

London City Airport Consultative Committee



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MINUTE of the meeting of the London City Airport Consultative Committee held on Wednesday 7th November 199 in the Board Room at London City Airport.

Present:

John Adshead
Stuart Innes
Bruce Unsted
Lewis Moss
David Simpson
Dave Senior
Ian Fines
Tony Auld
Martin Greenham
Dave Cooper
Bill Dunlop

Chair
Honorary Secretary
London City Airport
LDDC
LDDC
LCCI
London Borough of Newham
Brymon airways
British Midland
Thameside Tenants and Residents Association
Andrews Street Tenants and Residents Association

In attendance:

David McDonald
Inspector Jack Murray

Metropolitan Police No 2 Area Traffic Division
Metropolitan Police No 2 Area Traffic Division

Apologies:

Robert Hardless
Jeff Mendham
William Charnock
Cpt. Andrew Hill

Brymon Airways
PLA
London City Airport
British Midlands

2. The MINUTE of the meeting held on Wednesday 5th September 1990 was approved.

3. **MATTERS ARISING**

- (b) CAP570 - Traffic Distribution Policy and Airport Airspace /capacity over the next 15 years

The Secretary's correspondence with the Secretary of State was noted.

Concern was expressed that by establishing a working party on the environmental effects of the CAA's additional runway options the Secretary of State had effectively deferred a decision on what is a serious and urgent issue until the after the next election. It was understood that other consultative committees would be making representations to the Secretary of State.

- (c) Andrew Humphrey Memorial Lecture

Bruce Unsted reported on this Lecture given this year by Air Marshal Sir Thomas Stoner on the future of ATC in Europe. The talk had centred on the need for an integrated ATC system. Bruce felt there would be problems in achieving this because of considerations of national sovereignty, controller shortages and a lack of resources in some countries for radar and other equipment necessary to secure an integrated service. There is also now the problem of integrating the countries of Eastern Europe.

4. **AIRPORT SURFACE ACCESS**

- (a) Traffic Policing

Superintendent David McDonald and Inspector Jack Murray of No 2 Area Traffic Division gave a police perspective on the traffic congestion affecting the access routes to London City Airport.

Superintendent McDonald said that his Division, which is staffed by 93 officers equipped with 33 vehicles, covers a very large area of East London with responsibilities for not only the A.13 but also the A.1, A.10 and A.11. The available resources were very stretched. He believed the situation had been exacerbated by the lack of an integrated transport policy for the capital. The basic traffic problems of the East End centred on the limited number of crossings of the River Lea. The new Docklands roads would help to relieve the situation but it remained to be seen if these would attract more traffic and themselves become congested.

A discussion ensued during which the following matters were referred to:

- Traffic congestion of Limehouse Causeway/West Ferry Road following the closure of Emmet Street. Superintendent Macdonald said he would look into this.

- Inconsiderate "U" turns in Cotton Street by drivers seeking to avoid the queues of traffic entering the A.13. Could a central divider be provided?
- Other difficult junctions on the A.13, i.e. Salmon Lane, Leamouth Road/Abbotts Road, the Blackwall Tunnel sliproads and the Canning Town Flyover and roundabout.
- The possibility that the LDDC or the Borough's might provide the resources to employ more traffic wardens. Superintendent Macdonald had not previously heard of such a proposal and was uncertain whether it would be acceptable.
- A traffic census to be carried out shortly by the police in the vicinity of the Canning Town Flyover which, when compared to a similar census in 1987, would give added focus to the present problems.
- The extent to which the police are hampered in trying to keep traffic moving by the restrictions on alternative routes imposed by the Borough's for environmental reasons. Many such restrictions had been imposed in Tower Hamlets compelling traffic to use the already saturated main roads. The London Boroughs of Havering and Barking & Dagenham had imposed restrictions on parking in the vicinity of stations thereby discouraging people from leaving their cars and travelling onwards to Central London by train. It would have helped if such measures could have been deferred until the additional road capacity now under construction had been completed.
- The congestion caused by vehicles loading and unloading on the main roads, notably the A.13.
- The need for clean reliable public transport services as an alternative to the use of private vehicles.
- The Central London lorry restrictions, the large number of exempted vehicles and the difficulties of enforcement.
- The pilot "Red Route" which would not be extended to the A.13 for some time.

In view of the light attendance at this meeting it was agreed that a special meeting should be convened for a further discussion of these issues to which representatives of the police, the local Boroughs and the Department of Transport would be invited. The police would meanwhile look at the particular problems referred to at this meeting and would come to the special meeting prepared to offer more informed comments.

The Chair thanked Superintendent Macdonald and Inspector Murray for giving up the time to contribute to the meeting.

(b) A.13/A.112 Prince Regent Lane Junction.

Committee had no observations to offer on the various options for the improvement of this junction.

5. AIRPORT DIRECTORS REPORT

Bruce Unsted reported that present passenger numbers were at the same level as last year - by the end of the year more than 250,000 will have been carried.

Surface access to the Airport remained a serious problem.

There had recently been some disruption of Flexair services but they were now again running normally.

From April 1991 the Riverbus would operate as a public service and the frequency would be increased to provide a 20 minute service with more stops. It would take 30 - 40 minutes to reach the Airport from the West End. In response to a query from Bill Dunlop, Bruce said he would seek confirmation that Greenwich would be included among the stopping places of this service. Martin Greenham wondered whether the schedule for the new Riverbus service would be co-ordinated with Airline schedules.

6. AIRPORT PLANNING INQUIRY

(a) Inquiry Progress

David Simpson reported that although the main body of evidence had now been heard, the inquiry into the Airport planning applications would remain officially open until the related inquiry into the ELRIC Bridge had come to an end early in 1991. A decision could be expected later that year.

(b) Section 52 agreement.

The Committee noted the new Section 52 agreement which would come into effect if and when the present planning applications in relation to the Airport are approved. The Agreement provided for the continuance of the Committee and there would be a new system for the control and monitoring of noise.

Bill Dunlop enquired if the equipment on the flats at Camel Road was for airport noise monitoring. Enquiries would be made about this. It appeared the equipment had nothing to do with the noise monitoring arrangements described by the present Section 52 agreement and it was assumed that it had been installed by the LBN for their own monitoring purposes.

7. AIRPORT NOISE MEASUREMENT - NEW ARRANGEMENTS

The Department of Transport announcement was noted. David Simpson explained the difference between the present NNI system and the LEQ system which would now replace it. The present Section 52 Agreement, which provides for NNI based noise monitoring at LCY, would continue in force for 1-2 years. It would need to be clarified whether it is practical to continue with the present NNI arrangements for this period or whether a switch to the LEQ system would have to be negotiated.

8. MEMBERSHIP

(a) Royal Docks Consultative Structure

The report describing the Royal Docks consultative arrangements was received and noted.

(b) New arrangements for community representation

The proposals of the LBN/LDDC for community representation were received. These provided for the West Silvertown, Beckton and Socatach Area Teams and the Newham Docklands Forum to nominate one member each leaving the North Woolwich and Silvertown Area Team to nominate 2 members with the recommendation that these seats should be allocated to the representatives of those living closest to the Airport. This would mean an increase in the number of community representatives from 4 to 6 and this would require the agreement of the parties to the Section 52 agreement.

A number of members reiterated the strongly held view that the two organisations representing those living closest to the airport, namely the Andrew Street and Thameside Residents Associations, should have places on the Consultative Committee as of right. On the other hand it was not clear on what basis it had been stated in the LBN/LDDC report that the ACC supported the continued representation of the Newham Docklands Forum.

The Secretary drew attention to the constitutional arrangements for the Consultative Committee noting in particular the provision which allowed the ACC itself to invite organisations to be represented. He pointed out, however, that since it is for the LBN and the LDDC to nominate those "appearing to them to represent the views of the local community" the ACC could not legitimately invite organisations to be represented if they fall into that category.

No objection was raised to the nomination of members by the West Silvertown, Socatach and Beckton Area Teams. A number of possibilities for the representation of North Woolwich and Silvertown were discussed including:

- That the Andrew Street and Thameside Residents Associations should nominate the two seats allocated to North Woolwich and Silvertown instead of the Area Team.
- That the two Associations should nominate one member each, these to be in addition to one member to be nominated by the Area Team.
- That the Area Team should nominate one member and the ACC should invite the two Associations to be represented but not as community organisations.

It was agreed to seek a meeting of the parties to the present Section 52 agreement, together with one of the present representatives of the local community, to see if this long running issue could be finally resolved.

9. **WITHDRAWAL OF AMSTERDAM SERVICES**

The Committee noted, with regret, the withdrawal of the ICY - Amsterdam Service.

10. **AVIATION AND MARITIME SECURITY ACT 1990**

The Committee noted and welcomed the Department of Transport's Press Release announcing the coming into force of this Act. The Airport had been able to comply with all recent security measures imposed by the Department.

Mr Dunlop referred to the problems experienced at the Parker Street pedestrian entrance which is left open at night. Bruce Unsted would look into this.

11. **ANY OTHER BUSINESS**

(i) **1990 NOISE MONITORING EXERCISE**

It was noted that that 35 NNI Contour was again well within that specified in the present Section 52 Agreement.

ii) **AIRPORT TRAFFIC RULES - CONSULTATION PAPER**

It was agreed that a 'no comment' reply should be sent. It was understood, though, that the Airport might be offering comments of its own as the Committee's response would be delayed so that the two letters would be coordinated.

12. **DATE OF NEXT MEETING**

Wednesday 7th January 1991 in the Board Room at London City Airport.