

## **LONDON CITY AIRPORT TRANSPORT WORKING PARTY**

**25th November 1999 at 10.00 am**

### **1. London City Airport's Surface Access Strategy**

A copy of the Airport's Draft Surface Access Strategy was handed out to attendees. This details current surface access provision and discusses potential future access arrangements.

Current methods of gathering information on staff travel to work is an annual questionnaire to all staff based at the airport asking for the postcode where they usually start their journey to work and mode of transport used.

The Civil Aviation Authority will be carrying out a passenger survey at LCY in January. Data collected will include passenger travel patterns. LCY commissioned a survey in May 1999 surveying 800 passengers. Data collected included passenger travel patterns.

### **2. Infrastructure-Rail/Bus/Taxi**

Richard de Cani provided the group with an update of the DLR project:

In Feb 2000 the proposal for Transport and Works Act approval will be submitted. This will require 12 / 18 months for approval.

- Construction time will be approx. 2 years
- Services will initially be 5 trains an hour LCY to Bank with a journey time of 21minutes
- Later services via Canary Wharf to Lewisham will commence with 5 trains an hour.
- There will be two entrances, one for local residents and one of the airport This will enable a premium fare to be charged to airport passengers The cost of the project will be £75,000,000 plus £15,0,000 for the Woolwich extension.

The airport stated that its Shuttle Bus is likely to stop when DLR opens.

Concern was raised by some members of the group over the premium fare for airport customers as the DLR would need to be attractive to reduce road traffic It was suggested that rather than a premium fare why not spread cost across all airport users, not just DLR users. The group was to consider how this could be achieved.

It was suggested that airlines could be encouraged to sell an airline ticket + DLR ticket. This would help determine the mode of transport chosen by the passenger.

LCY were asked where they were with ticket integration with LT services. LCY informed the group that there had been some problems in that past with this, mainly due to finding the correct person to talk to, but also with regard to technical issues. It was suggested that with the new ticketing system, Prestige, integrated ticketing may be more of a possibility.

It was agreed by all that the best option would be for a seamless journey with ticket integration.

It was stated that access to Silverlink Metro was very poor from Canning Town, particularly for travellers with luggage.

It was agreed that the group should look at whether the airport Shuttle Bus could be included in the Bus Priority Network.

The Newham Cycle Network was discussed as was the use of 'powered two wheelers' and the need to provide secure parking. RS stated that Newham were trying to promote use of this mode of transport in the Borough. It was agreed that the cycle network routes needed to be plotted against postcodes of LCY staff.

### **3. Promotion**

Tricia Handley, London City Airport's Marketing Communications General Manager informed the group about the current marketing of transport links to the airport. The main focus was the 'fly the Jube' campaign and examples of the flyers and leaflets being used were shown to the group.

An example of the promotional credit card sized leaflet used at Gatwick Airport was shown and the group agreed that it would be useful to investigate the possibility of producing a similar leaflet.

It was suggested by group members that we target key stations on the Jubilee Line and other routes for publicity. The group needs to identify what the key stations are and connections which can be made at these stations.

#### **4. Green Transport Plan**

Rob Grafton detailed current initiative being run at the airport and raised some of the issues of implementing a Green Transport Plan

Current initiatives:	Free use of Shuttle Bus for all staff based at the airport. A charge of £150.00 p/a per car park space to companies based at the airport. It is unlikely though that this charge is passed on to individual staff members
Issues:	Encouraging staff to use other modes of transport was identified as an issue as the alternative mode would need to be better than the current mode.

The airport currently provides free parking for its own staff. It was agreed that this would need to be reconsidered in a Green Transport Plan, but only once improvements had been made to public transport provision. It was suggested that the airport send out a questionnaire to find out how staff would like to travel to work. and what it would take to get them to change mode.

It was agreed that there was a need to match postcodes of where staff are travelling from to public transport routes in the area.

#### **5. Setting Targets**

It was suggested that we need to look at travel projections in order to forecast future travel demand. It was felt that the Newham Transport Plan could provide such. Ruth Seagar stated that LBN do not have traffic forecasts. There is a Docklands Traffic Model, but this is somewhat out of date.

Any proposals and targets agreed need to be pre DLR and post DLR.

#### **6. Other Suggestions for Improvements.-and Actions**

Michelle Washington stated that the Second Sustainable Transport Strategy for the Thames Gateway was to be carried out shortly and that this could be used to focus on certain items which that group felt would be useful.

LCY and LBN to draft a programme for work of studies and table at next meeting for views.

LCY to draw up a brief for transport study by the next meeting.

It was agreed that there was a need for an audit of current provision on the ground - ie. Whether there were bus timetables at bus stops, etc. LCY to do this.

Communication of travel information was seen as an issue. In particular directions to the airport provided by LT staff. When contacting the LT Travel Information Line (0171 222 1234) passengers are directed via West Ham, rather than Canning Town.

The impact of ExCel on transport provision in the area was raised. The group wanted to know what account Newham has made for ExCel in their plans