

MINUTES OF THE MEETING HELD ON WEDNESDAY, 7th OCTOBER 1998 AT 7 PM IN THE BOARD ROOM AT LONDON CITY AIRPORT



PRESENT:

Stuart Innes	Secretary
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
Cllr Alec Kellaway	London Borough of Newham
Ian Fines	London Borough of Newham
David Carr	English Partnerships
David Foreman	Thamesmead Town
David Kent	ABTA
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
Doreen Hughes	North Woolwich TRAs
Alan Taylor	Custom House and Canning Town Forum

APOLOGIES:

John Adshead	Chair
Cllr Chris Rackley	London Borough of Newham
Malcolm Smith	London Borough of Newham
Hamish Stewart	RODMA
Olufunke Daodu	West Silvertown Village Foundation
Daniel Dobson Mouawad	Docklands Forum

IN ATTENDANCE:

Polly Larner	London City Airport
Rob Grafton	London City Airport
Liz Payne	London City Airport
Rose Geaney	Drew Road T & RA

1. CHAIR

In the absence of John Adshead abroad it was agreed that the Secretary should take the Chair.

2. COMMITTEE MEMBERSHIP

The Secretary reported that since the Agenda had been circulated nominations had been received from the West Silvertown Village Foundation (Olufunke Daodu) and the Custom House and Canning Town Forum (Alan Taylor). There had been contact with the London Borough of Bexley and it was understood that they would be making a nomination in time for the next meeting. Nothing had been heard from the West Silvertown and Beckton Area Teams or from the Docklands Business Club. *[Note: A delayed letter nominating Sara Mendosa to represent the Docklands Business Club was received by the Secretary on 8 October 1998].*

3. CHAIRMAN AND SECRETARY

The Committee approved the appointment of John Adshead as Chair of the Committee for 1998/99 and Stuart Innes as the Committee's Secretary for the same period.

4. The **MINUTES** of the meeting held on Wednesday, 29th July 1998 were approved as a correct record of the discussions at that meeting.

5. MATTERS ARISING

(a) Item 4(a) - Silvertown and London City Airport Station - Improvements

There had been two meetings with Silverlink Metro at which better signing and station improvements had been agreed. Some of the work had already been carried out. The Airport were concerned, however, at the impending reduction in the frequency of the service on the North London Line from three trains per hour to two. It was the feeling that the Airport should now focus on the DLR where there was the prospect of an extension to the Airport and on the proposed shuttle bus link to the Jubilee Line Extension at Canning Town. Local members said that the reduction of the service on the North London Line had given rise to much anger among residents locally.

(b) Item 4(c) - Multi Lingual Signs at Bus Stops

London Transport had been approached but they were unlikely to respond to the Committee's suggestion. They had in mind something more global and they would be consulting on specific proposals before long.

(c) Item 8 - Notes for New Members

Copies of the new Handbook for members were distributed to members present. Copies would be sent to those who had been unable to attend the meeting.

The Secretary said that the Handbook had been prepared not least to brief members on the provisions of the section 106 agreement entered into by the Airport with the LBN in July 1998. Chapters 2, 5, 6, 8,9 and 10 and Appendices B2 and E1-4 were all important in this respect.

It was the intention to keep the Handbook up to date through the issue of revised pages as and when the need arose.

(d) Item 10 - Committee Membership

The Secretary reported that:

- the three tenants and residents associations in Silvertown previously represented on the Committee had all accepted the invitation to continue to send representatives and Sid Keys, Bill Dunlop and Arthur Catell had been nominated.
- that the *Pier Estate Action Group* and the *Victoria Gardens TRA* had agreed between them to nominate Doreen Hughes.
- the *New Beckton TRA* had confirmed it represented tenants and residents in the Cyprus area and had nominated David Atkins to represent them.
- the *West Silvertown Village Foundation* had agreed to be represented and nominated Olufunke Daodu.

(e) Item 10 - Area Teams

The Secretary had met Simon Norbury of the LBN who is conducting a review of the

Royal Docks Consultative Group and its Area Teams. The Secretary had emphasised that the Committee's main concern with this issue lay in the fact that the four Area Teams provide credible machinery within which the local communities could elect representatives to serve on the Consultative Committee. Any new arrangements which might emerge from the review ought preferably to offer a similar facility for securing representation on bodies such as the Consultative Committee and the Royal Docks Trust. Any such arrangements would need to recognise the geographical dimension and allow residents of the various localities south of the A13 to be fully represented.

Bill Dunlop said that the North Woolwich and Silvertown Area Team (NW&SAT) had also met Simon Norbury and it was clear the future of the Area Teams would be influenced by the Council's response to the Government's requirement for improved consultation with local communities. It seemed likely that the new arrangements for consultation might be focussed on the new Beckton Globe centre. There had been discussion of a suggestion that the NW&SAT might be merged with West Silvertown Area Team. Meanwhile, NW&SAT has resolved to continue to operate for another year although they had encountered difficulties with the Council over funding. The Secretary noted that the LDDC had left funds with the Council for the support of Area Teams while the Council conducted its present review.

Cllr Kellaway said the the Government's *Best Value* proposals required the Council to listen and consult and he was open to suggestions as to how best this could be achieved. He had recently discussed this issue with the Beckton Area Team and he was conscious of their wish to continue to meet to deal with purely local issues. He hoped that in drawing up its proposals the Council would recognise that local aspirations might vary from area to area. There seemed to be no reason why the arrangements adopted should be same everywhere in the Borough.

Sid Keys observed that he had not been previously aware of the Government's *Best Value* proposals

(f) Item 11(a) - Noise Insulation Programme

Jonathan Smith tabled draft letters and a leaflet for comment by the Consultative Committee. The drafts would be circulated to absent members with the minutes of the meeting. Members were asked to send any comments in writing to Jonathan by 21 October at the latest.

Meanwhile, the further insulation works at Drew Road School had been completed and the agreed works at Storey Road School would start shortly during the half term break. It was hoped the residential programme would get under way in November.

Ian Fines noted that the Airport proposed to carry out Parts 2 and 3 of the programme together. This meant that many dwellings would be insulated ahead of the time required by the s. 106 agreement. The Secretary said that full details of the programme, including the dwellings included in Parts 2 and 3, were in the Members Handbook. If members noted anomalies or missing homes they should contact the Airport or the Council. The details of Part 4 of the programme, to be carried in four phases as the 57 Leq 16 hour contour reached the first dwelling in each phase, were now being finalised by the Airport and the Council. Details would be sent to members shortly through an amendment to the Handbook.

(g) Item 11(d) - Boundary Wall at Camel Road

The hole in the fenced had been dealt with but a recent inspection had revealed that more had appeared. It was apparent that the wall required regular inspection and

arrangements for this had been put in hand.

6. AIRPORT PASSENGER FIGURES

The charts were noted. The Secretary said that London City Airport now ranked 15th among the UK airports in terms of its passenger throughput.

7. AIRPORT DIRECTOR'S REPORT

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

Alan introduced *Liz Payne* who had replaced Janet Goulton as the Managing Director's Executive Assistant and *Rob Grafton* who had been appointed as the Airport's Environmental Officer starting on 12 October.

8. ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEES

The circulated Note of the 22nd Annual Liaison Meeting of Airport Consultative Committees, held at Glasgow on 22nd June 1998, was received.

9. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Report was noted. Gary Hodgetts said that steps to procure the proposed noise and track keeping system were in hand and it was hoped it would be installed early in 1999. Discussions were in progress with the LBN about the new *Noise Management Scheme*.

Ian fines noted that the number of complaints received was tiny by comparison with the huge numbers received by the other London Airports. Alan Taylor said there might be many more from Custom House and Canning Town if residents felt they were listened to. Residents felt badly let down by the Council which had approved the planning application in spite of their objections.

Alan Medlock said that the Airport's new Environmental Officer, Rob Grafton, would now lead for the Airport in dealing with environmental issues. The Airport hoped to visit groups throughout the winter to explain the Airport's stance on environmental and other issues and to discuss the concerns of residents. It was the intention soon to draw up a programme of such visits. Local members welcomed this initiative. It was important to keep residents in the picture and allow them to voice their concerns. The Secretary offered to help in identifying the local groups to be offered a meeting.

Ian Fines noted that the *Citation V* appeared to be operating at a noise level in excess of the permitted maximum. Gary Hodgetts said the figures were based on a very small number of flights. Pilot handling was clearly an issue and he was confident that the noise figure for the year as a whole would be within the permitted limit. It was agreed that this matter should be kept under review.

10. DATE OF FUTURE MEETINGS

The Committee approved the following dates for meetings in 1998/99:

Wednesday 6th January 1999

Wednesday 7th April 1999

Wednesday 7th July 1999

[End of Committee Year]

Wednesday 6th October 1999

11. ANY OTHER BUSINESS

(a) Shuttle Bus to Canning Town

Rose Geaney asked if there would be a charge for the proposed shuttle bus to Canning Town to link with the Jubilee Line Extension and whether local people would be able to use it. The Airport said they would look into these points and report to the next meeting.

(b) Spoil Deposits adjacent to Rymill Street

Gertie Duffy explained her concerns about these heaps of spoil which included not only top soil but also large lumps of concrete. They were now about 15 feet high. She found it hard to believe that all of this material came from the western end of the Airport. The boundary wall at Rymill Street was bulging and clearly needed attention and in the dry weather residents had suffered a good deal from dust. Jonathan Smith confirmed that the material was all from the works at the western end of the Airport. Some of the spoil had already been used by the Airport elsewhere and the rest would be taken up in the future. The wall had been damaged by trainees from the nearby Mowlem training facility. Repairs had been carried out but it was clear the wall needed further attention and action would be taken. The fire service had been asked to dampen the spoil in dry weather.

(c) Sign at Parker Street

It was noted that this sign was now obscured by the trees and bushes and the Airport would take the necessary action.

(d) CCTV

Bill Dunlop noted that residents in Parker street were still being accosted by passengers with enquiries about hotels etc. Bearing in mind the recent concerns about safety and security he asked if the CCTV system could be extended to cover Parker Street. The Airport undertook to consider this possibility. Gary Hodgetts said the gate at Parker Street was now being locked at a later time. It was hoped this would help to reduce the nuisance to residents.

(e) Gate at Parker Street

Rose Geaney suggested that it might improve safety and security if this gate were to be replaced by one made of bars so that pedestrians could see through it. The Airport undertook to consider this possibility.

(f) Camel Road - Trees and Shrubs

Arthus Cattell apologised for the confusion over the recent complaint about the need to cut back the trees and bushes along the Airport boundary at Camel Road. He acknowledged that the workmen had had little choice but to be drastic in cutting back the trees and bushes but this had led to further complaints and the work had been stopped. He felt the workmen needed ladders to complete such work satisfactorily and it might be better if, with the cooperation of the neighbours, they were to carry out the work in the gardens of the adjoining homes.

(g) Woodman Street/Milk Street - Boundary Fence

This fence urgently needed attention. There had been some dispute in the past about who owned the fence. The LDDC had apparently acknowledged responsibility for it but had not carried out repairs before its demise. Following the transfer to the Airport

of the rest of the land on the south side of the King George V Dock it seemed likely they were now responsible for it. The Airport promised to look into the matter.

(h) Barbed Wire at Entrance to Victoria Gardens Tenants Hall

The wire was hanging down and was dangerous. This appeared to be the responsibility of the LBN and Ian Fines undertook to pursue the matter.

(i) Incoming Passengers - Use of LT Buses

It was noted that some passengers arriving at the Airport were having difficulties in using the buses because they had no small change. The Airport undertook to consider what could be done about this.

12. DATE OF THE NEXT MEETING

Wednesday 6th January 1999 at 7 pm in the Board Room at London City Airport

London City Airport Consultative Committee

Airport Director's Report

1. I am pleased to begin this report by advising the committee that the airport reached the one-millionth passenger mark on 29 September, some 6 weeks ahead of 1997. In real terms, our growth this year has been 20 %, and we are well on target to reach 1.4 million passengers by the end of the year.

Helping us to achieve this target will be a number of new routes:

2. Routes

Although details of the winter programme have yet to be finalised, at this stage we anticipate the following:

		<u>Current</u>	<u>Planned</u>
Increased services to:	Zurich	3	4
	Paris	3	4
	Frankfurt	2	3
	Berne	2	3
	Brussels	5	6

New services to:	Glasgow, to be operated by KLM uk	3	pd
	Basle	3	
	Luxembourg, operator yet to be confirmed	3	

The Milan service will operate to Malpensa in place of Linate

On the minus side: Alitalia have decided to withdraw the Turin service.

Following the take-over of Malmö Aviation by Brathens, an associate of KLM, the airline has decided to withdraw from the Gothenburg route. Load factors have not reached expectations.

3. Passenger Services

From 1st November, a new handling agent will start providing services at the airport. KLM Ground Services successfully tendered for a 5-year appointment. Business Air will cease operations, although the majority of their staff have been offered employment with KGS. A number of airlines will be changing their arrangements for passenger handling.

KGS plan to introduce common check-in and we anticipate a smoother flow of passengers through the check-in process, with a reduction in queue times.

4. Facilities for Special Needs Passengers

One of the handling agents at the airport has taken delivery of a hydraulic lift to board passengers in wheelchairs. This will remove the need for the fire service personnel to carry passengers up and down aircraft steps. The lift will be utilised by both handling agents.

5. Terminal Developments

The car park has now been completed. We are currently testing the CCTV surveillance system. You may be aware that a member of staff was assaulted in the car park last month. Although the lady suffered no physical injuries, the attack was a severe shock. I am aware of other similar incidents recently in the Prince Regent area. Although the police do not consider that the incidents are linked, we have increased our security measures to protect both the public and staff working at the airport. As part of the increased security, we will be taking delivery, in about two weeks, of a new security vehicle. This vehicle will permit more frequent mobile patrols, and rapid response to any incident. Car park lighting has also been upgraded.

The airport company will shortly begin the refurbishment of one of the old dock buildings, Portline House, to provide office accommodation for London City management and support staff, including finance and business development. Included in the refurbishment programme will be offices for airlines, and an additional business centre. This project is planned for completion by April 1999. It is also our intention to refurbish the Ledger building adjacent to the Fire Station during 1999.

Work will commence in December on the installation of a covered dockedge walkway, to link the terminal with the car park. This walkway will extend for about 325 metres along the dock. The walkway will be completed in stages, with the final phase due for completion in October 1999. The prototype has been installed on the dock edge.

We also plan to upgrade the baggage reclaim hall, improving facilities for arriving passengers, and providing improved office accommodation for the control authorities.

In the terminal, the shoeshine service has proved a great success. We also have agreed concession arrangements for a new florist and hotel reservations desk.

6. Contracts

LBN has been awarded a 1-year contract to clear bulk rubbish bins. I am pleased to say that the Council won the contract in open competition with the private sector.

7. Other

Our new airport fire vehicle has been delivered from the factory in Holland. This vehicle represents an investment of over £280,000. Crews are currently undergoing training on the vehicle. Once the vehicle is on-line, the capability of the fire and rescue services at the airport will be considerably enhanced.

We are extending our successful trainee programme, with the recruitment of 4 new trainees, to replace those who have completed the programme, and moved onto our permanent staff. These posts will be advertised in the local press within the next few weeks. We will also be advertising for further trainees in ground services and customer services.

Alan Medlock
Operations Director
7th October 1998

LONDON CITY AIRPORT CONSULTATIVE COMMITTEE

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