

# NOTICE OF MEETING

Tuesday 5<sup>th</sup> October 2004

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: [lcacc@blueyonder.co.uk](mailto:lcacc@blueyonder.co.uk)
2. **COMMITTEE MEMBERSHIP**  
The Gallions Housing Association have appointed Ms Zena Lee, Community investment Manager, to be their representative on the Committee in succession to Samantha Weaver.
3. **AIRPORT PRESENTATION**
4. **THE MINUTES OF THE MEETING HELD on 6<sup>th</sup> July 2004 – previously circulated**
5. **MATTER ARISING**
  - (a) **Item 4(a) – Noise Insulation Programme**  
The Airport will report.
  - (b) **Item 10(g) - EU Regulation (EC) 261/2004 - Compensation for Denied Boarding or the Cancellation or Long Delay of Flights**  
On 24<sup>th</sup> July 2004 the High Court in London referred to the European Court of Justice the questions raised by *IATA* and the *European Low Fares Airlines Association* on the validity of this Regulation. The High Court asked that these questions should be dealt with as a matter of urgency.
  - (c) **Annual Familiarisation Visit – Luxembourg – 13<sup>th</sup> July 2004**  
Sixteen members of the Committee, accompanied by members of the Airport's staff, had taken part in this visit. The Secretary has written to the Airport and the two airlines expressing the Committee's thanks for what had been informative and enjoyable visit.
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. **DLR AIRPORT EXTENSION – PROGRESS REPORT**  
AMEC will update the Committee on the progress of this project.
10. **AIRPORT MASTER PLANS – GOVERNMENT GUIDANCE**  
The White Paper *The Future of Air Transport*, issued last December, recommends Airport operators to maintain a Master Plan detailing the development proposals relating to the Airport. Such plans would not have development plan status, but would be produced at a level of detail sufficient to inform the content of the Local Development Framework.  
  
London City is among the Airports expected to produce such a Master Plan.

To assist Airports in producing these plans the Government on 12<sup>th</sup> July issued Guidance which outlines the Government's view on what it would like to see in master plans and offers good practice advice on their production. Details of the Guidance were circulated by the Secretary on 12<sup>th</sup> July<sup>1</sup>.

The Airport is working on its Master Plan and a draft will be shown to the Committee in due course.

#### 11. NORTH LONDON LINE

On 6<sup>th</sup> August the Secretary circulated the text of a Press Release<sup>2</sup> issued by the DLR on 22nd July welcoming the Government's support for the conversion of the North London Line between Canning Town and Stratford to a DLR service. The proposed transfer is part of the DLR's *Stratford International Extension* project<sup>3</sup> which includes a short extension from the existing Stratford station to Stratford International.

The Airport will comment on this proposal which is thought to be good news for both the Airport's passengers and staff alike.

It is possible that the rest of the North London Line to the south - i.e. from Custom House to North Woolwich, including the Connaught Tunnel, will be required for the Crossrail project – see next item

#### 12. CROSSRAIL - SECOND CONSULTATION

On 20 July the Secretary of State for Transport made a Statement<sup>4</sup> on Crossrail in which he invited Crossrail to bring forward as soon as practicable confirmed route proposals for which powers should be sought in a hybrid bill.

As part of the process of arriving at a confirmed route Crossrail on 5th August 2004 launched a second round of consultation about the latest proposed route of the railway. The Secretary circulated copies of Crossrail's Consultation Paper<sup>5</sup> on 6<sup>th</sup> August. The closing date for comments is 27th October 2004

The document shows the proposed Ebbsfleet branch of the new railway running in tunnel from the Isle of Dogs to surface at Custom House Station which would be reconstructed to modern standards. It would then follow the route of the North London Line to North Woolwich where it would enter a new tunnel under the Thames to Plumstead. The Connaught Tunnel under the Royal Docks would be refurbished. Silvertown and North Woolwich stations would be closed. An earlier local suggestion, supported by the Committee, for a centrally placed underground station in the vicinity of the Connaught Crossing has not been taken up.

It is assumed that the Committee will wish to re-iterate its strong support for the Ebbsfleet Branch of the new railway which should be routed as now proposed through the Royal Docks. In doing so the Committee may wish to express its regret that the local proposal for a centrally placed station in the Royals has not been adopted and emphasise the need for good surface connections from the new Custom House Station to and from the Airport and other major developments in the Royal Docks.

#### 13 THAMES GATEWAY BRIDGE – APPLICATION FOR PLANNING PERMISSION

The Planning application for the Thames Gateway Bridge scheme was submitted to the London Boroughs of Newham and Greenwich on 22 July 2004. A brief note about the application is attached.

Written submissions have to be made direct to these Councils –at the addresses given in the note - by 30<sup>th</sup> September 2004 which is before the date of this meeting. Hence, if the organisations represented on the Committee have comments to offer it would be advisable for them to send them direct to one of the Council's before the closing date.

#### 14. LONDON CITY CONTROL ZONE – LATERAL REVISION OF BOUNDARIES

At its meeting on 7th October 2003 the Consultative Committee considered a NATS proposal to increase the size of the airspace within the current London City Airport Control Zone by extending the lateral boundaries by 1 nm to the north and south, and 1.5 nm to the east. The Committee resolved to

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<sup>1</sup> See <http://www.dft.gov.uk/aviation/whitepaper/post/index.htm>

<sup>2</sup> See [http://pressroom.dlr.co.uk/latest\\_news/details.asp?id=66](http://pressroom.dlr.co.uk/latest_news/details.asp?id=66)

<sup>3</sup> See <http://www.tfl.gov.uk/dlr/development/extensions/stratford/background.shtml>

<sup>4</sup> See [http://www.dft.gov.uk/stellent/groups/dft\\_about/documents/page/dft\\_about\\_029813.hcsp](http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_029813.hcsp)

<sup>5</sup> See <http://www.lcacc.org/access/crossrail2ndconsult.pdf>

inform NATS that it supported the proposed new boundaries of the zone – this was largely on grounds of air safety.

NATS has now circulated a copy of its 'final consultation document' with an invitation to comment by 30 October 2004. Copies of this were circulated to members on 6<sup>th</sup> August<sup>6</sup>

The final proposals are not significantly different to those previously considered in 2003 and the Committee may wish to reiterate its support for them.

**15. AIRPORT TRANSPORT FORUM**

The Airport Transport Forum is due to meet on 28<sup>th</sup> September. The Committee will be briefed on its discussions.

**16. ANY OTHER BUSINESS**

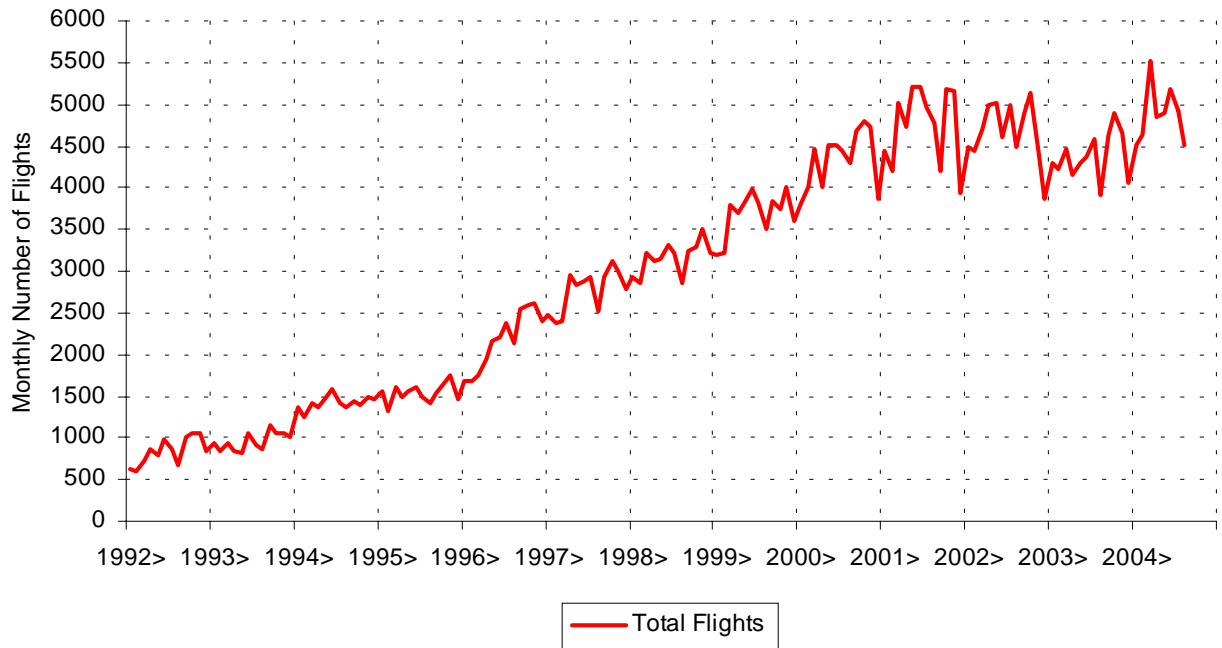
**17. DATE OF NEXT MEETING**

Tuesday 11<sup>th</sup> January 2005 at 1900 hours at London City Airport – exact venue to be advised.

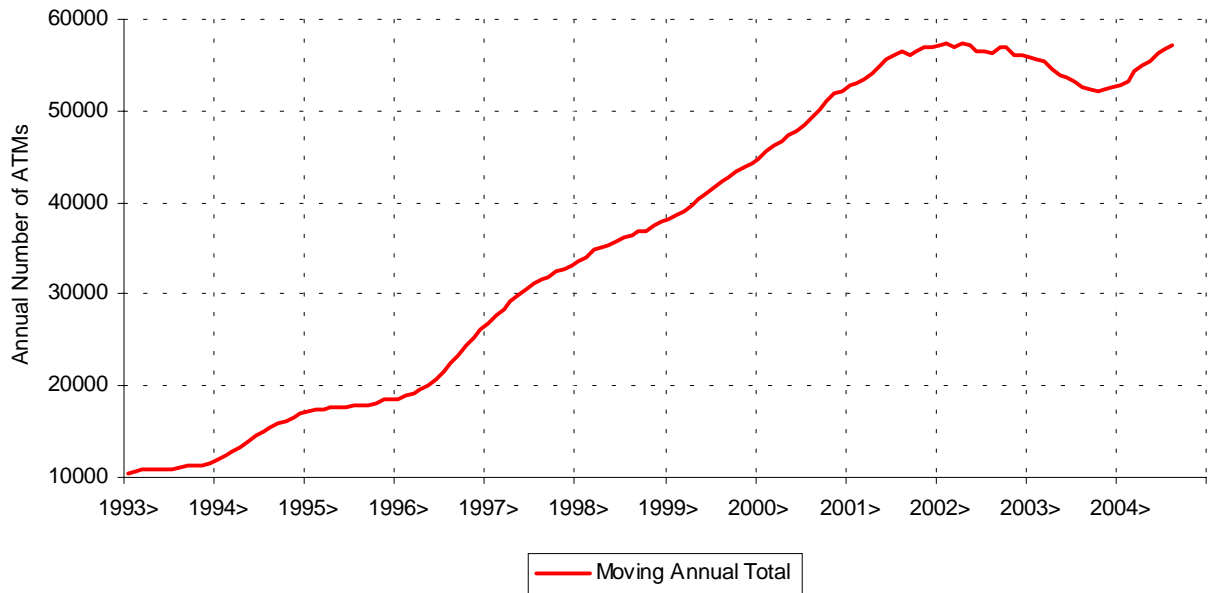
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<sup>6</sup> See <http://www.lcacc.org/atc/natsctrfinal.pdf>

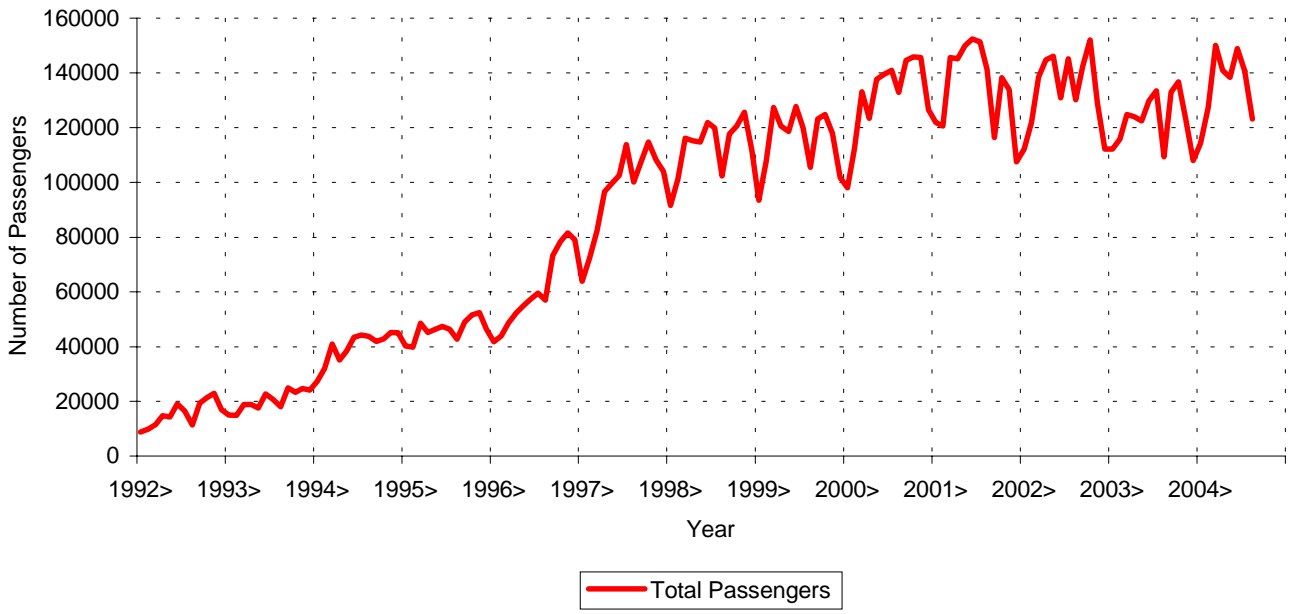
LONDON CITY AIRPORT  
Monthly Number of Flights



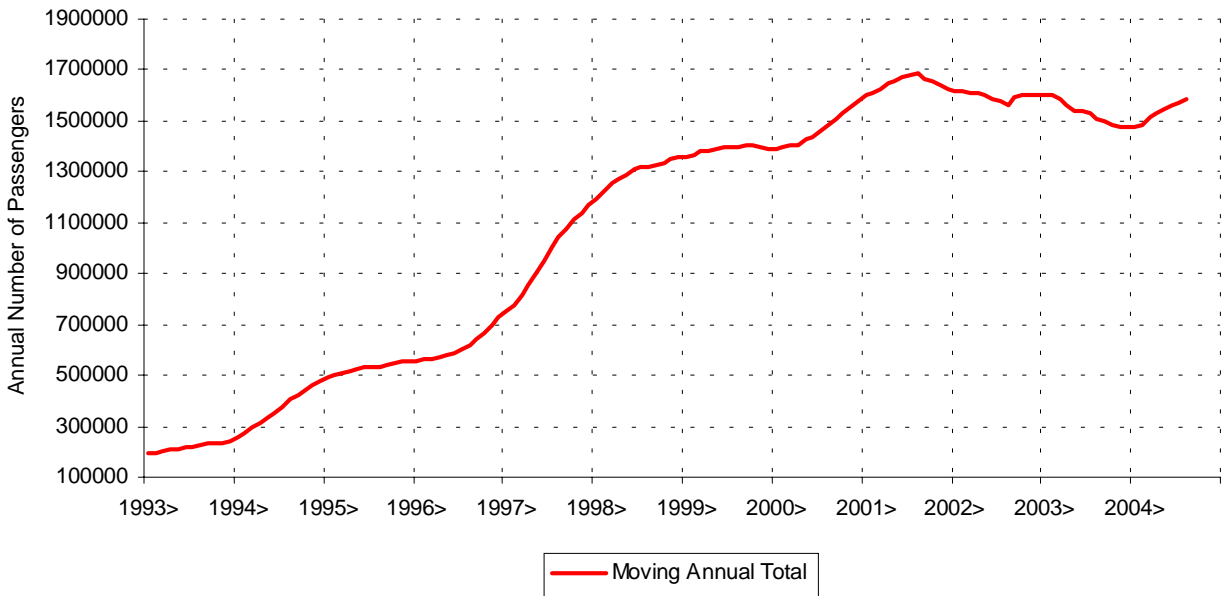
LONDON CITY AIRPORT  
Number of Flights - Monthly Moving Annual Totals



### LONDON CITY AIRPORT Number of Passengers



### LONDON CITY AIRPORT Passengers - Monthly Moving Annual Totals



## Thames Gateway Bridge – Application for Planning Permission

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### Brief Description of Scheme

The scheme would provide a four-lane dual-carriageway (two lanes in each direction) road for general highway traffic between the A13/A406 junction at Beckton and the A206 in Thamesmead. A principal element of the scheme is a bridge across the River Thames that would fit within the constraints of both shipping on the River Thames and aircraft movements to and from London City Airport. This is called the Thames Gateway Bridge. There would also be a number of other smaller bridges together with the approach viaducts to Thames Gateway Bridge.

In addition to the four lanes for general traffic there would be two segregated lanes for public transport across the Thames Gateway Bridge (on the western side) and on sections of the approach roads to the north and south. These would allow for connections to existing and proposed public transport networks (particularly the Greenwich Waterfront Transit and the East London Transit Schemes). A 40 mph speed Limit is proposed for the scheme.

At the northern end of the scheme the new road would pass over the existing A406/A13/A1020 junction and connect to the A406 just to the north. Slip roads would connect to the existing junction. A junction would be provided at Winsor Terrace in Beckton to provide direct access to the Royal Docks.

At the southern end of the scheme the new road would pass over the A2016 and A2041 Thamesmead Junction and connect to the A2016 Eastern Way just to the east. The existing roundabout would be remodelled and slip roads would be provided from the roundabout to join the new road.

### Tolls

Tolls would be charged for the use of the bridge set at levels to enable control of traffic using the Thames Gateway Bridge and to generate revenue to help pay for the scheme. A tolling strategy based on the following elements is proposed as the preferred option on which the scheme would be promoted:

- ❑ Tolls higher than the Dartford Crossing
- ❑ A discount for local residents and day pass system for commercial vehicles
- ❑ Flexibility in the maximum toll set in the Toll Order so that, if necessary, higher peak tolls could be introduced to control traffic growth or higher traffic levels over the Thames Gateway Bridge

At 2004 prices the toll charged for a car would be £1. The toll would be increased in line with inflation

### The Application

The documents making up the application can be seen:

(a) on the TfL's **Website**<sup>7</sup>

(a) at the offices of the two Councils:-

#### **London Borough of Newham**

Peter Minoletti (020 8430 3210) or Chris Gascoigne (020 8430 4562)

Environment and Regeneration Department

1st Floor, Town Hall Annexe, 330 - 354 Barking Road. London E6 2RT

#### **London Borough of Greenwich**

Fred Brown or Simon Ferrier (020 8921 6097)

Development Planning

Peggy Middleton House, 50 Woolwich Road, London SE18 6HQ

(c) at certain **Libraries** as follows:-

=> Beckton Globe Library

1 Kingsford way, London E6 5JQ

=> Claude Ramsey Library

Thamesmere Leisure Centre, Thamesmere Road, Thamesmead, London SE28 8DT

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<sup>7</sup> See <http://www.transportforlondon.gov.uk/tfl/thames-gateway/tgw-bridge/tgb-planning-application.shtml>

- => East Ham Library  
High Street South, East Ham, London E6 4EL
- => Woolwich Library  
Calderwood Street, Woolwich, London SE18 6QZ
- => Abbey Wood Library  
Eynsham Drive, Abbey Wood, London SE2 9PT
- => Plumstead Library  
Plumstead High Street, Plumstead, London SE18 1JL

Written submissions have to be made direct to these Councils (at the addresses above) by **30<sup>th</sup> September 2004**.

## Map

