

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

**MINUTES OF THE MEETING HELD ON TUESDAY 22nd NOVEMBER 2007 AT  
10.30a.m. AT CITY AVIATION HOUSE, LONDON CITY AIRPORT**

**PRESENT:**

Michele Bailleaux	Royal Docks Partnership
Karen Bain	Docklands Light Railway
Bala Balasundaram	Transport for London (Thames Gateway Bridge)
Oliver Birtill	Transport for London (Surface Transport)
Ron Brewer	London TravelWatch
Wouter Bruyndonckx	VLM
Charles Buchanan	London City Airport – in the Chair
Gillian Cadd	Corporation of London
Geoff England	London Borough of Newham
Bob Gough	Serco Docklands
Janet Goulton	London City Airport
Chris Hall	TfL London Buses, Borough Liaison and Consultation
Robert Hall	Transport for London (London Buses)
Elizabeth Hegarty	London City Airport
Stuart Innes	ATF Administrator
Dennis James	Custom House and Canning Town Community Forum
Victoria Jeeves	London City Airport
Sid Keys	North Woolwich and Silvertown Community Forum
Mundal Kunal	Transport for London (London Underground)
Phil McKenna	Transport for London (London Underground)
Timothy Martin	London Borough of Barking and Dagenham
Tom Noble	City of London
Mike Pearl	Public Carriage Office
Darek Podwiazka	Transport for London (London Buses)
Pete Scottow	Metropolitan Police (CO18)
Howard Sheppard	Canary Wharf Group
Barry Sickelmore	East London Bus Group
David Steer	Association of British Travel Agents
Hamish Stewart	Royal Docks Management Authority
Ian Thomas	Morgan Est Ltd
Alison White	East London Business Alliance

**APOLOGIES:**

Helen Allen	Lufthansa German Airlines
Stephen Burke	London Borough of Bexley
Tony Davis	London Borough of Tower Hamlets
Bill Dunlop	London City Airport Consultative Committee
Sergeant Tony Galinis	Metropolitan Police - RD Safer Neighbourhoods Team
Neil Georgeson	South Eastern Railway Company
Mike Gibson	South Eastern Railway Company
Jackie Lindre	London Development Agency
Seema Manchanda	London Borough of Newham

**NOTE:** The slides used in the Presentations can be seen in Acrobat .pdf format at  
[www.lcacc.org/atf/slide.html](http://www.lcacc.org/atf/slide.html)

## 1. WELCOME AND INTRODUCTION

Charles Buchanan (London City Airport):

- welcomed those attending this the tenth meeting of London City Airport's Transport Forum.
- introduced the Airport's team.
- reminded the meeting of the key objectives<sup>1</sup> of the Forum.

## 2. DOCKLANDS LIGHT RAILWAY (DLR) – EXTENSION PPROJECTS – PROGRESS

*Karen Bain – Docklands Light Railway - see slide presentation on website*

The following points arose in questions and discussion after the presentation:

- DLR had been identified as the most appropriate public transport solution for the Barking Riverside development. It was important to offer DLR support at the public inquiry into their scheme and to press for it to be funded.
- The developer of Stratford City is required to provide a fixed mechanised link linking the Stratford International and Stratford Regional stations. A question arose whether the forthcoming DLR link would meet the need. KB agreed to report back on whether this issue was being discussed within DLR. It was difficult, however, to see why the DLR should meet the cost of free travel between the two stations.
- The bridge linking the old and the new DLR platforms at Stratford Regional station was expected to open next month along with the platforms.
- LUL would be providing a second platform at Stratford Regional for Central Line services to central London. There would be links to the Jubilee Line and the DLR.
- DLR were aware of the crowding at times on their Beckton line and are working hard to secure funding to extend stations to three car capacity. The London City Airport Line is already built to accommodate three car trains. The use of three car operations will be based on levels of demand.
- The Administrator commented that the proportion of passengers using public transport to travel to and from the Airport was by a comfortable margin the highest in the country.

## 3. PLANNED ESCALATOR WORKS AT BANK UNDERGROUND STATION

*Phil McKenna – London Underground - see slide presentation on website*

The following points arose in questions and discussion after the presentation:

- The Oyster card software would be changed so that passengers changing services at street level would not be penalised. This would apply to passengers using Cannon Street, Mansion House and Monument stations. It was commented that Mansion House might well be a better option for passengers in many situations.
- LUL would be thinking about the provision of more lifts at Bank but it would be a big engineering challenge to provide more such links between the platforms and the street. The first priority was to deal with the escalators.

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

- LUL would look into the options for passengers travelling to the Airport but it was hard to be prescriptive – much would depend on where such passengers were travelling to and from and on the time of the day.
- The Journey Planner on the TfL's website would be changed to reflect the changing position at Bank station as the works progressed
- The Airport commented that the options for travel to and from the Airport were fully covered on their website, and by notices in the terminal, and they would be keeping this information up to date in line with the progress made by LUL at Bank in renewing the escalators. It would be helpful to passengers if LUL would publish a map showing how to change trains at street level.
- There would be extra staff at Bank during the works to help passengers in changing trains. It would be usually be possible to give about 4 weeks notice of changes for passengers as different parts of the scheme were completed and others started. Minor changes would not in general be advertised.

#### 4. AIRPORT BRIEFING

*Charles Buchanan and Janet Goulton – London City Airport – see slide presentation on website*

The following points arose in questions and discussion after the presentation:

- The Airport were talking to Crossrail about the need for an interchange facility at the new Custom House station for onward travel to the Airport.
- The Airport did not agree with the present Mayor that Crossrail would negate the need for London City Airport. Crossrail might make it easier for passengers to access Heathrow but equally it would provide an easier facility for passengers over a much wider area to travel to and from London City which provided a better and quicker service, especially for the business traveller.
- The Airport was very keen to increase the number of staff travelling to the Airport by public transport. The times at which public transport facilities opened for service were important in that many staff were employed on a shift system involving an early start in the morning. It was noted that the 474 bus service now operated on a 24 hour basis. More such services would be helpful as would public transport services to and from places to the east of the River Roding.
- Geoff England said the LBN were pleased with the focus given by the Airport to the *Staff Travel Plan* and increasing the use of public transport by staff. He hoped that the Airport would continue to explore the options including the 24 hour bus services. The Airport confirmed that this was their clear intention although the difficulties flowing from the shift system could not be overlooked.
- The present (interim) planning application involved a 50% increase in the number of flights (from 80,000 to 120,000) and it was expected that this number would be reached by 2010 giving a passenger total of 3.9 mppa compared with 2.4 mppa in 2006. The new limit would apply to all flights including those by private corporate aircraft using the Jet Centre which did not count for the purposes of the present annual limit of 73,000 air transport movements.
- There had been 13,000 Jet Centre movements in 2006 in an overall total of about 80,000 flights. It was expected that this might rise over three years to perhaps 20-25,000 movements. The number was constrained by the availability of apron space at the Jet Centre.

5. **ANY OTHER BUSINESS**

There was none.

6. **DATE OF THE NEXT MEETING**

The next ordinary meeting of the Forum would take place on a date to be agreed in November 2008