

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

**MINUTES OF THE MEETING HELD ON FRIDAY 15TH APRIL 2005 AT 10.30a.m.
AT CITY AVIATION HOUSE, LONDON CITY AIRPORT**

PRESENT:

Mike Adams	Adams Hendry Consulting Ltd
Helen Allen	Lufthansa German Airlines
Daniel Alston	Transport for London
Michele Bailleaux	Royal Docks Partnership
Angeline Barnes	London City Airport
Karen Brown	VLM Airlines
Charles Buchanan	London City Airport
Stephen Burke	London Borough of Bexley
Gillian Cadd	Corporation of London
Roy Collins	London City Airport
Tony Davis	London Borough of Tower Hamlets
Simon Dobson	Docklands Light Railway
Jerry Froggett	Scot Airways
Janet Goulton	London City Airport
Chris Hall	TfL London Buses, Borough Liaison and Consultation
Elizabeth Hall	London Transport Users Committee
Louise Hopkins	London City Airport
Richard Howell	Swissport
Stuart Innes	ATF Administrator
Jagadish Jha	Beckton Community Forum
Sid Keys	North Woolwich and Silvertown Community Forum
Steve Royle	Metropolitan Police (SO18)
Kevin McNally	Serco Docklands Ltd
Alan Medlock	London City Airport
Steve Melrose	ExCel
Sharon Moller	Docklands Light Railway
Barry Moore	London City Airport
Mike Mulvey	Serco Docklands Ltd
Jamie Price	Transport for London (Buses)
Howard Sheppard	Docklands Business Club
Les Staerck	Stagecoach
Daniel Townsend	London City Airport
Dominic West	London Borough of Newham

APOLOGIES:

Barry Arnold	Stagecoach
John Biggs	Greater London Authority
Bob Blitz	Cross London Rail Links Ltd
Tom Daly	Serco Docklands Ltd.
Bill Dunlop	London City Airport Consultative Committee
Ian Fines	London Borough of Newham
Cllr Daniel Francis	London Borough of Bexley
David Higham	London Borough of Barking and Dagenham
Nadine Navarro	Transport for London
Robert Niven	DLR Ltd
Valerie Owens	London First
Sanjay Patel	Thames Gateway London Partnership
Bob Pennyfather	Arriva London

Darek Podwiazka
Steve Shaw
Tim Smith
Ian Thomas

Transport for London (London Buses),
Strategic Rail Authority
London City Airport
AMEC Group Ltd

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 seventh meeting of London City Airport's Transport Forum.
- introduced the Airport's team.
- reminded the meeting of the key objectives¹ of the Forum.
- thanked all those who had helped in shaping the Airport's newly revised Surface Access Strategy – this could be seen in its final form on the Airport Consultative Committee's website².

2. DLR BRIEFING

Sharon Moller (SM) and Simon Dobson – DLR Limited – see slide presentation on website

DLR Extension Projects - Update

SM 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 and the DLR's various other improvement projects.

In questions and discussion the following points were noted:

DLR City Airport Extension – Services to Canary Wharf

- (a) It was confirmed that the DLR would not at the outset be running services on the new Airport Extension direct from the Airport to Canary Wharf. Trains on the new extension would run direct to Bank. Passengers for Canary Wharf could change to the Jubilee Line at Canning Town and it would be easy to change at Poplar DLR where passengers would simply cross the platform for a Canary Wharf train. Including the change the journey time from the Airport to Canary Wharf via Poplar would be 15 minutes compared with 22 minutes to Bank.
- (b) There were two main reasons for the decision not to offer a direct service to Canary Wharf. The first was that by running a direct service from London City Airport to Canary Wharf service reliability on the rest of the network would be threatened. The second reason was that DLR modelling estimates that the new line would generate small numbers of passengers in the initial years of operation - 1000 passengers per day (ppd) to the City compared with 500ppd for Canary Wharf. Charles Buchanan (LCY) asked how this squared with the Airport's figures, supplied to DLR, which showed that 32% of Airport passengers travelled to the Docklands area but only 10% to the City of London. It was explained that the DLR's forecast took into account travel by other modes such as private cars and taxis – DLR were happy to discuss the modelling used to arrive at their forecasts³. It was forecast that half of all of passengers using the Airport station would be

¹ See <http://www.lcacc.org/atf/index.html#atf>

² See <http://www.lcacc.org/atf/asas05.pdf>

³ *Post Meeting Note:* The Airport subsequently offered to share its data on the number of passengers using the Shuttle bus.

local people making journeys. The service to Bank would also pick up large numbers of passengers along the West route. The West route, including Bank, Tower Gateway, Westferry, Limehouse and Shadwell is the busiest of all DLR routes.

- (c) The decision not to offer a direct service to Canary Wharf had only just been taken. The local authorities and other interested agencies would now be informed and invited to discuss the issues. The decision would be kept under review in the light of demand and the overall capacity of the DLR network. It was noted that the new line would generate about 3.5mppa compared with 50mppa by the rest of the network. In deciding new services it was necessary to keep in mind the often conflicting needs of the rest of the network and the overriding need to maintain reliability which at 98.05% was very good.
- (d) Howard Sheppard said that Canary Wharf Limited had only just learned of the decision not to run direct services to and from LCY and would refrain from comment until there had been time to understand the details.
- (e) The forthcoming Aquarium and other new developments along the route would produce a steady increase in the number of passengers using the new line but its further extension to Woolwich Arsenal was expected to bring about a dramatic increase to 8-9 mppa. This would require additional capacity and the DLR would respond. It was noted for example that the new Airport line, in common with all new extensions, was being built to standards such that it could handle 3-car trains.

Canning Town Station

- (f) Steve Melrose (ExCel) asked whether DLR had plans to improve its capacity at Canning Town which was becoming a significant point of interchange. SM said that the Stratford International project provided an opportunity to address the issues. This would give the DLR the platforms currently used by the North London Line and plans to upgrade the junction arrangements were under consideration. Simon Dobson said DLR would continue to work very closely with ExCel to ensure that DLR provided sufficient capacity to meet the needs of visitors where exhibitions were now attracting visitors in ever larger numbers.

DLR Extension Project –Marketing

SD said that for the past 18 months DLR had been working closely with the Airport on the marketing of the new extension which was due to open on 15th December. At present the focus was to raise awareness of the new service in general terms among air passengers through advertisements in the Airport and a forthcoming exhibition. In June and July this activity would become more specific with more detailed information on what the new service would provide – routes, stations, service patterns etc. This would include activity aimed at local communities along the route.

In the period October/December there would be a second and bigger campaign covering local people (within 15 minutes of the new stations), those who live on or near the present DLR network and services which connect with it, present airport users through the Airport and the airlines and potential airport users, i.e. those living in geographical areas to which the new service will provide improved access. This campaign would involve leaflet drops, billboards, taxis, press and radio etc and possibly exhibitions at trade shows.

The design work for this programme was now in progress. The DLR was spending £0.5m and the Airport would also be making a contribution. There would be a meeting

with the airlines at the end of April to enlist their help in promoting the new service. By the next meeting of the Forum there would be more to see.

In response to questions:

- SD said that fares on the new line would be the standard zonal fares operating across the TfL system. The station at LCY would be in Zone 3. Travelcards could be used in the ordinary way.
- DLR were ready to help stakeholders in promoting the new service among their own employees. This was very important.
- DLR was drawing up a list of local groups to be contacted as part of the process of promoting the new service. Suggestions would be welcome.

3. **BUS SERVICE PROVISION FOR LONDON CITY AIRPORT**

Jamie Price (JP) – TFL London Buses (Network Development) - see slide presentation on website

JP said that there had been a review of the bus routes serving London City Airport in the light of the December opening of rail services on the new DLR Extension. In consequence it was proposed that:

- Route 69 - which currently runs from Walthamstow to the Airport via Stratford, Plaistow and Canning Town - would serve as a feeder service into Canning Town for the DLR and would no longer operate beyond Canning Town.
- Route 473 - which currently runs from Stratford to North Woolwich via Plaistow and the Airport – would continue to operate without change.
- Route 474 – which currently runs from Beckton to Canning Town via North Woolwich and Silvertown (passing but not entering the Airport) - would now directly serve the Airport and be extended from Beckton northwards via East Ham to Manor Park.

TfL would now be consulting local stakeholders about these proposed changes to local services.

Stuart Innes said that the changes to Route 474 was particularly good news bearing in mind the relative lack of public transport services to and from places to the east of the Airport when compared with services to and from the west. A significant proportion of those working at the Airport lived to the east and this new service would provide an attractive option.

These remarks were echoed by Dominic West (LBN) who said the Council had been pressing for changes of this kind for more than 5 years.

In response to a question Janet Goulton (JG) said that with the opening of the DLR Extension to the Airport it was proposed to withdraw the present LCY shuttle bus service to and from Canning Town. It had always been the intention to continue to provide the shuttle bus service to Canary Wharf and Liverpool Street until traffic on the new railway had settled and it could be seen more clearly whether there was an ongoing demand for the shuttle bus service.

Dominic West (London Borough of Newham) said that the London Borough of Tower Hamlets was keen to see a limited stop service between the City and Canary Wharf and it might be that the Airport shuttle service, suitably subsidised, might meet this need.

4. **DATE OF THE NEXT MEETING**

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

5. **ANY OTHER BUSINESS**

(a) Tube Weekend Operating Hours

In response to question Janet Goulton (LCY) said the Airport would be objecting to the proposal to start services on the Tube an hour later on Saturday mornings on the grounds that this would affect access to the Airport by passengers and staff. Stuart Innes said that the Airport's consultative committee had resolved last week to support the Airport in its objection. It was noted that the Airport was closed on Sunday mornings and was not affected by the proposals to start Tube services an hour later that day. It was understood that these proposals would not affect services on the DLR and for the Airport this was good news.

(b) Minutes

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.