	<b>1,110,116</b>	<b>1,249,308</b>	<b>1,498,680</b>	<b>19%</b>

**Routes**

At the end of September, EuroManx ceased their Galway service. This was no particular surprise as the route was simply not achieving adequate passenger numbers. It ends an unprecedented period of nearly five months without any route changes. September passenger numbers showed good growth over last year, albeit at a lower percentage rate than we have become accustomed to over much of the past year. We have always expected the final few months of 2005 to show lower percentage increases, simply because it reflects a comparison with additional business achieved in the Autumn of 2004 (Basle restarted at the end of August 2004, and the Swiss Geneva service restarted in October 2004, in addition to which we had increased frequencies on some routes).

The good news:

Passengers in September, at 178,384 were 15% higher than in September 2004.

The less good news:

Apart from Galway, some routes continue to experience poor load factors and may not continue if this doesn't improve.

- VLM have reduced the daily frequency on Jersey, although they have increased their Antwerp frequency which is partial compensation.
- SunAir have decided not to compete with SAS on the Copenhagen route.

Other:

- SAS will start Copenhagen with the Winter Schedules
- Air France will add a Paris frequency with the Winter Schedules

Finally, winter 2005 schedule is pretty clear now and our focus has turned to Summer 06. We are looking at expanding Scandinavia and focusing on the other business destinations our travellers want. Our web site home page always provides a good indicator of what we are looking at. Our current questionnaires cover Milan, Stockholm, Glasgow and Vienna.

**DLR Airport Extension update**

- Station and link to terminal well advanced. Final landscaping around the site underway including planting.
- Amec have advised they expect to carry out the System Performance trials at end of October. This will determine if the 17/18 November date for handing the system to DLRL for operation is feasible. Given it is trains could be operating 2 to 3 days after that.

### Woolwich Extension

- Reception chamber for the Tunnel Boring Machine (TBM) almost ready
  - TBM will arrive in January 2006 and be assembled on site
  - First bore expected to start in February 2006
- A new 60m long steel framed building is being erected at the west end of the site – frame is up and cladding should have started. This is the pre-cast shed for the concrete tunnel lining units.
- Walls to the cut and cover part of the tunnel have been concreted
- Work is underway on the extension to the trough.

### Customer Services

- New Information Rotunda, displaying all local transport and shuttle buses/DLR. Plasma screen to be fitted this week with Traffic Master on
- New information desk currently under construction, facilities to include:-
  - \* 2 main positions with flat screens on counter top with internet access
  - \* Disabled access point also with flat screen and internet access
  - \* 2 PDQ machines
  - \* Cash Till
  - \* 2 Plasma screen on rear wall, displaying on one frequently asked information...marketing taking the other
  - \* P.A system
  - \* 2 Mini Switchboards
  - \* Hearing Loop

### Check –in

- Check in desks have been through a re-furbishment programme
- Painting/Decorating programme of the terminal and airside has taken place
- Trial underway of different seats in the departure lounge, with a view to purchasing new seating
- KGS to carry our internet check in trail
- Additional part time shift in Security introduced mid morning - Afternoon

*Gary Hodgetts  
Director of Operations Planning and Policy  
LONDON CITY AIRPORT  
October 2005*

### **MINUTE 6**

### **Environmental Matters – July – September 2004**

- A total of 10 complaints relating to environmental matters were received during the period detailed above. As breakdown is given as follows:
  - Of the 10 complaints received:
    - 5 referred to aircraft noise/flight path
      - of which 2 were confirmed not related to LCY air traffic
    - 2 referred to alleged increase in ground running of aircraft engines
    - 2 referred to a perceived increase in air traffic levels
    - 1 referred to nuisance from early morning collection of LCY waste
1. DATE RECEIVED: Tues 12.7.05  
TIME OCCURRED: Various      DATE OCCURRED: Various  
AREA: Rotherhithe SE16  
COMPLAINT: Perceived increase in air traffic levels  
RESPONSE: Email

2. DATE RECEIVED: Fri 15.7.05  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Woolwich SE18  
 COMPLAINT: Aircraft noise and flight path  
 RESPONSE: Letter
3. DATE RECEIVED: Mon 18.7.05  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Silvertown E16  
 COMPLAINT: Alleged nuisance from waste collection during early hours  
 RESPONSE: Telephone call
4. DATE RECEIVED: Mon 25.7.05  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Redbridge IG4  
 COMPLAINT: Perceived increase in general air traffic levels  
 RESPONSE: Telephone call
5. DATE RECEIVED: Wed 24.8.05  
 TIME OCCURRED: PM      DATE OCCURRED: 24.8.05  
 AREA: Canning Town, E16  
 COMPLAINT: Aircraft ground noise  
 RESPONSE: Telephone call
6. DATE RECEIVED: Thurs 25.8.05  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Upton E13  
 COMPLAINT: Excessive aircraft noise into early hours  
 RESPONSE: Telephone call – Not LCY traffic
7. DATE RECEIVED: Mon 19.9.05  
 TIME OCCURRED: 14.50      DATE OCCURRED: 19.9.05  
 AREA: Canning Town, E16  
 COMPLAINT: Aircraft ground noise  
 RESPONSE: Telephone call
8. DATE RECEIVED: Wed 21.9.05  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Bow  
 COMPLAINT: Alleged early hours aircraft movements  
 RESPONSE: Telephone call – Not LCY traffic
9. DATE RECEIVED: Tues 27.9.05  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Dagenham  
 COMPLAINT: Aircraft noise & flightpath  
 RESPONSE: Letter
10. DATE RECEIVED: Thurs 29.9.05  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Hornchurch  
 COMPLAINT: Aircraft noise & flightpath  
 RESPONSE: Telephone call & letter - ongoing

*Rob Grafton  
 Environment Planning Manager  
 LONDON CITY AIRPORT  
 October 2005*

**Sponsorship*****Tickets***

- Sponsored Walk for Breast Cancer
- Tower Hamlets and ELBA – Mitie Business Services Trainee of the Year

***Others***

- Mock Interviews for Redbridge College.
- Attendance at a Boss Day at Royal Docks Community School.
- Barnaby Bear module at Drew School, complete with a visit to the Airport
- Team Challenge at Richard House – Gardening and Painting.
- Royal Docks Parents Club hosted their boat at the Airport and collected donations from passengers.
- £100 donation to Royal Docks Rowing Club.
- £770 Children's Safety Foundation – purchased 3 class sets of books that teach students from Royal Docks Community School about Respect. Topics include anti-social behaviour and crime prevention.
- £300 – Play with Us After School Project – Beckton.
- £50 – Macmillan Kilimanjaro Hiking Challenge.
- £350 – CYNA – Cancer you are Not Alone. (Civic Ambassadors Charity)
- Meeting room donated to the Volunteers Network Centre Away Day.

**Tours**

- St Xaviers School
- Drew School
- Little Manor Play Project
- Greenwich School of Management
- Sir William Borough School (2 groups)

**Additional Activity**

- Attendance at the North Woolwich and Silvertown Community Forum.
- Attendance at Access to Jobs, Newham Chamber of Commerce and Newham Education Business Partnership meetings.
- Nine Volunteers spent the day at Richard House Hospice, gardening and painting.
- Launched 'Runway to Success' programme – in conjunction with Reed in Partnership, a work related training programme designed to get long term unemployed into employment at LCY.
- Launch of the Eastside Young Leaders Future Leadership of the Year Award.
- Hosted Airport Chaplin and Colleagues at the Airport for afternoon tea.
- Bursary Students for 2005/2006 intake attended a half day session at LCY – involved a tour and presentation and lunch. Family members also attended. LCY supporting them to study Medicine, Business Studies and Accounting.
- Bike Sprint was hosted at LCY, raising money for Parents for the Early Intervention of Autism in Children.
- Stage One of the Community Review mail out has been completed, remaining will be distributed this month.
- Christmas Card Project – students from Drew School and St Lukes School were asked to design LCY 2005 Christmas Card. Gold winner will receive a £50 Borders voucher, Silver will receive £40 voucher and bronze £30 voucher. Both schools will receive 250 packets of 10 Christmas cards that they can either sell to raise funds for the school or give to family and friends of the school.

## Work Experience

Our work experience programme continues to be a success.

- Every week, a local student visits LCY for 1 week – with priority given to Newham students.
- Two students (Tower Hamlets and Lewisham) spent 2 weeks each at LCY. Organised through Springboard, one in Customer Services and the other in the Jet Centre.

## Future

- **Community Newsletter will be distributed in October, February and June. First issue will be delivered late October by the Ascension Eagles. Financial support provided will help them to attend the World Championships.**
- Recruiting for a Community Relations Executive, a press release will be issued to inform the community.
- Hosting European Language Students from New Vic College – seeing ‘European Language in Action’.
- Implementation of the pilot ‘Runway to Success’ programme.
- Participation in Community Christmas parties, organised through ELBA.
- Volunteer Reading programmes starting.

## London City Out and About



## MINUTE 8

### Sound Insulation Scheme – October 2005 Update

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#### General

The Scheme is now half way through the contract and the percentage of properties ‘signed off’ under the Scheme is just under 50%. There are individual properties that the contractor cannot get into and we expect this due to lack of occupancy or changing ownership, but these will probably remain until after the main work on the Scheme has finished. At a point in the future when the owner is ready, these properties can be revisited to complete work, however there are some where the owner refuses access for whatever reason and after a number of recorded approaches these are deemed to have been addressed by the Scheme. It would not necessarily rule out a future different owner from having work done or a grant issued as appropriate. Granville do tend to ‘hop about’ the area as access to properties in a street can be quite variable and it is strange that people who could be benefiting from a grant for previous work done are not facilitating this.

#### Current activity

Granville Noise Insulators have been concentrating on surveys and ventilator installation in streets around Britannia Village / western Silvertown. This is part of a push to carry out surveys, as well as work if possible, to the remaining properties from Part 4 of the Scheme within the 2003/4 noise contour, a large body of which lie in the Britannia Village area. We are endeavouring to get all of the properties within phases I - III of Part 4 surveyed over the next few months and together with work in Britannia Village will enable us to show significant progress through the Scheme by Spring next

year, particularly as many fall under a group of housing agencies. Attention would then be focussed on the properties on the periphery of the Scheme area outside the 2003/4 noise contour.

*Jonathan Smith*  
*Project Manager*

**MINUTE 9**

## **DLR City Airport and Woolwich Arsenal Extensions – Progress Report – October 2005**

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### London City Airport Extension

Work continues to progress with the emphasis at ground level being on reinstatement works, particularly the landscaping of Newland Street, Hartmann Road and Brixham Street. Planting of flowering and ornamental shrubs has taken place with the tree-planting program scheduled for November. To the west of the project in areas of North Woolwich Road reinstatement continues with the construction of new footways, cycle paths and the installation of road side furniture. In some locations these are complete and already taken into use by the travelling public.

The four stations, with the removal of scaffolding and the installation of panelling give the outward appearance of nearing completion, however work continues within the structures, constructing the ticket hall at London City Airport and the testing and commissioning of equipment including lifts and escalators. At ground level works continue on passenger access from adjacent footways and roads.

The testing of trains has been successfully taking place since early August and is scheduled to continue through out the coming weeks with some involving night operations. Despite a significant increase in security during these periods initial difficulties were encountered by children and young adults attempting to gain access to the track and the launching of stones and missiles at the test trains. No injuries or permanent damage was caused.

In parallel with these tests live noise monitoring of the trains will be carried out in 16 locations over the next two weekends to ensure compliance with the noise modelling undertaken prior to construction and the Dockland Light Railway Noise and Vibration Policy.

Although the scheduled opening date for a revenue service remains 14<sup>th</sup> December 2005 attempts are being made to bring this forward to mid November.

### Woolwich Arsenal Extension

Modular offices, which are already occupied by staff, have been erected at the eastern end of the Airport, adjacent to Woolwich Manor Way.

The pre cast factory for producing the tunnel lining segments is under construction adjacent to King George V Station on the site previously occupied by the Jet Ski Club.

Construction activities relating to the TBM launch chamber are progressing. Application has been made to The Environment Agency and a licence granted to extract water from King George Dock through to December 2007. This water will be reintroduced into the ground through specially constructed discharge wells as a mitigation measure to prevent the possibility of land, building or structural settlement. Part of this process involves condition surveys and the installation of monitoring points at selected properties in North Woolwich. The owners and, or tenants of all affected properties have been notified and kept apprised of progress.

During early 2006 the tunnel-boring machine, which is being manufactured in Canada, will be delivered to site in component parts for assembly with a 1000-ton lifting capacity crane. On completion tunnelling is scheduled to commence.

**People with Reduced Mobility – Proposed EU Regulation – Extract from EU Press Release**

In public debate, the Council unanimously agreed a general approach on the proposal for a Regulation concerning the rights of disabled persons and persons with reduced mobility when travelling by air, pending the European Parliament's opinion in first reading.

The proposal, which was adopted by the Commission in February 2005, forms part of the overall policy aimed at strengthening passenger rights in the European Union. It prohibits air carriers, their agents and tour operators from refusing disabled persons and persons with reduced mobility to make a reservation for a flight, or to embark an aircraft, on grounds of their disability or reduced mobility. In addition, it grants disabled persons and persons with reduced mobility the right to specified assistance at airports and on board aircraft without additional charge.

The key features of the draft Regulation as amended by the Council are:

- Disabled persons and persons with reduced mobility shall not be refused air transport on grounds of their disability or reduced mobility, except for justified safety reasons or because it is physically impossible to embark such persons, for instance due to the size of the aircraft doors. In case of refusal to embark, the persons concerned will be offered the opportunity to rebook on another flight at no additional cost, or, if this is not possible, will be offered reimbursement of the costs of the ticket.
- Disabled persons and persons with reduced mobility will be given assistance at airports and onboard aircraft if they inform the airline of their specific needs a reasonable time in advance. If insufficient notice is given, the airport will still be required to make its best efforts to provide the assistance.
- The most difficult issue to reach agreement on was the question of who should be responsible for providing the assistance to disabled persons and persons with reduced mobility at airports. The Council finally agreed that the managing bodies of airports should have the overall responsibility for providing such assistance; the managing bodies may provide the assistance themselves or, in keeping with this responsibility, may contract with one or more parties, such as air carriers, for supplying the assistance. The managing bodies may recover the costs for the assistance from the airlines. Assistance on board will remain the airlines' responsibility.
- At airports whose annual traffic is 150,000 commercial passenger movements or more, the managing body of an airport will set quality standards for the assistance specified in the Regulation and determine resource requirements for meeting them, in cooperation with airlines and organisations representing disabled persons and persons with reduced mobility. Such standards will take into account internationally recognised policies and codes of conduct concerning the facilitation of transport of disabled persons and persons with reduced mobility.
- A disabled person or person with reduced mobility who considers that this Regulation has been infringed upon should bring the matter to the attention of the managing body of the airport or to the attention of the air carrier concerned, as the case may be. If the disabled person or person with reduced mobility can not obtain satisfaction in such way, he/she may make a complaint to the body or bodies designated by the relevant Member State to that effect.

**Proposed EU Regulation – Information for passengers on identity of air carrier**

The proposed Regulation flows from a fatal air crash at Sharm-El-Sheikh on 3 January 2004 involving a passenger jet carrying 148 people to Paris. It emerged after the accident that the operating carrier was, at the time of the accident, banned from flying to Switzerland because of concerns about safety, but authorised in certain Member States. In the wake of this accident the Commission resolved to make proposals for reinforcing the current system of safety inspections and also to respond to public concerns that passengers should be informed of the precise identity of the company which

actually transports them. Because of code sharing or wet leasing this is not always clear to passengers. It was felt that a higher degree of transparency would lead companies to strengthen their commitment to safety

The proposed Regulation would require Member States to establish a list of air carriers which, for safety reasons, had been refused permission to operate passenger services to its airports or to operate in its airspace. These lists would need to be communicated to the Commission who by appropriate means, such as on a web-site, would publish a composite list of all such carriers.

At the same time an air carrier making a booking (“the contracting air carrier”) would be expected to ensure that the passenger is informed of the identity of the carrier(s) actually operating the flight(s). Where the precise identity of the carrier(s) was not yet known the contracting air carrier would need to tell the passenger the name or names of the air carrier(s) *likely* to provide the service(s) and subsequently to inform the passenger as soon as the precise identity of the carrier(s) is established. Where the operating carrier is changed after reservation the contracting air carrier would be expected to make all reasonable efforts to ensure that the passenger is informed of the change in good time and, in any case, by not later than check-in.