

[HOME PAGE](#)

**MINUTES OF THE MEETING HELD ON TUESDAY
3rd OCTOBER 2006 AT 4.30 PM IN THE BOARD
ROOM AT CITY AVIATION HOUSE, LONDON CITY
AIRPORT**



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chairman
Stuart Innes	Secretary
Charles Buchanan	London City Airport
Gary Hodgetts	London City Airport
Robin Whitehouse	London Borough of Newham
Mark Ryan	London Development Agency
Rebecca Miller	Gallions Housing Association
James Ford	London Chamber of Commerce and Industry
Howard Sheppard	Docklands Business Club
David Kent	ABTA
Sandra Erskine	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

APOLOGIES:

Cllr Peter Craske	London Borough of Bexley
Cllr Pat Holland	London Borough of Newham
Hamish Stewart	RODMA
Peter Kiu	Beckton Community Forum
Sid Keys	Silvertown TRAs

IN ATTENDANCE:

Rob Grafton	London City Airport
Jonathan Smith	London City Airport
Janet Goulton	London City Airport
Angeline Barnes	London City Airport
Elizabeth Hegarty	London City Airport
Dan Townsend	London City Airport
Ian Thomas	AMEC
Kevin Woolner	Metropolitan Police - SO18 - Observer
Scott Gibbons	Metropolitan Police - SO18 - Observer
Jason O'Donohue	Metropolitan Police – Royal Docks Safer Neighbourhoods Team
Pat Kent	Observer

1. COMMITTEE MEMBERSHIP

(a) Renewal

The Committee noted that:

- the *Beckton Community Forum* had appointed:
 - (i) Sandra Erskine as its representative for the current three year term ending in April 2009; and,
 - (ii) Peter Kiu to serve as an additional representative of the local residential communities in lieu of a representative of tenants and residents associations in the Cyprus area.

As agreed at the last meeting the Secretary would be making arrangements with the Airport and the London Borough of Newham (as the parties to the s.106 agreement), and with the present representatives of the local residential communities, to review the means by which the representatives of the local communities are chosen.

- the *London Chamber of Commerce and Industry* had appointed James Ford as its representative for the current three year term ending in April 2009.
- the *Gallions Housing Association* is now represented by Rebecca Miller.

(b) Metropolitan Police - Safer Neighbourhoods Team (Royal Docks)

At the suggestion of the Airport, Sergeant Jason O'Donohue of this team had been invited to attend meetings of the Committee as an Observer. The Committee concurred.

(c) London Borough of Tower Hamlets

The Secretary had received a letter from Mr Eric Pemberton who lived on the Isle of Dogs and was concerned that the London Borough of Tower Hamlets (LBTH) was not represented on the Committee. The letter followed a telephone call to the Secretary in which Mr Pemberton had said that he was becoming increasingly disturbed by the noise from aircraft flying over the Isle of Dogs on their way to the Airport.

The Secretary explained that Section 35 of the Civil Aviation Act 1982 places on “designated” Airports such as London City the responsibility for making available “facilities for consultation” on matters concerning the management or administration of the aerodrome for, among others, any local authority “in whose area the aerodrome or any part thereof is situated or whose area is in the neighbourhood of the aerodrome”. Where Airports are designated in this way the Department for Transport recommends the setting up of a consultative committee according to Guidelines¹ published by the Department. Essentially, therefore, the membership of consultative committees is a matter for the Airport operator. However, at London City the airport had entered into a s.106 agreement with the local planning authority which requires the setting up of a consultative committee and, among other things, defines its membership which is to include three members representing the London of Newham and one each for the London Boroughs of Greenwich and Bexley. The membership of the Committee had been varied from time to time outside the strict terms of the Agreement with the Airport agreeing with the Council to add to its membership. The Committee had normally been consulted and agreed.

Against this background the Airport would discuss with the London Borough of Newham the suggestion that the London Borough of Tower Hamlets (LBTH) should be invited to appoint a representative. There was no objection to such an appointment among the members present at the meeting and Howard Sheppard said he felt the LBTH should be represented. The matter would be discussed again at the Committee’s next meeting

2. The **MINUTES** of the meeting held on 4th July 2006² were approved as a correct record

3. MATTERS ARISING

(a) Item 4(a) – Jet Centre – Blast from Engines

There had been problems in implementing the project but work was now under way and completion was expected in November. Interested local residents had recently been briefed on the reasons for the delay and the expected timetable for the completion of the work.

(b) Item 4(c) – Taxi/chauffeur parking in local streets

Elizabeth Hegarty said this was an ongoing issue. Contact telephone phone numbers had been widely circulated locally but no more complaints had been reported. Sgt Jason O'Donohue said the Safer Neighbourhoods Team had received only one complaint since the last meeting. Although the Team would continue to keep an eye on the area it was important from their point of view to have reports which could be followed up. Elizabeth Hegarty said that Simon Griffin, one of the residents concerned about such parking, had said it was difficult for residents to record the registration numbers and other details of vehicles involved

¹ <http://www.ukaccs.info/guidelines.htm>

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

and so make it possible for incidents to be investigated. Dennis James said that one of his relatives who lived locally was very aware of the problem and he might be able to supply a list of the numbers of the vehicles of some of the offenders.

Bill Dunlop said parking in local streets continued to be a problem. Much of this it seemed flowed not from users of the Airport but rather from commuters using the DLR for onward travel to central London. Gertie Duffy recounted difficulties she was having with parking by such a commuter who left her car from early morning until late at night.

The Council might be able to remedy such parking by implementing a controlled parking zone (CPZ) with parking places for residents only. However, there were costs associated with running such a scheme and it was doubtful at this stage whether local residents would be prepared to help offset these through a scheme of charges for parking permits. Another possible solution was the imposition of waiting restrictions for part of the morning or afternoon only thus making it difficult for commuters to leave their cars all day without penalty. But it was recognised that such a solution would also have an impact on local residents.

Dennis James said that the DLR had carried out a survey and they were aware of on-street parking by commuters adjacent to the King George V, City Airport and Pontoon Dock DLR stations but not at West Silvertown. There were also problems north of the docks, for example at Custom House.

Bill Dunlop referred to difficulties with mini cab and limousine drivers who parked illegally in Camel Road in the early morning while they waited for the arrival of air passengers. Such parking could surely be dealt with by parking attendants who could issue fixed penalty notices. Charles Buchanan said the Airport was anxious to help if it could. Its parking wardens would continue to do their best but outside the Airport's boundary in local streets they had no real power and could only try to remedy the situation through persuasion.

Cllr Chowdhury said that these issues were best addressed in the first instance through the Community Forums and it was agreed that Angeline Barnes would seek to arrange a meeting of the Beckton, Royal Docks and Custom House and Canning Town Community Forums to discuss the problems. Sandra Erskine said it was important to involve the University of East London which was also a source of unwanted parking in local streets.

(c) Item 4(d) – Airport Master Plan (AMP)

Janet Goulton said the Master Plan for consultation had been published in March with a consultation period of 2 months. More than 1000 hard copies had been distributed with a further 200 e-mails drawing attention to the Plan placed on the Airport's website. There had been 23 responses from a wide variety of sources including the Greater London Assembly, the local boroughs, the local resident and business communities and an environmental group. Thirteen of the responses had fully supported the Plan and there was support but with caveats from a further three. Five of the respondents had expressed no opinion and 2 had opposed some elements of the proposals. Most of the comments concerned the environmental impacts of the proposals, surface access issues and car parking. None of the respondents had expressed doubts about the Airport's passenger forecasts. The Airport was now producing the final version of the plan for publication later in October. This would include chapter by chapter details of the comments received and the Airport's reaction to them.

(d) Item 4(g) – Annual Familiarisation Visit – 10th July 2006 - Amsterdam

Eighteen members of the Committee had participated in this year's visit accompanied by six members of the Airport's staff. It had been a very good day and the Committee recorded its congratulations and thanks to those who had made the arrangements

(e) Item 5(b) - Jubilee Line – Automated Passenger Announcements

Charles Buchanan said the matter was being pursued with LUL and the Committee would be briefed at its next meeting. Dennis James said that the automated announcements on the DLR system had now been modified.

4. **AIRPORT DIRECTOR'S REPORT**

Charles Buchanan tabled his report a copy of which is attached to these minutes. The Report was noted.

Mayor of London's Response to the London City Airport Master Plan (AMP)

Dennis James said he shared the Airport's reaction to the Mayor of London's comment that the need for London City Airport would be called into question with the arrival of Crossrail and the link to Heathrow. He was sure passengers preferred to use LCY.

Bill Dunlop wondered whether the Mayor's comments would have an adverse impact on prospective buyers of the Airport and on the Airport's ability to carry out the developments listed in the AMP such as the parallel taxiway. Charles Buchanan said those bidding for the Airport had been fully briefed on the Mayor's comments and they would decide what to do based on their view of how the political situation might change in the future. The Airport already had sufficient rights over the land in the dock bed to allow the implementation of the extension of the apron in the accordance with the planning permission already given. As and when the time came to build the parallel taxiway there would be a need to secure from the London Development Agency similar rights over parts of the dock bed further to the east. But that lay some time in the future and it was too soon to say what at that stage the political scene might look like.

5. **COMMUNITY REPORT**

Angeline Barnes tabled her report a (copy attached). This was noted.

6. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

Rob Grafton tabled this Report and a copy is attached to these minutes. This was noted.

(a) Noise Contour

A map showing the Summer 2006 57 and 60 LAeq (16 hour) noise contours would be sent to the LBN within the next few weeks and it would then be released to the Secretary who would send copies to members and post it to the Committee's website.

(b) Noise Complaints – Isle of Dogs

The Secretary noted that over the past week or two he had received complaints about aircraft noise over the southern part of the Isle of Dogs. These had been referred to the Airport for investigation but from the correspondence it appeared that the noise was from aircraft inbound for LHR and he wondered if the Airport should make inquiries of LHR whether their radar vectoring arrangements had been changed in recent weeks and whether this might have given rise to the complaints.

(c) Noise Complaints

Robin Whitehouse noted that the Council had received more noise complaints than usual, although they were still numbered in single figures, and he speculated whether this might result from the larger profile attaching to the Airport in recent weeks.

7. **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.

Sandra Erskine said the *Beckton Community Forum* had received a number of inquiries from residents on noise insulation issues. Rob Grafton noted that these had been referred to the Secretary and to the Airport and following investigation replies had been sent to the Community Forum's Support Officer. The Secretary would send copies to Sandra Erskine.

8. **DLR EXTENSION PROJECTS – PROGRESS REPORT**

Ian Thomas updated the Committee. A copy of a note of his remarks is attached to these minutes.

9. THE FUTURE OF HELICOPTER OPERATIONS IN LONDON

As reported at the last meeting the Airport had given evidence in July to the investigation into helicopter noise by the Environment Committee of the *Greater London Assembly*. In doing so the Airport noted the Mayor of London's heliport policy³ as set out in the *London Plan* as follows:

- The Mayor and boroughs should consider heliport proposals in terms of the need for such facilities and their wider environmental impact.
- Working with boroughs in east London, the Mayor will consider the need and practicality of identifying sites in east London for an additional heliport to support London's economy.
- Boroughs should, in general, resist proposals for private heliport facilities with the exception of predominantly emergency use facilities.

The *London Plan* goes on to say that if further provision is felt to be necessary to support London's economy, then this new provision should be located to the east of the City to serve it, the Isle of Dogs and the wider Thames Gateway area.

Against this background the Airport had offered to produce a discussion document to stimulate debate and this was published a month ago. Charles Buchanan emphasised that the Airport had NO aspirations to provide heliport facilities at LCY – rotary wing operations would not mix very easily with the fixed regime at the airport and in any case helicopters were prohibited by the Airport's planning permission. However, the present free-for-all would not be viable as rotary wing traffic built up on the approach to the Olympics. There was no control over helicopter landing sites which could be used for up to 28 days without planning permission. Better, perhaps, to have a well-sited, purpose built facility with a noise management system and other environmental controls similar to those in place at LCY? Whether or not a new heliport facility was needed locally it was essential that there should be better regulation of the traffic.

The Chairman noted that the Airport's ATC facilities would be central to any new arrangements and Charles Buchanan noted that as rotary wing traffic built up questions would arise as to the financing of *Thames Radar* which provides the local ATC service for the Airport.

Charles Buchanan reiterated that the Airport should be seen as an agent for debate rather than an advocate. The Secretary urged local organisations to discuss the issues in detail and to respond to the Report⁴ by the deadline for comments on 31st October 2006. The contact was Dan Townsend (telephone 0207 646 0180 – e-mail Dan.Townsend@londoncityairport.com) who would be pleased to answer questions on the report.

10. ENVIRONMENTAL NOISE DIRECTIVE (2002/49/EC)

The Committee noted that the Airport's noise consultants would be commissioned to produce the noise maps which had to be completed and submitted by 31st March 2007. These would be used in developing the required noise action plans. London City Airport was already subject to a very strict noise regime through its planning permissions, and the section 106 agreement with the local planning authority, and there seemed to be not much more which could be achieved through the actions plans.

There had been no response by DEFRA to the points raised by the Committee, and by the Airport, at the consultation stage including:

- why airports were expected to meet the cost of producing the maps - in all other cases these costs would be financed by the Government, including other transport modes;
- how the action plans would fit in with the noise mitigation measures in force at the Airport under the planning permissions and s.106 agreement; and
- in such circumstances, the role of the local planning authority in relation to action plans.

The report was noted.

³ The London Plan – Chapter 3 – para 3.178

⁴ <http://www.londoncityairport.com/index.php?page=HelicopterReport>

11. PEOPLE WITH REDUCED MOBILITY

(a) Access to Air Travel for Disabled People – Code of Practice – TRL Report

The report was noted.

Dennis James said the DLR participated in the *Tower Hamlets Accessible Transport Consultative Committee (THATCC)* and at a recent meeting members had raised the question of the degree to which the Airport was accessible for people with disabilities and reduced mobility. There was to be an Access Day and it had been suggested that members of the THATCC might visit the Airport. Charles Buchanan said that such a visit would be welcomed – the appropriate contact was Angeline Barnes.

(b) EU Regulation (EC) No 1107/2006 – concerning the rights of disabled people and people with reduced mobility when travelling by air

At London City Airport this had been addressed as a matter of customer care and in August 2004 the Airport had taken over from the airlines the responsibility for providing assistance to people with disabilities. Under these new arrangements, which seemed to be compliant with the new Regulation, assistance was provided by a dedicated team contracted by the Airport with the cost recovered through the airlines as a standard charge added to the passenger tax. The training of all staff dealing with passengers was very important.

The Committee noted that the Department for Transport could be expected to mount a consultation exercise in relation to the implementation of this Regulation in the UK.

12. REVIEW OF AIRPORT POLICING

The Report was noted. Charles Buchanan said the present proposal was that airports should meet the cost of policing as agreed in negotiation between the parties. It was likely to be some long time before the issue was settled.

13. ANY OTHER BUSINESS

There was none

14. DATE OF NEXT MEETING

Tuesday 9th January 2007 at 16.30 hours at City Aviation House, London City Airport.

New Owners

As reported at the Committee's last meeting the Airport's owner commissioned Morgan Stanley to advise on a market testing exercise to see if there was real interest in acquiring the Airport. This work is now nearing its conclusion and an announcement can be expected very soon. As previously indicated if a change of ownership takes place it should be viewed as an opportunity with the new owner buying into success and bringing new resources to take forward the development of the Airport.

Passengers

The Airport is on track for a 2006 passenger total of 2.3 - 2.4mppa. The number of passengers for the eight months to the end of August (1,554, 368) was 18% up on the same period in 2005 while flights were up just 10%. There has thus been a significant increase in load factors, i.e. the percentage of seats filled. The passenger total for August (185,718), normally a quiet month, was 20% greater than the previous year, partly reflecting perhaps passengers using LCY in preference to other airports disrupted by the new security restrictions.

New Routes

Starting at the end of October *British Airways* will open a new route to Madrid and new *Lufthansa* routes to Germany are also likely. *Air One*, Italy's privately owned airline, has announced the launch of a new service to Milan (Linate) in November and to Rome in the New Year.

Security

The increased security requirements introduced in August were challenging but I'm happy to say that the Airport's staff rose to the occasion and unlike the larger airports there has been very little disruption to flights and scarcely any cancellations

Planning Application

The Airport has applied to Newham Council temporarily to redistribute the current daily limits on air transport movements. If approved more movements would be permitted on Mondays to Fridays but there would be corresponding reduction in the limit on movements on Saturdays and Sundays and during quieter holiday times. The overall annual limit of 73,000 movements would not be changed. The temporary changes will last until the Airport seek new limits as part of the application for the next stage of its planned development.

Mayor of London – Comments on London City Airport

There has been recent publicity concerning the Mayor of London's comment that the need for London City Airport will be called into question with the arrival of Crossrail and the link to Heathrow. This features in the Mayor's comments on the Airport Master Plan and was repeated verbally during Question Time in a recent meeting of the GLA. The comment is apparently based on an assumption that the Crossrail journey time from the City to Heathrow would be 20 minutes when in fact it would be 45 minutes and this ignores the much longer time needed at LHR to process and board passengers. So the present advantage in using London City Airport will not be substantially eroded. And this ignores the substantial questions over whether Crossrail will be fully completed as now proposed – there is a body of opinion which believes that only the priority Paddington – Liverpool Street section is likely to be affordable.

TICKETS (WHEN ISSUED)

- Newham University NHS Trust
- Royal Arsenal Ball
- NewVic Languages Diploma winner
- Narrow Street Fete
- Club Asia Radio promotion
- Civic Ambassador Charity evening
- Runway News winner

TOURS

- Redbridge College
- All Saints Middle School
- Woolwich Dock Yard
- Aldgate Ward Club
- Freemen of the City of London
- Plashet School
- International Conference of Asset Managers

SHARING KNOWLEDGE

- Hosted lunch event at Airport for ex Newham Mayors
- Hosted new Civic Ambassador for Airport tour
- Group of students from WALTZ Summer Camp visited airport
- Usual tour programme continued
- ‘Insight to Management’ students completed one week placement at LCY
- Mentoring programme with Royal Docks Community School began
- Airport representative lead workshop on European languages at NewVic College and Plashet School
- Work Experience programme continued
- Rohima Begum, joined LCY Community Team for 6 month placement, as part of East London Business Alliance work experience programme for Tower Hamlets students

Additional Sponsorship and Support

- Charity Support: LCY table at the Demelza Charity Ball at Royal Arsenal
- Charity Support: LCY table at the Eastside Young Leaders Academy fundraising dinner
- Barnaby Bear programme delivered to Windsor and Scott Wilkie schools
- 30 umbrellas supplied to Calverton School for ‘Singing in the Rain’ production
- Support for Langdon Tennis Club – purchase signs
- Sponsorship of Charity Football match and Fun Day programme
- Sponsorship of Newham Chamber of Commerce Business Diary
- Three more Newham students joined the LCY Higher Education Bursary programme
- Three Team Challenges – 3 Mills in Bow, St Johns Community Centre in North Woolwich and Beckton Activity Centre
- Launch of the 2006 Eastside Young Leaders Academy Future Leader of the Year Award

➤ A total of 9 complaints/enquiries relating to environmental matters were received during the period detailed above. A breakdown is given as follows:

- Of the 9 complaints/enquiries received;
 - 6 referred to aircraft noise/flight path
 - 2 referred to a perceived change in the number of aircraft movements
 - 1 referred to aircraft noise AND alleged aircraft odour

1. DATE RECEIVED: Sun 2.7.06
 TIME OCCURRED: 13.00 DATE OCCURRED: Sun 2.7.06
 AREA: Royal Docks E16
 COMPLAINT: Aircraft noise and flight path (Go-around)
 RESPONSE: Dealt with by Ops - Telephone
2. DATE RECEIVED: Mon 3.7.06
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Rotherhithe SE16
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone
3. DATE RECEIVED: Wed 20.7.06
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Becontree Dagenham
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: email correspondence
4. DATE RECEIVED: Thurs 17.8 06
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Thamesview Barking
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: email correspondence
5. DATE RECEIVED: Tues 12.9.06
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Walderslade Rochester
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone
6. DATE RECEIVED: Fri 15.9.06
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Isle of Dogs
 COMPLAINT: Perceived increase in number of aircraft
 RESPONSE: email and telephone - ongoing
7. DATE RECEIVED: Tue 19.9.06
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Capital East Royal Victoria Dock
 COMPLAINT: Perceived increase in number of noisy aircraft
 RESPONSE: email - ongoing
8. DATE RECEIVED: Fri 22.9.06
 TIME OCCURRED: various DATE OCCURRED: 15.9.06
 AREA: Stratford
 COMPLAINT: Aircraft noise & flight path and odour
 RESPONSE: LBN referral – ongoing
9. DATE RECEIVED: Thurs 28.9.06
 TIME OCCURRED: n/a DATE OCCURRED: n/a
 AREA: Silvertown E16

COMPLAINT: overgrown foliage (DLR)
RESPONSE: Telephone and visit

Air Quality Strategy - update

In September 2006 the airport completed the installation of air quality monitoring equipment on the roof of City Aviation House. This state-of-the art equipment will continuously monitor Nitrogen Dioxide (NO₂) and Particulates (PM₁₀) as part of the airports long-term monitoring strategy.

We have commissioned quarterly and annual reports including a tabular description of the relevant statistics, to include any 'pollution events' observed and a brief analysis and interpretation, and it is envisaged that an overview of the results will be made available in an understandable format for the consultative committee.

Also in September, in conjunction with the commissioning of the roof top monitoring station, the airport started an NO₂ diffusion tube monitoring programme. This consists a number of NO₂ tubes installed at prescribed locations in the vicinity of the airport, initially for a period of a year. This represents the airport's medium-term monitoring programme, and when combined with the annual results from the long-term monitoring programme will provide detailed air quality data relating to the areas surrounding the airport.

The airport is also working with the Council's Environmental Health Team, who have similar schemes already functioning throughout the Borough to co-ordinate their respective strategies. More information on the progress of this Air Quality Strategy will be presented at future meetings.

Rob Grafton
Environment Planning Manager
LONDON CITY AIRPORT
October 2006

Sound Insulation Scheme – October 2006 Update

General Situation

Firstly, my thanks to Rob for overseeing the project whilst I was away.

Granville Noise Insulators Ltd have made good progress in the summer surveying and venting properties around the Britannia Village area. The advantage of this is that whole blocks of apartments could be handled at a time and consequently signed off in the scheme. The result is that properties across the whole scheme actually signed off as complete now total in excess of 50%. This is supported by the total number of properties surveyed standing at 70%, many of these being blocks that can be vented and quickly added to the signed off category. So overall, we would expect to be about 75% through the scheme by the end of the year.

Programme

Granville have also been mopping up properties in East Beckton where access had been difficult and, along with those in Britannia Village, will be covering these areas for the remainder of the year. The balance of properties left in the scheme lie on the periphery of the catchment area and outside of the 2003 contour, but will form the work package from January 2007 onwards to completion of the current scheme in late spring 2007.

Jonathan Smith
Project Manager
October 2006

DLR Extension Projects – Progress Report – October 2006

The tunnel boring machine is now progressing towards its destination on the first of the two bores. It has passed under the River Thames and is now beneath Royal Arsenal, Woolwich at one of the deepest points of the route. It is scheduled to arrive at the Reception Chamber, located at Parry Place, on the outskirts of the Town Centre during mid November, having suffered some delay caused by both mechanical issues and unforeseen ground conditions.

Following its arrival, the machine will be dismantled and returned in component form to North Woolwich in preparation for the second bore which will commence during early 2007. Spray Street SE18 from its junction with Parry Place to Burrage Road will be closed whilst the machine is lifted from the Reception Chamber by the use of a 1000 ton lifting capacity crane.

Spoil from the tunnel continues to be transported via conveyor onto barges moored in King George V Dock before transmission to Tilbury and on to a land fill site. A number of issues have arisen with both the barges and the dock gates which resulted in some of the spoil being removed by road, these issues have now been resolved.

Six residential properties in Woodman Street and two in Milk Street, suffered relatively minor internal and external damage during the progression of the Tunnel Boring Machine beneath them. The damage was predictable and prior liaison had been undertaken with both the property owners and residents. Mitigation measures employed prior to the commencement of tunnelling, reduced the damage to a minimum. An amicable resolution has been agreed with the occupiers and a regime for repair is being established with the owners.

Further minor damage occurred to three adjacent properties located in Grimsby Grove, one in Bargehouse Road, and a hostel in Woolwich Manor Way, again an amicable relationship has been established with the occupiers and an agreement reached to carry out the necessary repairs.

In the near future it is proposed to erect timber hoarding in the vicinity of the end wall of King George V Station to enable its later removal prior to track laying...

Burrage Road, Woolwich, has been subjected to one way working to accommodate sewer and gas diversions, it is predicted that these will be completed later this year and two way working will resume.

Woolwich New Road, Woolwich, will be temporarily re aligned to accommodate the works currently under way on the construction of the new DLR station and an overnight closure will take place to allow repairs to be made to the road surface.

The works involving the installation of new canopies at Woolwich Arsenal Station were completed on time and the five month closure of the 'Down' platform has been lifted.

Newsletters advising residents, businesses and other affected parties of significant changes to our works or hours continue to be distributed

Our 24 hour help line remains unchanged.

0845 847 6180.

