

LONDON CITY AIRPORT TRANSPORT FORUM

Meridian Business Centre, London City Airport – 4th December 2002 - 10.00 a.m.

A Medlock	(LCY) - Chair	L Stirk	(Stagecoach)
J Goulton	(LCY) - Speaker	T Smith	(LCY)
R Niven	(DLR Ltd) - Speaker	H Sheppard	(Canary Wharf)
H Allen	(Lufthansa)	J Pedlow	(Air France)
B Arnold	(Stagecoach)	M Mulvey	(Serco Docklands Ltd)
L Bell	(LCY)	S Keys	(North Woolwich/Silvertown Residents Assoc.)
A Charlton	(LCY)	S Kennedy	(Public Carriage Office)
P Cooper	(Newham Healthcare NHS)	N Tarr	(LCY)
A Foot	(CBI)	T Thomas	(DLR Ltd)
R Grafton	(LCY)	D West	(LB Newham)
D Higham	(LB Greenwich)	D Wilson	(LB Barking and Dagenham)
R Howell	(Crossair)	P Wisedell	(TfL)
S Innes	Royal Docks Trust/LCYCC	M Wood	(TGLP)
D Kelly	(Aer Lingus)	L Wooton	(Corp. of London)
Apologies			
K Axelson	(KLM UK)	M Murphy	(Fly BE)
I Brown	(DLR Ltd)	J Parker	(Royal Docks Trust)
G Cadd	(Corp. of London)	A Phipps	(Corp. of London)
T Davis	(LB Tower Hamlets)	R Saunders	(Citynet Catering)
C Ennis	(Hughes & Hughes)	R Seager	(LB Newham)
B Kiley	(TfL)	A Sillito	(BTA)
K Livingstone	(Mayor of London)	H Sweeney	(Travelex)

1. Welcome by A Medlock and an introduction to the Airport Transport Forum

2. Presentation by J Goulton (LCY) – Agenda Item: Aviation Policy White Paper – Governments Consultation and LCA Report

Issues arising:

- Gatwick back in the frame
- White Paper should be due out approx. Autumn 2003
- Looking beyond 5 million passengers and a cap of 73,000 movements
- Identified need for improved surface access

Discussion:

D Higham asked if the Airport had received feedback from the community re: extending beyond our capped limit of 73,000 movements.

J Goulton explained that the airport had presented the case at the LCACC and also to LB Newham officers. Overall the parties were in favour of the airport sending the proposals to the government however if developments were to progress they would like to be consulted for further discussion.

R Grafton said that the representatives that attended the LCACC meeting recognised extending the capped limit as a significant opportunity.

S Innes agreed with R Grafton claiming the only worry of the community was that we would build a larger runway or bring in noisier aircraft. He suggested

the community were aware of the benefits of growth in line with regeneration in the area as a whole.

3. Presentation by A Medlock (LCY) – Agenda Items: Surface Access Strategy and update on Modal Splits

Issues arising:

- Displayed this years passenger figures and explained the effects of weather (fog) on November's figures
- Reduction in no. of passengers using taxis. Attributed to the increase in shuttlebus services connecting to the Jubilee line.
- Airport Growth - 2010 forecast of approx. 3,000,000 passengers
- River Crossings

Discussion:

D Higham asked if the airport was going to put in a submission supporting the Woolwich extension.

R Grafton stated that the airport is in support and will submit something when approached to do so.

D Wilson enquired about the planning of the Thames Gateway Bridge and its height.

A Medlock responded saying we have not received the final detailed plans as yet.

R Grafton ensured the group that the airport will be looking at the plans and highlighting where appropriate the findings of the Planning Enquiry in 1990.

D West raised a number of concerns listed below:

- The airport is still not accessible from East London.
- The shuttle bus fare to and from Canning Town has risen 20% from £2 to £2.50.
- There are significant delays on the Jubilee Line that must have an impact on passengers.
- The number of staff at the airport that use their car to get to work is too high.

A Medlock tackled these issues:

- The airport has made attempts to direct the 101 Public Bus into the airport to make the airport more accessible from East London. However nearly 80% of employees at the airport are from local boroughs and almost 38% of these live in Newham.
- Although shuttlebus fares have increased passenger figures have not been affected, the bus operations have to be commercially viable as they are not subsidised.
- If there are forecasted delays on the Jubilee Line they appear on our website. The Customer Services team that operate the switchboards at the airport are informed of alternative routes to suggest to passengers.

N Tarr referred to the time of the tube strikes when the Customer Services team researched into other available routes even though it was not necessarily their job to offer this service.

S Innes suggested staff and passengers might be able to access the airport easier if Travelcards could be used on the shuttle buses. The London Transport Users Committee had raised this point with TfL but they did not seem keen to help. D West agreed it was important that we pushed TfL to make a decision to let the public use their Travelcards on the shuttle buses.

S Innes also pointed out that the announcement on the Jubilee Line that informs passengers when to get off for the airport bus had still not being rectified. He suggested the announcement still informs passengers to take a bus from Canary Wharf.

Some attendees at the forum thought this was not the case and N Tarr had been

informed that on the majority of trains the problem had been dealt with.

4. Update on DLR extension by R Niven – Agenda Item DLR Update

Issues:

- DLR owned by TfL
- SERCO Docklands Ltd have the franchise for the railway
- In the future the journey time from Bank station to King George V will be 22 mins
- It will take 20 mins to get to the airport
- There will be six trains per hour (1 every 10 mins)
- Hopefully there will be a train every 6 mins in the peak operating times
- Drew road school adjacent to the airport will be demolished in Summer 2003 and a new school built on nearby land should be ready for Spring 2003
- City Airport Rail Enterprise (CARE-Amec and Royal Bank of Scotland) have gained preferred bidder status for the extension
- Construction will begin in Feb 2003 and the line is due to open in Autumn 2005
- Construction on the Woolwich line will begin 2004 and the line is due to open 2007
- There will be 10-15 trains per hour with 5 terminating at Canning Town

Discussion:

R Howell asked R Niven if the design of the station serving the airport had been finalised yet.

R Niven replied yes

5. A Medlock updated Crossrail plans – Agenda Item Crossrail Update

6. Update on East London Transit by G Glenday – Agenda Item Barking and Dagenham Transport and Regeneration Vision

G Glenday did not attend.

A Medlock presented slides on developments for East London Transit 2005-2007.

D Wilson pointed out that they hope to link up Barking Reach and the Ford site.

M Wood updated the group on recent developments i.e.) 2006 opening to Dagenham Dock and pushing for Barking Reach link and extension to Rainham

7. Minutes and presentations will be available on the Airport's Community Website www.lcacc.org

8. Date of next meeting December 2003