

**LONDON CITY AIRPORT (LCY)
AIRPORT TRANSPORT FORUM**

**MINUTES OF THE MEETING HELD ON WEDNESDAY, 28th SEPTMEBER 2004
AT 10a.m. IN THE MERIDIAN BUSINESS CENTRE AT LONDON CITY AIRPORT**

PRESENT:

Helen Allen	Lufthansa German Airlines
Daniel Alston	Transport for London
Barry Arnold	Stagecoach
Angeline Barnes	London City Airport (Community Relations Executive)
Bob Blitz	Cross London Rail Links Ltd
Stephen Burke	London Borough of Bexley
Gillian Cadd	Corporation of London
Gbenga Dairo	Transport for London
Tony Davis	London Borough of Tower Hamlets
Bill Dunlop	London City Airport Consultative Committee
Richard Gooding	London City Airport (Managing Director)
Janet Goulton	London City Airport (Long Term Strategy Manager)
Rob Grafton	London City Airport (Environment & Planning Manager)
Chris Hall	TfL London Buses, Borough Liaison and Consultation
Tim Hockney	London First
Stuart Innes	ATF Administrator
Jagadish Jha	Beckton Community Forum
Liam Kane	East London Business Alliance
Jim McAlpine	Serco Docklands Ltd
Kevin McNally	Serco Docklands Ltd
Alan Medlock	London City Airport (Operations Director)
Mike Mulvey	Serco Docklands Ltd
Nick O'Donnell	DLR Ltd
Jeannine Pedlow	Air France
Bob Pilbeam	Confederation of Passenger Transport
Darek Podwiazka	Transport for London (London Buses),
Howard Sheppard	Canary Wharf Group
Tony Shields	London Transport Users Committee
Ian Thomas	Amec Group Ltd
Nadine Van Zyl	Transport for London
Dominic West	London Borough of Newham
Karen White	VLM

APOLOGIES:

John Biggs	Greater London Authority
Roger Blake	London Borough of Hackney
Peter Bradley	TfL London Buses
Julia Bray	Transport for London
Ian Brown	TfL London Rail
Roy Collins	London City Airport
Margaret Cooper	London Borough of Tower Hamlets
Max Dixon	Greater London Authority
Ian Fines	London Borough of Newham
Cllr Daniel Francis	London Borough of Bexley
Bob Goldring	Amec Group Ltd

Sid Keys	North Woolwich and Silvertown Community Forum
Steve Melrose	ExCel
Robert Niven	DLR Ltd
Bob Pennyfather	Arriva London
Neil Roth	Transport for London
Steve Shaw	Strategic Rail Authority
Tim Smith	London City Airport (Terminal Manager)

NOTE: The slides used in the Presentations can be seen in Acrobat .pdf format at www.lcacc.org/atf/slide.html

1. WELCOME AND INTRODUCTION

Alan Medlock (London City Airport) welcomed those attending this the sixth meeting of London City Airport's Transport Forum. Using slides (copies posted to the website) he:

- introduced the Airport's team,
- reminded the meeting of the key objectives of the Forum and who should participate,
- outlined the purposes of the Airport's Surface Access Strategy

2. MINUTES

The Minutes of the 5th Meeting of the Forum held on 10th December 2003 were approved as a correct record of the discussions at that meeting.

3. MATTERS ARISING

There were none.

4. DLR BRIEFING

Nick O'Donnell (NO) – Planning Team, DLR Limited – see slide presentation on website

NO updated the meeting on the progress made in developing and implementing the City Airport, Woolwich Arsenal, Stratford International and Barking Reach extensions of the light railway. Some additional points flowing from the briefing were:

- a) The Airport Extension was on track to open as planned at the end of 2005 or possibly a little earlier. Construction should be completed in the middle of 2005 and there would follow a period of testing and commissioning.
- b) Bids for the Woolwich Arsenal project were received 3-4 weeks ago. It is planned to complete the extension in 2008.
- c) The Stratford International Extension will provide new stations serving the development flowing from the regeneration of the Lower Lea Valley and, if London is chosen, the new facilities to be built there for the Olympic Games in 2012. The extension was expected to open in 2009.
- d) The key remaining issue on the Barking Reach extension is the means by which the new line is carried across the River Roding. The option currently favoured is a tunnel. Because of pressure on the central parts of the DLR the line would connect to the Stratford International Extension. The timing of this project would depend on the progress made in developing this part of the Thames Gateway.

In questions and discussion the following points were noted:

- ❑ The DLR had sought powers to increase the size of trains using the Lewisham-Bank line from 2-car to 3-car. On the outer sections of the railway the pressures were not so great and there was more flexibility - for the time being 2-car trains would suffice.
- ❑ There were already difficulties in coping with passengers at the DLR's Stratford (Regional) station and a new facility serving the existing line was planned for the end of 2006. The new Stratford International line would utilise the existing North London Line platforms at Stratford.
- ❑ Discussions were in progress about a link for passengers between Stratford (Regional) and Stratford International. The new DLR project would include such a link but it was possible that another facility such as a travelator might also be provided separate from the DLR Extension.
- ❑ The new Airport Extension would open with six (2-car) trains per hour. This might increase to 15 trains per hour when the further extension to Woolwich Arsenal is opened to traffic. The Stratford International Extension would start with 10 trains per hour but it would have the capacity to provide one train every 2 minutes should it be necessary.
- ❑ It was not yet clear whether the Stratford International Extension would operate from Woolwich Arsenal or Beckton. As mentioned this would be 5 trains per hour to Woolwich Arsenal and 5 trains per hour to Beckton
- ❑ There are plans to expand the train depot at Beckton. This is part of a recently submitted planning application

5. AIRPORT SURFACE ACCESS STRATEGY (ASAS)

Janet Goulton (JG) – London City Airport – introduced the circulated first draft. The slides used in the introduction have been posted to the website

In introducing the draft JG said it was planned to allow a period of two months, until the end of November, for those interested to submit comments, opinions and additions. Comments should be sent to – janet@lcy.co.uk and/or lcyatf@blueyonder.co.uk. The Airport would post the final draft to www.lcacc.org/atf by the end of December. The following targets were of key importance. Views on whether they were achievable would be particularly welcome:-

- a) Increase the proportion of passengers using public transport to access the Airport from 73% currently to 77%.
- b) Reduce the proportion of employees accessing the Airport by car alone from over 60% to 55%.

In discussion the following points were noted:

- ❑ Richard Gooding (LCY) said many staff at the Airport were required for duty at 05.30 a.m. and that to make a real difference in persuading them to use public transport services to get to work it was vital that those service should be available at an earlier hour. At present only the 69 bus operated early services but when the DLR Extension was opened for passengers it was to be withdrawn! This was an issue which affected not just the Airport. He asked that the responsible agencies should keep this in mind in their planning for the future.
- ❑ Dominic West (LBN) noted the lack of public transport links from the east. This was unsatisfactory and he asked for support in addressing the issue. The LBN had pressed for the 101 bus to be extended to the Airport but this was unlikely to be agreed and it was possible the route might even be terminated at Cyprus station!

There had been suggestions that after the DLR Extension is opened the 474 bus might be routed into the Airport and extended to Manor Park and East Ham but it was not yet clear whether this would be agreed.

- ❑ In relation to the staff travel survey it was noted that in order to attract a good response a prize draw had been arranged offering flights to Dublin. Nonetheless there had been a poor return and consideration was now being given to linking further such surveys to the renewal of Airport passes.
- ❑ In response to a question whether a staff travel scheme similar to that operated by the BAA at Heathrow could be implemented at London City, JG said that staff already travelled free on the shuttle buses to Canning Town, Canary Wharf and Liverpool Street. Richard Gooding said that at Heathrow the scheme was a team effort involving also the service providers. London City was open to such a scheme in principle but it would require support from the other agencies and providers represented in the room. Others present referred to car sharing schemes and staff buses.
- ❑ The plans for Crossrail, about which consultations were now in progress, included provision should it ever be needed, for a station at Silvertown on the straight and level section adjacent to Tate and Lyle. The new line would enter the proposed new tunnel under the Thames at North Woolwich. Dominic West said that the LBN had suggested that the proposed station at Custom House should be located as far to the east as possible linking to the bus station at Prince Regent Lane. A bus shuttle from there to the Airport would take 4-5 minutes.

6. **TfL BRIEFING ON THE EAST LONDON AND GREENWICH WATERFRONT TRANSIT SCHEMES**

Gbenga Dairo (GD)- Transport for London - see slide presentation on website

Arising from the briefing it was noted that:

- ❑ The Transit schemes were being implemented on phased basis.
- ❑ Phase 1 of the East London Transit (ELT) (Ilford - Barking Town Centre - Thames View Estate - Dagenham Dock) is about to be implemented with a view to operations commencing in 2006/7.
- ❑ Decisions have still to be taken on Phase 2 of the ELT but the link from Barking Town Centre to Gallions Reach was a strong favourite in view of the Thames Gateway Bridge. The timing of this Phase was uncertain.
- ❑ Phase 1 of the Greenwich Waterfront Transit (GWT) would run from Abbey Wood to North Greenwich via Woolwich Town Centre. The infrastructure between Abbey Wood and the Woolwich Ferry Roundabout was being planned for completion by 2008. Buses would then use existing public roads and bus priorities westwards to Millennium Transit Way to link with the transit infrastructure already in place across the Greenwich Peninsula to North Greenwich.
- ❑ There were no plans to extend the ELT to the Airport. The access opportunities for the Airport lay in the via GWT/DLR Interchange at Woolwich or the ELT/DLR interchange at Gallions Reach.
- ❑ The Thames Gateway Bridge would have dedicated facilities for the Transit and would serve as a link between the ELT and the GWT. The two schemes could then be branded as a single entity.

7. **DATE OF THE NEXT MEETING**

It was agreed that this should be held on a date to be decided in March 2005

8. **ANY OTHER BUSINESS**

Stuart Innes (ATF Administrator) said that the minutes of the meeting would be circulated to everyone on the Airport's invitation list and they would also be posted on the ATF pages on the Airport Consultative Committee's website at www.lcacc.org/atf along with Acrobat .pdf copies of the slides used in briefings during the meeting. It was planned also to circulate copies of the invitation list and participants were asked to check that this was up-to-date and included only those with an appropriate interest in the work of the Forum.