

NOTICE OF MEETING

Tuesday 7th October 2003

7.00pm in the Board Room at City Aviation House, London City Airport



AGENDA

1. **APOLOGIES FOR ABSENCE** should be notified to the Secretary at 9 Palace Green, Croydon, CR0 9AJ, Telephone: 01689 843434, Fax: 0208 251 9858, E-Mail: stuart.innes@blueyonder.co.uk

2. **COMMITTEE MEMBERSHIP**

Henry Philp has now been confirmed as the representative of the Custom House and Canning Town Community Forum.

The London Development Agency has still to make a nomination.

Peter Mendham has moved from the area. He was a member of the Committee over many years. The Secretary has written a letter of appreciation and thanks for his keen and active participation in the Committee's work. His place on the Committee has been taken by Jagadish Jha of 21 Hickman Close, Fulmer Road, London, E16 3TA, Telephone: 020 7476 8064.

3. **PRESENTATION – OPERATIONAL IMPROVEMENTS PROGRAMME**

A review of the programme to date.

4. **THE MINUTES OF THE MEETING HELD** on 8th April 2003 – previously circulated

5. **MATTER ARISING**

- (a) **Item 5(a) – Departure Routes West of the Airport - Analysis**

The Airport will report.

- (b) **Item 13(a) – Committee Website**

Members may like to know that since the last meeting the Committee's site has been transferred and now operates on the Airport's web server. The address remains the same - <http://www.lcacc.org>. It is now much easier for users directly to access particular pages on the site.

The site is also now cross linked to the new website of the Liaison Group of the Airport Consultative Committees at www.ukaccs.info. Some members may find the information on the new site to be useful.

- (c) **Item 13(b) – Seventh Airport Fun Day – 5th July 2003**

The Secretary circulated with the minutes of the last meeting a note received from the Airport concerning the publicity given to Airport Fun Day. The event was a great success attracting more than 12,000 local people and raising more than £24,000 for the Richard House children's hospice. Next year Fun Day will be held on Saturday 3rd July.

6. **AIRPORT STATISTICS**

The usual charts are attached.

7. **AIRPORT DIRECTOR'S REPORT**

8. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

The report of the Airport's Environment & Planning Manager will be tabled at the meeting.

9. LONDON TRANSPORT USERS COMMITTEE – LONDON’S AIRPORTS ACCESS FORUM

The Committee will need to appoint a new representative to serve as a member of this Forum in succession to Peter Mendham.

10. PROPOSED EXTENSION OF THE LATERAL LIMITS OF THE LONDON CITY CONTROL ZONE

Members should have received direct from National Air Traffic Services (NATS) a copy of their Non Technical Consultation Summary of these proposals. Any member without a copy should contact the Secretary. All members should please bring the Summary with them to the meeting

The Committee will wish to consider whether it has any comments on the proposed changes. Any such comments have to be submitted by 10th November 2001.

11. ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEE CHAIRMEN AND SECRETARIES – 3RD/4TH JULY 2003 – BIRMINGHAM AIRPORT

Attached is a report of the two-day meeting. This was prepared by the Secretary of the Stansted Airport Consultative Committee, Graham Redgwell, and is used here by kind permission. Copies of the Agenda papers and the formal Minutes of the meeting are available at <http://www.ukaccs.info/meeting.htm>. Hard copies are also available from the Secretary (call 016898 43434).

12. CROSSRAIL

At their meeting on 3rd July 2002 the Committee agreed to write in support of the routing of the proposed Ebbsfleet branch of Crossrail Line 1 through the Royal Docks - including the provision of the station, not as suggested at Custom House but underground in the vicinity of the Connaught Crossing where it would serve ExCel, the Royal Business Park and the Airport more directly.

Attached is a copy of a Parliamentary Statement on 14th July 2003 by the Secretary of State for Transport from which it would appear – see paragraph 5 – that the Ebbsfleet Branch will be routed via the Royal Docks.

It will be noted the Government:

- is assembling an expert team to assess the proposals so that they can be assured that they offer good value for London, and are deliverable to budget, to time and to scope.
- has invited CLRL to advise them on updating the safeguarding for the route, and to undertake a public consultation exercise to explain in more detail their proposed scheme, and to canvass views on their route proposals. Crossrail say this consultation will be carried out “towards the end of the year”.
- have concluded that the most appropriate way to seek powers for the project would be by way of a Hybrid Bill which they would be willing in principle to promote at an appropriate point once the evaluation is completed and a comprehensive funding package is agreed. Crossrail say they are aiming to prepare a draft hybrid Bill for submission to Parliament by November 2004.

13. EU DIRECTIVE 2002/30/EC - PROPOSALS FOR RULES AND PROCEDURES FOR INTRODUCING RESTRICTIONS AT COMMUNITY AIRPORTS

At its meeting on 2nd October 2002 the Committee considered the Government’s proposals for the implementation of this EU Directive. The Committee agreed that the proposals seemed sensible but where operating restrictions were to be imposed under the Town and Country Planning Acts there would need to be clarity how the procedures applicable should be harmonised with those flowing from the Directive and who should carry them out.

The Government has now made the *Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003 (SI 2003/1742)* which give effect to its proposals for implementing the Directive with no significant change. The Regulations can be seen online at <http://www.hmso.gov.uk/si/si2003/20031742.htm>. Copies are also available from the Secretary. A Summary of the Responses to the Government’s consultation proposals is also available online by visiting:

http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/source/dft_aviation_source_022961.doc

Again, if any member would like a hard copy the Secretary will be happy to provide one.

The Regulations apply to London City as a "city centre" airport and to other UK airports which have more than 50,000 movements per annum. At Heathrow, Gatwick and Stansted the "competent authority" for the purposes of the Regulations is the Secretary of State. At other airports, including London City, the competent authority is the airport operator.

It needs to be emphasised that the Regulations do not require action to counter noise to be taken but rather set out the process to be followed where such action is being contemplated. Where such action is proposed the competent authority will be required to undertake a detailed assessment of the noise situation in the locality and the full range of possible measures to address the noise problems identified. The process must be transparent and involve consultation. The Regulations do not apply:

- a) in relation to existing operating restrictions established at an airport before 28th March 2002;
- (b) to "technical changes to operating restrictions of a partial nature" introduced at an airport after 28th March 2002 where the competent authority determines these are minor and do not have any significant cost implications for the airline operators.

It is still not very clear how precisely these requirements are to be dovetailed with the procedures and decision making processes applicable where restrictions are proposed to be imposed under the planning acts. *The Summary of Responses* says:

"The Directive does not change the current situation. Land use planning is one of four elements of the "balanced approach" to managing noise at airports; operating restrictions are another element. Land use planning and management are intended to control the development of land around airports with the aim of avoiding incompatible uses of such land; they are not 'operating restrictions' as defined by the Directive."

This does not really address measures of the kind operating at LCY which were imposed as a condition of planning consent, or by agreement under s.106 of the Town and Country Planning Act 1990, but which nonetheless seem to be "operating restrictions" of the kind covered by the Directive. The Department has been asked for clarification. They say the "confusion arises because current restrictions are not covered by the directive. If many of the current restrictions at UK airports were introduced now then they might be operating restrictions, but because they are already in place they are not. Interesting issues will arise if LCY, or anywhere else, wishes to change their current restrictions in which case consultation etc will be necessary."

14. THAMES GATEWAY BRIDGE

Members will be familiar with the Mayor of London's recent consultation on this proposed bridge which would cross the Thames at Gallions Reach, connecting Beckton to Thamesmead. Information about the bridge, abstracted from the Transport for London website, is attached.

The bridge is obviously a matter of considerable interest to the Airport who will tell the Committee about its response to the consultation.

The next step, assuming in the light of the responses to the consultation the Mayor decides to take the project forward, will be a detailed study examining noise, air quality, archaeology, wildlife and other environmental impacts. It is planned that this will be completed by December 2003 and made available to the public.

15. PRESENTATIONS – PROGRAMME

The Airport have suggested that for 2004 and subsequent years there should be a regular programme of presentations as follows:

- January: Surface Access
- April: Voluntary Commitment on Air Passenger Rights, including assistance for Passengers with Reduced Mobility (PRMs)
- July: Airport Environmental Report
- October: Future Airport Developments/Projects

This would not preclude the Committee discussing any other subject of concern/interest or inviting any other organization to present to the Committee.

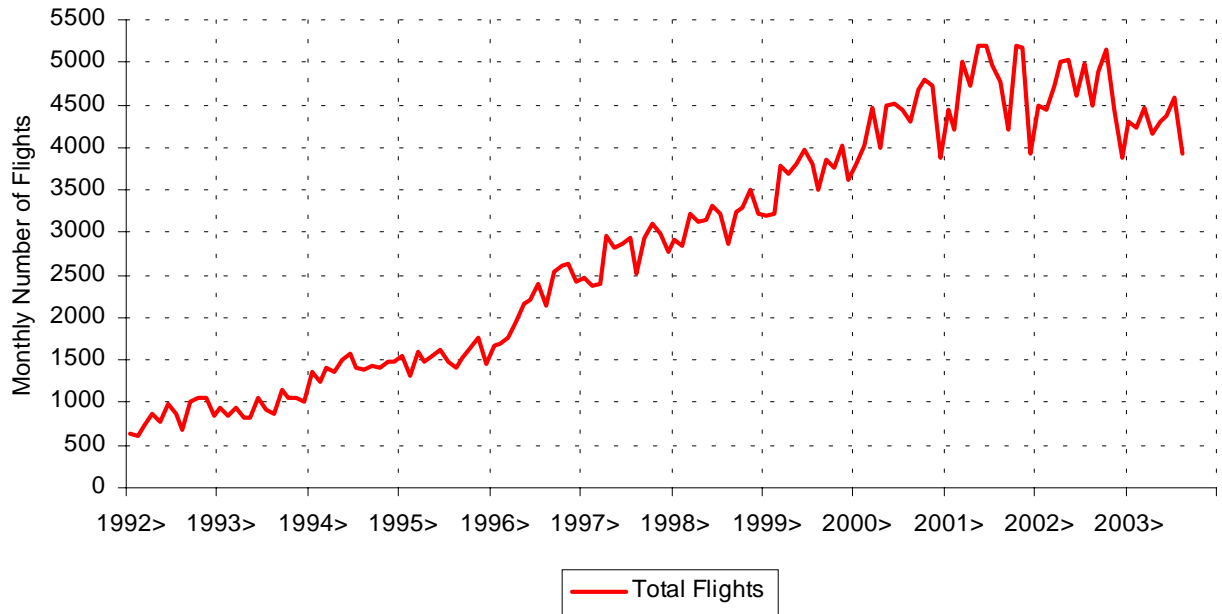
16. ANY OTHER BUSINESS

17. DATE OF NEXT MEETING

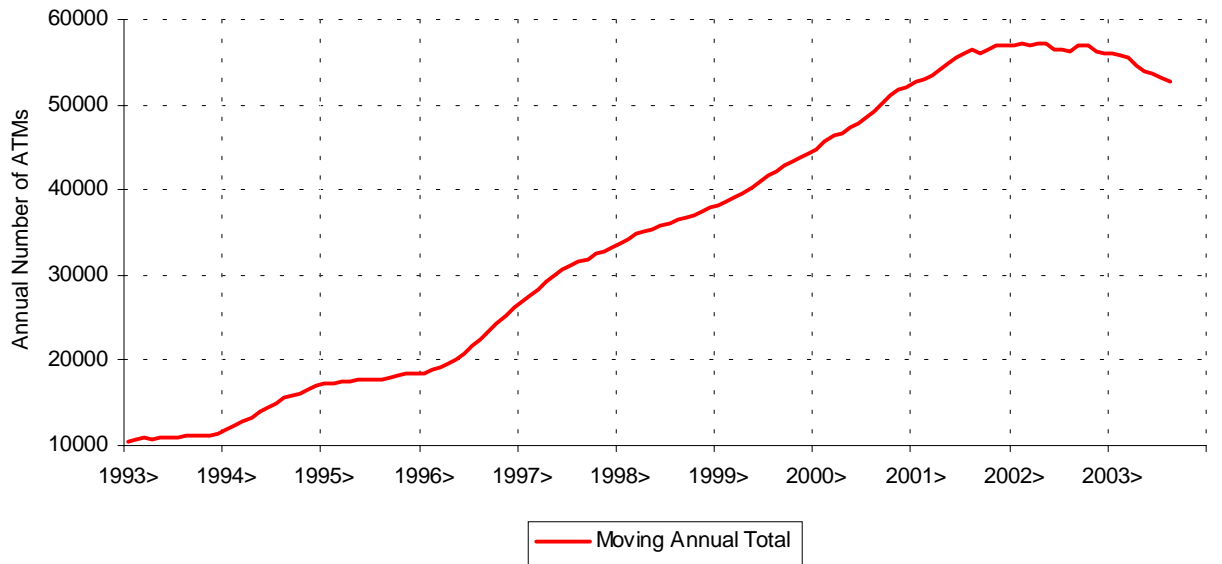
Tuesday 6th January 2004 at 1900 hours at City Aviation House, London City Airport.

Agenda Item 6 Airport Statistics

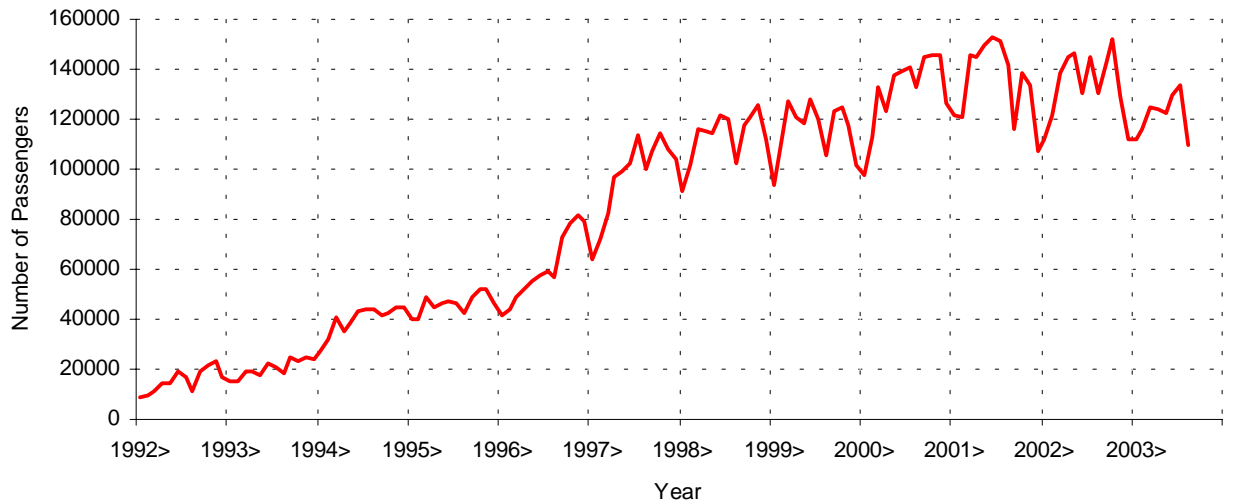
LONDON CITY AIRPORT Monthly Number of Flights



LONDON CITY AIRPORT Number of Flights - Monthly Moving Annual Totals

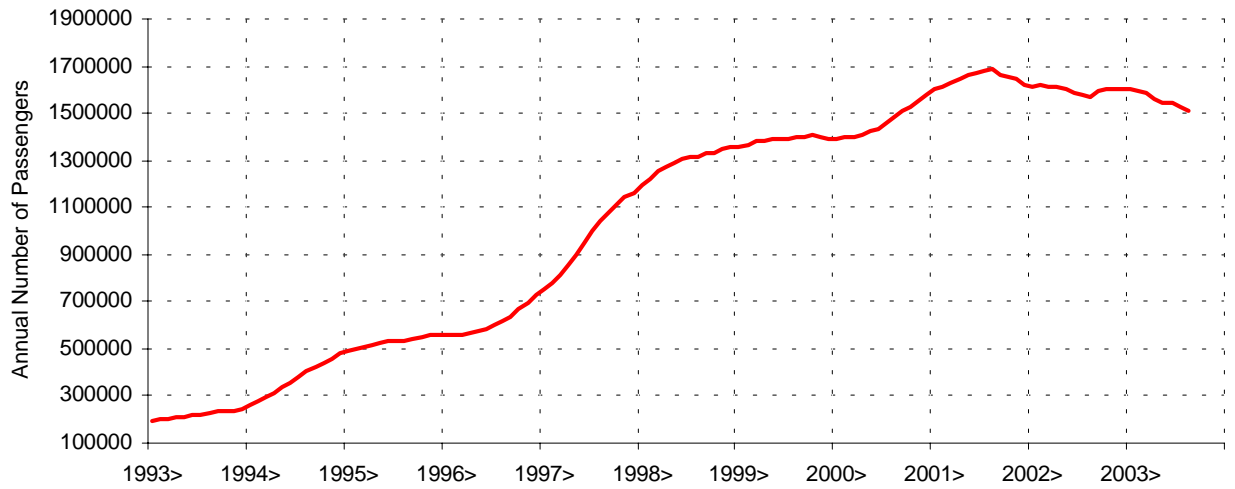


LONDON CITY AIRPORT Number of Passengers



— Total Passengers

LONDON CITY AIRPORT Passengers - Monthly Moving Annual Totals



— Moving Annual Total

Report of Annual Liaison Meeting – 3rd/4th July 2003 – Birmingham Airport

(By kind permission of the Secretary, Stansted Airport Consultative Committee)

INTRODUCTION

This year's Annual Liaison Meeting between Airport Consultative Committees was held in Birmingham on 3 and 4 July 2003. STACC was represented by the Chairman and the Committee Manager.

For the first time, a representative from the appropriate Government Ministry (Department for Transport) was present throughout. This was felt by delegates to be a helpful innovation. The contact details for the representative are victoria.noakes@dft.gsi.gov.uk

PROCEEDINGS ON 3 JULY

The Meeting commenced with two presentations. An hour was set aside for each, allowing time for the subject to be presented in depth and for a range of questions and comments to be made.

Birmingham International Airport (BIA)

Mr Richard Heard, Managing Director BIA, described the Airport's role. It is currently the 5th busiest airport in the UK, behind Heathrow, Gatwick, Manchester and Stansted, and just ahead of Glasgow International. The managing company and Board have a very clear understanding of their aim for the airport, which is to make it the best regional airport in Europe.

Some statistical information was presented, as follows:-

Projected passenger numbers 2003	-	8½ to 9 million
Projected passenger numbers 2015		17½ million
Number of Terminals	-	2 (one for BA and associates; one for all other airlines) 86 check in desks 52 stands
Number of handling agents	-	4
Number of airlines/destinations	-	44/111
Number of jobs on site	-	7,000
Scheduled/Charter split	-	63/37
Ownership split	-	49% local authorities/48% private company/3% Employees Share Ownership Programme

Other interesting points which came out of the presentation were:-

- (a) the airport is actually located in the Metropolitan Borough of Solihull.
- (b) flights go to 21 European countries, the USA, Dubai, Asia and the Indian sub-continent. The latter areas are seen as particularly important for future growth.
- (c) there are still summer peaks, due to the number of charter flights.
- (d) the night flying policy operates a quota system between 2300 and 0600. Also, certain stands and taxiways are not used at night. (The noise regime in general seems very similar to that operated at Stansted).
- (e) continuous monitoring of air quality takes place, with close liaison with environmental health staff from local Councils.
- (f) the percentage of passengers arriving by public transport is 15.1%. The aim is to achieve 20% by 2005.

- (g) new slip roads have been provided off the A45, to ease pressure on the roundabout there (a familiar story!).
- (h) a cable powered Skyrail system provides a direct link between the airport and Birmingham International Railway Station. The area around the Station is also being developed as an Interchange for buses, coaches, taxis, etc.

Further information about the airport can be accessed on the websites www.bhx.co.uk and www.bhx.com.

How do Airports get the balance right?

Professor Callum Thomas, Chair of Sustainable Aviation at Manchester Metropolitan University, invited delegates to consider how airports might develop in the future, given the often-conflicting demands of economic, regional and environmental impacts. A copy of the overheads used by him is available on request from the Committee Manager.

Some points which arose during this presentation were:-

- (a) there are currently 286 definitions of sustainable development.
- (b) aviation is currently responsible for 3 to 5% of greenhouse gas emissions.
- (c) about 400,000 people in the UK are currently exposed to 57 LAeq noise levels.
- (d) 80% of airports in Europe operate some form of noise constraints.
- (e) at the Kyoto summits, the UK agreed to seek to achieve greater reductions in emissions than the rest of the EU.

Professor Thomas did not propose to offer any solutions, but did give delegates plenty of food for thought. In particular, he mentioned the role Airport Consultative Committees might play:-

- (i) to help identify the costs and benefits of the airports' growth and operation to different stakeholders.
- (ii) to facilitate dialogue between stakeholders and how local need for economic and social development can be best met whilst protecting local people.
- (iii) to act as a pressure group where the airport does not appear to be taking account of stakeholder needs.

Speech by the Aviation Minister

After an interval, the Conference dinner took place, where the guest speaker was Tony McNulty MP, Parliamentary Under Secretary of State, Department for Transport ("the Aviation Minister").

The Minister had been appointed in the latest Government reshuffle, having previously been a Parliamentary Under Secretary of State at the ODPM. Most of his speech concentrated on the recent consultation process that will lead to the White Paper on the Future of Aviation. Of course, he would give no insight as to what the White Paper might contain, but he did make the following points:-

- (a) The consultation process had gathered 140,000 responses.
- (b) The White Paper will be published by the end of the year.
- (c) Taking no action is not an option. The White Paper will attempt to cover the next 30 year period, not adopt a 'wait and see' approach.
- (d) He has a personal dislike of some of the 'clunky' language used during consultation processes.

The Minister also specifically praised the important role played by Airport Consultative Committees, both during the consultation exercise and generally.

PROCEEDINGS ON 4 JULY

The Conference part of the Meeting took place at Birmingham International Airport. There was a weighty agenda from which four broad trends could be ascertained:-

- Future development of air Consultative Committees.
- Noise issues.
- The importance of EU Directives and guidance.

(plus a few other items.)

Copies of individual agenda items are available on request from the Committee Manager. Discussions are summarised below:-

Future development of air transport in the United Kingdom

The formal consultation period for comments had ended on 30 June, but delegates were asked if they wished to put forward any additional general comments when the Secretariat writes to the Minister thanking him for attending.

It was agreed to make six comments (the STACC chairman proposed two of these and supported the remainder), as follows:-

- (1) The White Paper proposals should be as firm as possible (given legal and planning constraints), to limit the levels of uncertainty and blight.
- (2) There appears to be little realistic chance of a private operator building a completely new airport from scratch, given the high cost entailed and the impossibility of receiving any income for some years. Such is the importance of achieving a 'right' solution, Government should be prepared to underwrite it financially.
- (3) The position regarding the extent, cost and provision of surface infrastructures is far from clear at present and needs considerable clarification – quite apart from whether the Government would be willing to contribute towards the cost, timely provision is essential.
- (4) Clearer, speedier and more co-ordinated planning arrangements are required. Any public enquiries should be inquisitorial rather than adversarial.
- (5) A drastic overhaul of the existing compensation arrangements is required alongside the White Paper, to bring about more prompt and realistic settlements for those affected by airport developments.
- (6) Demand management, with the use of economic instruments, should be used – they could be used to increase demand where appropriate as well as limiting it.

In respect of (6) above, delegates noted the joint DfT/Treasury paper on 'Aviation and the Environment : Using Economic Instruments' and issues raised at meetings held subsequently with stakeholders, including representatives from the Liaison Meeting. Comments raised at these meetings will be taken into account during preparation of the White Paper.

Support for the role of Airport Consultation Committees

Delegates discussed the new support arrangements for Committees put in place after the 2002 conference and supported their continuation (the Committee Manager would express his particular agreement to this decision). It was agreed that:-

- (a) Stuart Innes from London City ACC will continue working with the Meeting Secretariat to improve the flow of information to individual Committees.
- (b) A working group of eight representatives will look at specific issues between conferences and come forward with recommendations. For the next Conference this will be reports on "Guidance for ACCs" and "criteria for inviting other ACCs to join the Conference".
- (c) All member Committees will have one vote on issues at Conference regardless of the number of delegates they send.
- (d) Consideration should be given to setting up a national website (possible name UK Airport Consultative Committees), with each Committee providing material to the Meeting Secretariat to include on the site.

Delegates noted progress made in discussions initiated by the DfT to revise the current Guidelines for Airport Consultative Committees, which have been in place since 1987. The general view was that these have stood the test of time well and that no fundamental changes are required. The Conference agreed its submission to the DfT and it is envisaged that revised Guidelines will be issued in conjunction with the Aviation White Paper at the end of 2003. There is nothing in the principles put forward by the Conference which goes against current practice at STACC.

Noise issues

Delegates received a presentation by John Hinton (Birmingham City Council and chair of the EC Working Group on Assessment of Exposure to Noise) about proposals to develop a National Ambient Noise Study (NANS). Under the study, strategic noise maps must be prepared by 2007 for a number of noise sources, including airports with over 50,000 take offs/landings per annum. Action plans then have to be in place by

2008. The Conference noted the wide implications of this proposal, which is the first time the issue of noise pollution and annoyance has been looked at in an integrated way.

The Conference also considered the control of ground noise at airports and supported unanimously a proposal put forward by Gatwick ACC to make representations to the DfT in favour of more specific provision for the control of ground noise and for more effective arrangements for the enforcement of such measures.

The Conference noted the result of a DfT study on “attitudes to noise from aircraft sources in England (ANASE)”. Some individual ACCs may be consulted during Phase 2 of the study.

EU Directives and guidance

The importance of the EU in regulating aviation issues became apparent at this Meeting. As well as the EU element of the NANS project – see above – delegates also noted and commented on the following proposals with an EU perspective:-

- (a) EU Directive on the establishment of rules and procedures for introducing noise-related operating restrictions at community airports. (EU Directive 2002/03)
- (b) EU proposal for a Directive on the establishment of a Community framework for noise classification of civil subsonic aircraft for the purposes of calculating noise charges. (EU Directive 2001/0308)
- (c) Aviation security financing. (EU Regulation 2320/2002)
- (d) Common rules on compensation and assistance to air passengers in the event of denied boarding and of cancellation or long delay of flights. (replacing EU Regulation 295/91)
- (e) EU Rules on airport slot allocation.
- (f) Ground handling. (revising Directive 96/97/EC)
- (g) Transport of persons with reduced mobility – Code of Good Conduct.
- (h) Proposed Directive on the safety of third countries aircraft using Community airports.
- (i) Proposed Regulation concerning protection against subsidisation and unfair pricing practices in the supply of airline services from non-EU countries.
- (j) European Single Sky.
- (k) Insurance requirements for aircraft, especially light aircraft.

Other issues

Delegates also considered the following:-

- (i) Wind farms - effect on radar : developments in the safeguarding of sites and DTI guidelines on the effects of wind turbines and radar systems.
- (ii) Code of Access to air travel for disabled people (particular mention was made of the policies adopted by Ryanair).
- (iii) The Airport Voluntary Commitment : in particular, how these are ‘endorsed’ by the Committees’ (at Stansted, the Passenger Service Group fulfills this role).
- (iv) Future meetings – these were confirmed as 2004 – Bristol; 2005 – Liverpool; 2006 – Aberdeen; and 2007 – East Midlands.

Tour of Airport

The Conference meeting was held in the Elmdon Building, the original terminal on the north of the airfield site and now used for general aviation. The Meeting concluded with a guided tour for delegates of the main site to the south, comprising the two Terminals, the recently built link between the two (with retail provision) and the Skyrail link to Birmingham International Station/National Exhibition Centre.

The central area of the airport was noted to be very compact, with excellent viewing facilities, and delegates were impressed by the Skyrail system and the increasing integration of various modes of transport.

Agenda Item 12
Crossrail – Government Statement– 14th July 2003

The Secretary of State for Transport (Mr Alistair Darling)

1. I have now received from Cross London Rail Links (CLRL) their business case proposals for the East-West London Crossrail project. The House will find it helpful to have an indication of what these proposals involve, and how the Government plans to take them forward.
2. The purpose of Crossrail is to provide a significant increase in the capacity of the present rail networks into and across London so as to relieve congestion and over-crowding, to cater for the expected substantial growth in demand for travel into and across the capital over the coming decades, and to improve accessibility.
3. I am grateful for all the work which has been done by CLRL and their shareholders, the SRA and TfL, in developing the latest proposals for Crossrail, and in refining the analysis in the interim business case which they submitted to me in February.
4. Following analysis of a range of route options, CLRL have now proposed the adoption of what they have termed the benchmark scheme, involving a central East-West tunnel across London, with services extending to two branches to the East and two to the West.
5. In more detail, CLRL's proposed route option would involve a central tunnel following closely the currently protected alignment across London, from west of Paddington to east of Liverpool Street. From Liverpool Street, the line would be extended through Whitechapel, beyond which it would divide into two branches both serving the Thames Gateway - one going to Stratford and joining the existing Great Eastern lines to Shenfield; the other going down through the Isle of Dogs and the Royal Docks, crossing the Thames to join the North Kent lines at Abbey Wood, with some services continuing to Ebbsfleet.
6. To the west of Paddington, the line would join the Great Western main line before dividing into two further branches. One would join up with the North London Line providing services to Richmond and Kingston. The other would be via Ealing and Hayes to Heathrow along the existing branch served by Heathrow Express. This would be subject to the Crossrail promoters securing a satisfactory agreement with BAA, which owns the Heathrow access rights to this branch.
7. CLRL have advised that they believe implementation of the benchmark scheme would cost some £10 billion in 2002 prices, including an allowance for contingencies, although the actual cost will depend on final decisions on the route and construction phasing, following appraisal and public consultation. Their analysis indicates that the project should produce benefits significantly greater than this, taking account of the anticipated levels of growth in employment and population in London in the Mayor's draft London Plan. CLRL's transport and economic case for the project rests on this positive assessment of likely benefits over costs. There are also potentially significant regeneration benefits, particularly to the east of London, and to the longer term development of the Thames Gateway.
8. The Government continues to support the principle of building a new East-West Crossrail link. We see merit in the arguments for such an increase in capacity to support London's continued growth and success.
9. CLRL itself suggests that an all public sector funded option is unlikely to be affordable. We agree that the very high cost of the Crossrail project has major resource implications at a time when there are many other pressures on the transport budget, and on the public purse in general.
10. So if the project were to go ahead there would need to be a very substantial contribution to its costs from those who would benefit most from it. First, we envisage that there would need to be a very substantial contribution from London's business community - indeed I welcome the indications already made by London First and others of their willingness to contribute. My RHF the Chancellor and I are examining options here, and we intend to consult the various London interests in the autumn.
11. Second, we shall be looking to ensure that where there are specific development opportunities arising from the project, we take full advantage of these and secure an appropriate contribution to the cost of the project from the developers concerned. And third, there is an issue over the appropriate level of fares, given the benefits which will accrue not only to users of Crossrail itself, but also from the reduced congestion elsewhere on London's transport networks.

12. Given the importance and high cost of the project, the Government now needs to evaluate the CLRL proposals for value and affordability. We need to be sure that we have a robust plan for delivering and funding the project, with effective mechanisms to ensure those who benefit from it contribute as fully as possible to meeting the costs and bearing the risks.

13. In order to give the project the best chance of success, I am assembling an expert team to assess the proposals so that I can be assured that they offer good value for London, and are deliverable to budget, to time and to scope. This assessment will be carried out as quickly as possible consistent with the scale and complexity of the proposals and the extent to which key components of them are still under development.

14. I have also been considering proposals for an alternative scheme for Crossrail put to me by the London Regional Metro (LRM) consortium. While their proposals have some attractions, it would not be appropriate to proceed with LRM without an open competition. So we will seek to ensure that if and when Crossrail proceeds, the terms of any competition for its development would allow scope for LRM and other interested parties to bring forward their innovative ideas.

15. I have also concluded that the most appropriate way to seek powers for the project would be by way of a Hybrid Bill which the Government would be willing in principle to promote at an appropriate point once the evaluation is completed and a comprehensive funding package agreed. I am asking CLRL to continue work on development of their detailed project proposals so that they would be ready to support a hybrid Bill.

16. I am also inviting CLRL to advise me on updating the safeguarding for the route, and to undertake a public consultation exercise in the autumn to explain in more detail their proposed scheme, and to canvass views on their route proposals.

17. I welcome the proposals for the East-West London Crossrail and want to move forward. When the Department has carried out a thorough review of the project, and we have the results of the consultation exercise by CLRL, as well as the outcome of the consultation with business on funding options, we will be in a position to take firm and soundly-based decisions on the way forward for the project.

Department for Transport
14 July 2003

Why a bridge and where would it be?

The Thames Gateway Bridge would cross the Thames at Gallions Reach, connecting Beckton in the borough of Newham to Thamesmead in the borough of Greenwich.

It would join existing dual carriageways on the north side (the A406 North Circular and A13 at their junction with the A1020 Royal Docks Road) with an existing dual carriageway on the south (the A2016 Eastern and Western Way). New approach roads would be built to provide the links

It would not connect directly to the A2 or mean any new road being built anywhere near the environmentally important Oxleas Wood. The Mayor, Transport for London, and Greenwich council have all publicly pledged that the bridge and its associated roads will not affect Oxleas Wood.

Transport for London has done a lot of work on whether the advantages of the bridge could be delivered by other crossings in different locations, by a lifting bridge (like Tower Bridge), or by a tunnel. A lifting bridge would be inconvenient due to frequent delays whilst being lifted. A tunnel would cost more, could not be used by pedestrians and cyclists, and building it would have serious environmental impact. We think a bridge in the preferred location, where there is land available with effective links to existing roads, offers the most benefits and the fewest drawbacks, but we would like to hear your views.

How would the bridge help the local area?

The areas on either side of the river near the proposed bridge form part of the Thames Gateway area which has enormous potential. Additional homes and jobs with better access to training, schools, healthcare, and leisure can be created if the right transport and road links are put in place.

There are 27 crossings between Vauxhall and the M25 in the West, the area containing some of the wealthiest parts of the UK. To the East, from Tower Bridge to Dartford, which includes some of the least prosperous areas, there are just nine. Bridges do not cause poverty or wealth on their own, but they do contribute strongly to opportunities for jobs and growth.

According to our research the Thames Gateway Bridge would cut the time required for local journeys across the river by up to half an hour. It would give more access from the local area south of the river to jobs north of the river, and would support the development of more jobs and homes on both sides of the river. We estimate it could create the potential for between 18,000 – 26,000 new jobs in the region. It would put an extra 600,000 jobs within 45 minutes of Thamesmead by car, and an extra 200,000 jobs within 45 minutes by public transport.

We recognise that a new bridge is likely to mean an increase in traffic in some areas during construction and afterwards. We are carrying out detailed assessments of the environmental impacts, and we will incorporate measures aimed at addressing any concerns.

What kind of traffic would use the bridge?

The Thames Gateway Bridge would provide separate lanes for public transport, pedestrians and cyclists, and cars and commercial vehicles.

Public transport

There would be one lane in each direction for public transport. The proposed East London and Greenwich Waterfront Transits would be linked up and the bridge would be designed so that it would be possible for trams and light rail to use it. New bus services would be introduced – the exact routes still need to be worked out and will be consulted on at a later date.

Cyclists and pedestrians

There would be a lane for cyclists and a pedestrian footpath next to the public transport lanes.

Cars and commercial vehicles

There would be two lanes in each direction for cars and commercial vehicles. The provision of two lanes is similar to what is provided on the existing main roads north and south of the river. All cars and commercial vehicles would pay a toll.

The bridge would cause some changes to traffic patterns. We would like to know your views on the best way to protect local residential streets.

Research has been done by Transport for London (TfL) into the changes in traffic as a result of the bridge. This suggests that at least 90% of the traffic using the bridge would be local if we charged long-distance traffic and heavy goods vehicles more to cross the bridge.

We wish to discourage long-distance traffic from using the bridge and propose tolling to help achieve this.

What would the bridge look like?

The bridge would be designed to the highest standards and it is intended that its design should help promote the local area.

The bridge cannot be too high or it would interfere with flight paths into the nearby London City Airport, nor too low, as ships using the Thames would not have enough room to pass underneath. The bridge also has to be aligned to connect with local roads. These limiting factors rule out a suspension bridge. The design most suited to this location would be likely to take the form of a bridge deck supported by piers, as you can see in the pictures of possible options on this page.

The Thames is around 650 metres wide at this location, and it is proposed that the bridge would be around 50 metres high so that most ships could pass underneath it. Lifting bridge options were considered, but rejected because of the delays that would be caused to users of the bridge.

Would the bridge affect the Woolwich Ferry?

Constructing the bridge could have implications for the future operation of the Woolwich Ferry as some traffic would probably transfer from the ferry to the bridge, although the ferry is free and users of the bridge would be tolled. The ferry costs Transport for London £5 million per year to run, roughly equivalent to a £4 subsidy per vehicle using it. Building the bridge might mean the ferry closing, but no decisions have been made on this and we want to hear your views.

How much would the bridge cost and who will pay for it?

The Thames Gateway Bridge is currently estimated to cost £425 million, and could be partly paid for by tolls, so those travelling by car or goods vehicles over the bridge would pay a charge.

The Mayor is proposing that some of the money currently being collected from the Dartford Crossing charges could be used to help fund the construction of the Thames Gateway Bridge. The Government would need to agree this proposal.

What happens next?

Once this main period of public consultation ends, the Mayor will consider your views and decide whether to go ahead. A detailed study examining noise, air quality, archaeology, wildlife and other environmental impacts would then be conducted and made available. It is planned that this will be completed for December 2003.

After this, the bridge would be discussed in Parliament or at a Public Inquiry. Parliament or the Secretary of State for Transport would make the final decision on whether or not to grant powers to build the bridge. Following this there would also be more detailed work and consultation on such matters as the exact public transport routes using the bridge and any traffic management changes away from the bridge itself. If it is decided to build the bridge the likely earliest opening date would be 2010.