

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

**MINUTES OF THE MEETING HELD ON WEDNESDAY, 10th DECEMBER 2003 AT
10a.m. IN THE MERIDIAN BUSINESS CENTRE AT LONDON CITY AIRPORT**

PRESENT:

Mike Adams	TfL – Thames Gateway Bridge Team
Helen Allen	Lufthansa German Airlines (Chair – AOC)
Barry Arnold	Stagecoach
Bob Blitz	Crossrail
Peter Bradley	TfL – London Buses
Tony Davis	London Borough of Tower Hamlets
Sam Faulkner	Metropolitan Police
Ian Fines	London Borough of Newham
Bob Goldring	AMEC
Janet Goulton	London City Airport
Rob Grafton	London City Airport
Bill Hamilton	Transport for London – Group Public Affairs
David Higham	London Borough of Greenwich
Stuart Innes	London City Airport Consultative Committee (LCYCC)
Jim McAlpine	SERCO Docklands Ltd (DLR Operators)
Eleanor McLaurin	London City Airport
Alan Medlock	London City Airport
Giovanni Nacci	London Borough of Newham
Robert Niven	Docklands Light Railway Ltd
Tony Pincott	National Air Traffic Services
Damian Price	Thames Gateway London Partnership
Howard Sheppard	Canary Wharf Group
Phil Smith	Road Management Services
Tim Smith	London City Airport
Tony Shields	London Transport Users Committee
Nigel Tarr	London City Airport
Ian Thomas	AMEC
Tony Williams	Select Aviation Fuelling Services
David Wilson	London Borough of Barking and Dagenham

APOLOGIES:

Mike Mulvey	Serco Docklands (DLR Operators)
Valerie Owen	London First
Sid Keys	North Woolwich and Silvertown Community Forum
Richard Howell	Swiss International Airlines (Vice Chair – AOC)
Bill Dunlop	Resident
Howard Smith	Docklands Light Rail
Martin Stuckey	Transport for London
Robert John	Canary Wharf Group
John Biggs	Assembly Member
Dianne Mason	VLM
Keith Berryman	Crossrail
Liam Kane	ELBA
Glynis Webb	Resident

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

1. On behalf of London City Airport (LCY) Alan Medlock welcomed those attending this the 4th Meeting of the London City Airport Transport Forum. More than 60% of those invited had come to the meeting.

2. **PRESENTATION – LCY UPDATE**

Alan Medlock (AM) – London City Airport – see slide presentation on website

In briefing the meeting AM highlighted:

- that many of the slides used in the 2002 Presentations were still applicable and it was not necessary to repeat them. The slides could be seen at www.lcacc.org/atf/slide.html
- that in 2003 the Airport had faced a number of challenges flowing largely from the Second Iraq war and the SARS epidemic. The number of passengers was running 9% below the previous year and there had been a 7% reduction in the number of air transport movements. It was expected that the number of passengers in 2003 would be about 1.5million. However, load factors had risen from 52% in 2002 to 55% this year and this was encouraging.
- that there were now signs of recovery with a number of new routes including a resumed service to Liverpool starting in February 2004. There had also been an increase in the number of flights on several routes and it was good to see competition on the Luxembourg, Edinburgh, Paris and Frankfurt routes.
- the 16% reduction in the number of passengers using the shuttle buses to Canning Town and Liverpool Street when compared to 2002 but noted that passengers using the Canary Wharf service had increased by 12%. Overall, in line with the reduction in the number of air passengers, there had been a 9% reduction in the use of the shuttle bus services. In the case of Liverpool Street the service had been affected by works at the station which meant that passengers were dropped off/picked up in Finsbury Circus.

3. **PRESENTATION – DLR EXTENSION TO LONDON CITY AIRPORT**

Bob Goldring – AMEC - see slide presentation on website

Work on this 4.5km extension of the DLR from Canning Town to LCY and North Woolwich had started in February 2003. The work was currently running to programme and it was expected that services would start at the end of 2005 as planned.

Arising from the Presentation it was noted:

- that the temporary traffic diversions in North Woolwich Road would continue until the many services in the road had been re-located, hopefully by next Spring.
- that the dwellings in Pier Road were the only residential properties to be seriously affected by the works. There was ongoing liaison with the householders.

Stuart Innes (LCYCC) drew attention to the attractive design of the new Airport station. Artist's impression of this could be seen at www.lcacc.org/access/dlr.html#station

David Higham (LB Greenwich) was concerned that the present £900m gap in TfL's finances might prejudice the decision now pending on whether to build the further extension of the DLR from North Woolwich to Woolwich Arsenal. Robert Niven

(DLR Ltd) said that the extension would be funded in a similar manner to the present LCY extension with a substantial input of private funds based on a 30 year contract. In pursuit of this an OJEU Notice had been published inviting expressions of interest. He said that the seeking of expressions of interest, and with TWA powers likely being granted in early 2004, showed that the project is gaining momentum and could be implemented as planned by 2008.

4. **BRIEFING – BUS SERVICES IN EAST LONDON**

Peter Bradley (PB) of TfL London Buses briefed the Committee

Setting the scene PB outlined recent growth in the use of the entire London bus network:-

- London Buses are now carrying the highest number of passengers since 1969
- There is now the fastest rate of growth in passengers since 1945
- 7.3% passenger growth for 2002/03 — an extra 104 million passenger trips
- 19% aggregate growth - 1999/00 to 2002/03
- 16% growth in Night bus passengers for 2002/03
- 12% growth in Sunday passengers year on year
- Highest operated kilometres since 1963 (397 million km in 2002/03)
- In 2002/03 the network carried a total of 1,534,000,000 people
- Every week-day over 5,400,000 trips are made on London's buses

There had been a review of the contracting regime (first introduced 15 years ago) with a view to better pre-qualification procedures and arrangements aimed at removing operators which did not perform and to secure new contractors.

A new Director of Performance had been appointed and programmes were in place to secure better quality standards and supervision, improved staff training, better reliability and improved passenger safety including measures to deal with crime and the fear of crime. In pursuit of social inclusion goals steps were also being taken to improve access not least for people with reduced mobility – more than 80% of the fleet could now accommodate such passengers and, except for a few Routemasters, it was hoped that all buses would be similarly equipped by 2005.

Journey times were also an issue. Congestion charging in Central London had speeded up buses by 15% and lost mileage had been halved. If current trials with cashless operation were successful it was expected there would be a significant improvement in bus journey times.

There were, however, problems not least in relation to finance. Bus operations were no longer cost neutral. The current subsidy was £600m p.a. and this was expected to rise to £1bn by 2008.

Copies of a booklet presenting the results of the recent *London Buses Strategic Review* were available at the meeting and the London Buses Business Plan could be seen on the TfL website.

London City Airport is currently served by Routes 69 (to Silvertown, Canning Town, Stratford, Leytonstone and Walthamstow) and 473 (from North Woolwich to Stratford via LCY and Prince Regent DLR station). Both services offer a 10-minute daytime schedule. Route 69 operates on 24 hour basis. It was recognised that these services were running near to capacity at times. The Airport shuttle buses operate under service permits offering dedicated services to Canning Town, Canary Wharf and Liverpool Street. London Buses would look into the current difficulties at Liverpool Street to see if better arrangements could be made.

London Buses now proposes to carry out a Review of Bus Services in the Royal Docks which would take into account existing and planned developments in the area and the forthcoming extension of the DLR to LCY and North Woolwich. The Airport would be closely involved in the review.

In response to a question by David Wilson (London Borough of Barking and Dagenham) PB said that the Royal Docks Review would cover bus links to and from LCY from the east. Stuart Innes asked about the East London Transit project. PB said that so far as he was aware the project continued in development but that finance might be a problem.

5. **PRESENTATION – A13 IMPROVEMENTS**

Phil Smith – RMS - see slide presentation on website

RMS is a special purpose company formed to upgrade 13 miles of the A13 from Butchers Row in Tower Hamlets eastwards to Wennington. The scheme is being carried out under a 30 year DBFO Contract. The new schemes will provide:

- Three lanes in each direction on the A13 with grade separation at the junctions with the key north-south routes thus relieving congestion at those junctions
- Provision of additional bus lanes and cycleways
- Installation of environmental barriers to provide visual screening and noise reduction
- Use of quieter surfacing
- Provision of hard and soft landscaping

The key elements of the scheme are:

- the A13 Ironbridge to Canning Town Improvement - widening and an additional flyover and completing/connecting the East India Dock Link Tunnel. Completion was expected in June 2004. (The eastbound bore of the East India Dock Link had the previous weekend been connected to the A13.)
- the A112 Prince Regent Lane Improvement - an underpass, slip roads and new junction – completion expected March 2004.
- the A117 Woolwich Manor Way Improvement - replacing the existing flyover with a dual three-lane flyover - completion expected April 2004
- the Movers Lane Improvement - a new dual three-lane underpass - completed
- replacing the Roding Bridge – completed..

6. **THAMES GATEWAY BRIDGE**

Bill Hamilton (BH) - Transport for London - see slide presentation on website

In briefing the meeting BH highlighted:

- The relative lack of river crossings to the east of London compared to West London.
- That the proposed bridge was part of an integrated solution including the Silvertown Link, the DLR Extension to Woolwich Arsenal, busway projects such as the East London and Greenwich Waterfront Transit schemes, Crossrail and the A13 improvements. Taking these schemes together 80% of the total capacity would be for public transport
- At its northern end the scheme would include a flyover over the A13/A406 junction.

- The southern end of the new route would end in Thamesmead and Oxleas Wood would not be affected.
- Because of LCY and PLA requirements the bridge could not be a suspension bridge – it was likely a simple box girder design would be adopted.
- The question of tolls was being studied, including the possibility there might be lower tolls for local journeys.
- Consultation showed that that the scheme was well supported.
- The Mayor was expected to issue an Environmental Statement on the scheme early in 2004
- The decision whether to seek powers for the scheme would be taken later in 2004. It had yet to be decided whether to promote a hybrid Bill in Parliament or proceed using the powers in the Highway Acts. Any delay in developing the Crossrail project might facilitate the Parliamentary route.

In response to a question from Tony Shields BH said the bridge would include a dedicated busway in each direction. These would be constructed such that they could be upgraded later to take a light railway.

David Higham (LBG) said he was anxious that the Greenwich Waterfront Transit scheme should be a tram network which, based on experience at Croydon, was more likely to be attractive to users. BH said that the new busways would have many of the characteristics of tramways and should be just as attractive. There was the possibility that the busways could be upgraded to tramways at a later date.

7. **LCY GREEN TRANSPORT PLAN – 2003 STAFF SURVEY**

Rob Grafton (RG) -London City Airport - see slide presentation on website

In the briefing the meeting RG noted:

- the 23% response rate was not as good as it might be but it was thought to be representative. The Airport was looking at ways in which the response rate might be improved in the future.
- that a majority of staff working at LCY live to the east of the Airport – improved public transport links to and from the east are a priority from the Airport's point of view
- that compared with the last survey there had been a rise in the number of people using their cars on a sole use basis and a decline in the use of public transport. This was a matter of concern. The survey suggested that the reasons for this had to do with staff working unsocial hours and perceptions of cost and comfort.
- That one of the keys to improved staff use of public transport was the completion of the DLR extension from Canning Town
- The Airport's Green Transport Plan would now be updated and published on the LCYCC's website

In response to questions RG said there were 1450 people working at the Airport with permanent passes. There was no pressure on parking facilities at the airport at present. The Airport was considering whether to issue staff applying for new passes with a pack describing the public transport facilities available to them.

8. **FUTURE OF ATF**

AM asked whether the format adopted for this meeting – with more presentations and briefings - was felt to be useful and whether the present practice of having the meetings once a year was still felt to be appropriate. He noted also that the *London City Airport*

Surface Access Strategy (ASAS) was now in need of review and suggested that a Working Group drawn from the bodies represented on the Forum might be formed to help with this.

There was general agreement that the presentations and briefings at this meeting had been informative and useful. It was felt that the next meeting should be held in mid-2004 when the review of the Airport's Surface Access Strategy would be available for discussion.

The following bodies indicated their willingness to participate in the Working Group:

- London Borough of Newham (Ian Fines)
- London Borough of Barking and Dagenham (David Wilson)
- Thames Gateway London Partnership (Damian Price)
- Docklands Light Railway (Robert Niven)
- Transport for London
- London Transport Users Committee (Tony Shields)
- London City Airport Consultative Committee (Stuart Innes)

Davis Higham (LBG) said it was important to maintain contact in relation to cross - river links

9. ANY OTHER BUSINESS

Crossrail

David Higham (LBG) said that in view of the reported pressure on the Government's finances it was important to lobby hard to secure the Crossrail project.

He pointed out that the present Crossrail scheme made no allowance for a station at Woolwich Arsenal. Such a station was important to the Airport in that it was likely passengers would change there to reach the airport via the DLR rather than use the intended Crossrail station at Custom House. The Airport said it noted the point and would take it into account in its dealings on the project