

LONDON CITY AIRPORT TRANSPORT FORUM

Meridian Business Centre, London City Airport – 10th December 2001 - 10.00 am

A Medlock	(LCY) - Chair	S Smith	(BHRC)
L Bell	(LCY)	B Spall	(NCC)
R Grafton	(LCY)	J Marshall	(Air France)
R Conti	(LCY)	K Axelsen	(KLM uk)
H Sheppard	(Canary Wharf Group)	R Howell	(Crossair)
W Dunlop	(LCY Consultative Committee)	D Kelly	(Aer Lingus)
T Pincott	(NATS)	P Sweeney	(KGS)
N Tarr	(LCY)	G Lomas	(ELBA)
T Smith	(LCY)	B Arnold	(Stagecoach)
G Cadd	(Corporation of London)	R Niven	(DLR Ltd)
S Innes	(LCY Consultative Committee/ Royal Docks Trust)	G James	(London Transport Users Committee)
T Davis	(LB Tower Hamlets)	R Brennan-Brown	(Crossrail)
D West	(LB Newham)	K Berryman	(Crossrail)
C Ellis	(Hughes & Hughes)	M Wood	(WS Atkins/TGLP)
J Goulton	(LCY)	N Dann	(Newham Healthcare NHS)
Apologies			
R Saunders	(CityNet Catering)	H Steward	(Newham Healthcare NHS)
J Douglas	(Newham EAZ)	J Collins	(Railtrack)
H Stewart	(Rodma)	L Emmanuel	(GLA)

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

2. Update on the CAA statistics

Issues arising:

S Innes mentioned that a lot of the employees at LCY live in the East and that the East London Transit plans would be very beneficial to the staff

M Wood gave a brief update on the EL Transit, this is still very much in first phase work with Transport for London

D Jenkins expressed a concern for pax/staff using the public footpath at the western end of the airport, near to the development works. R Grafton advised that this pathway would be diverted around the concrete works and then follow under the Connaught bridge, this pathway would be better lit, and have CCTV cameras to make safer route for all.

Agenda item - Airport targets were included in the presentation

3) K Berryman, acting CEO with Crossrail gave an update on the Crossrail project for East London

Issues arising:

G James asked about the funding arrangements for the project, K Berryman confirmed that the taxpayer would be footing most of the bill

D West asked if the plans included a rail stop for the Mayors Aquarium in the Pontoon Dock, K Berryman commented that only affordable options were being considered at the moment

G Lomax asked if with fitting in with the Mayors transport plan to target the Barking (growth) area would the Crossrail go out as far as that area.

Again K Berryman quoted that affordability would be the deciding factors on which routing options would be considered seriously

Crossrail will not serve London City Airport directly in the current options for the project

Crossrail is not expected to be operational until 2011/12

Crossrail live website will be available from 20th December – www.crossrail.co.uk

4) R Niven, Senior Planner for DLR gave an update on the DLR plans to London City Airport and to Woolwich Arsenal

Leaflets handed out on the proposed DLR route to Silvertown/City Airport and also the proposals to extend the DLR onwards - see www.dlr.co.uk for further information or contact lcy@dlr.co.uk

Delays are being caused to the project as DLR are awaiting a decision from the Secretary of State Stephen Byers, a decision is expected this week, then they will have the 'powers' and will appoint a concession to build, design and maintain. Expect to have a preferred bidder January 2002, contract close and signed by April 2002, June 2002 to start construction. It was expected the extension would open early in 2005.

Woolwich Extension is planned to go beyond the King George V station and then under the river to Woolwich Arsenal station.

After consultation with the public re plans for Woolwich station, Option 1 was favoured which would place the DLR station immediately adjacent to the Connex station.

The Mayor has given DLR the 'go-ahead' to develop the scheme to a Transport and Works Act Order application. The TWA process will determine whether DLR will be granted powers to build the scheme

Costing for project estimated to be £130m (£165m with an intermediate station although this is unlikely)

General update – new services off peak between Bank and Prince Regent Station, 9 trains per hour to Canning Town and will increase frequencies in peak periods. DLR will have 24 new trains on order. Beckton will have an increased service of 5 trains per hour to Bank via Canary Wharf.

LCY extension – plans to have 10 trains per hour to/from the airport via Canary Wharf (5) and Bank (5)

Issues arising:

M Wood mentioned that there is talk of an extension of the DLR from Beckton to Barking. R Niven responded that the DLR are awaiting analyst on the master plans of the Beckton Reach. If there is a case for the DLR to serve this then more attention will be given to it.

G James & W Dunlop both asked how likely the Canning Town – Airport extension is to go ahead, and if the DLR were confident that the Secretary would say 'Yes'. R Niven confirmed that the funding is in place and just waiting for Secretary of State go ahead He was very optimistic that it will happen.

S Innes mentioned that the DLR would serve the Mayors Aquarium!

G James asked about the future of Silverlink with all the DLR plans.

A Medlock & R Niven both commented that the future of the North London Line is not certain 2004 is when the contract is up for tender. At present the new 6 car trains can not stop at the stations between Stratford and Woolwich and a shuttle link is in operation. It was felt that the Silverlink operator is disinterested in the final leg of the route. Silverlink trains were invited but not present at the forum.

5) R Grafton / R Conti gave a presentation on the Airport's Green Transport Plan

A Survey was conducted to set some realistic targets for next year, including encouraging staff to car share.

From the survey, unreliable and inadequate public transport options plus the cost of public transport were noted as reasons why airport staff use cars.

It was also mentioned that the No 473 bus service was not reliable.

6) Dominic West mentioned that they were talking to Transport for London about the buses serving the airport. At present there are no services to /from East Ham and taxi cost is very expensive and long journey time. A Medlock said that the airport would support the increase in services of the No's 69, 101 and 473 or other connections to East London.

7) Any other business

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

8) Date of next meeting December 2002