

AIRPORT TRANSPORT FORUM

DATE: 2nd July at 2pm, City Aviation House, London City Airport (LCY)

AGENDA

ATTENDEES

Rachel Ness, London City Airport (Chair)
Tom Hall, transport consultant to London City Airport
Murray Woodburn, London Borough of Newham
Dave Whitaker, London Borough of Newham
Marcus Adams, Transport for London

Richard Storer, Crossrail
Roy Collins, Taxi Co-ordinator
Katharine Howell, London Chamber of Commerce
Stephen Walker, Transport for London
(presenting on bus routes in South Newham)

APOLOGIES

Margaret Kalaugher, GLA
Iain MacBeth, Transport for London (no longer attending following change of role)
Julia Bray, Transport for London
Liam McKay, London City Airport
Steve Helfet, DLR Ltd
Rupal Patel, Keolis Amey
Stuart Innes, London City Airport Consultative Committee

ITEMS AND NOTES

1. Rachel Ness welcomed the group. Introductions by all.
2. Review of actions from last meeting

ACTION 1: Community representative to be further considered by LCY and discussed at the next ATF session.

ACTION 1: LCY to explore with Cllr Murphy the opportunity to include local community representation within the Forum. Other options considered included Richard Storer through his connection to the community via Crossrail, or the exploration of DLR Community Ambassadors.

ACTION 2: Tom Hall to circulate the revised TOR for comment, along with a suggested schedule of dates for ATF sessions in 2015

Notes and dates were circulated. The dates subsequently changed to reflect the programme ATF sessions in 2015 (one in July, one in December)

ACTION 3: LCY to facilitate a meeting between the airport, Crossrail, TfL Buses and LBN

Richard Storer confirmed this was not priority action yet.

ACTION 4: TH to liaise with TfL Bus regarding the proposed presentation

Stephen Walker from TfL presenting at this session.

3. London City Airport 2015 update

3.1. Rachel Ness talked to the Forum about the City Airport Development Programme (CADP). Since the Forum last met LCY's CADP application has been refused by the Mayor of London, despite a resolution to approve by the London Borough of Newham and GLA officer recommendation of approval. As a result LCY has lodged an appeal against this decision that is likely to be heard early in 2016 [now confirmed as 15 March 2016]. The airport is keen to see the appeal process begin as from an operational perspective Swiss Air are due to begin flying their newer, quieter aircraft during 2016. The ability of LCY to accommodate more of these next generation aircraft and growth in demand generally is predicated on the approval component of CADP).

3.2. RN also discussed the airport's planned Compulsory Purchase Order (CPO) of the dock bed locations that would be overbuilt to provide the new taxiway. Initial conversations have taken place with DfT, and it is intended that the CPO be published for consultation in September. It will be examined at public enquiry along with the planning appeal.

3.3. As part of the planning appeal it has been necessary to update the EIA and transport assessments to reflect current baseline data. At this stage it is not expected that the outputs of these assessments will fundamentally change from those completed previously. In the context of these RN stressed the importance of clarity over neighbouring developments to ensure that the airport's assessments could accurately reflect cumulative impacts on transport, etc.

3.4. RN confirmed that there would be small minor (non-material) changes to the project that have since been identified as variances from the initial scope. For example a 'notch' will be added to move the terminal façade away from the DLR safety zone, while part of the baggage area (due to be built over the dock bed) will be rephased to earlier in the build programme to ensure compliance with DfT requirements regarding baggage handling.

4. Operational and strategic updates from the Forum members

4.1. Royal Docks programme – Murray Woodburn

4.1.1. MW provided an update on the Royal Docks programme since the last forum meeting. As an overview the programme looks to make the Docks more attractive to development – it was felt that progress in this area has been hindered by the lack of public transport in and around Docks. Through the Enterprise Zone Investment Plan the intention is to borrow against the income that future development will bring to enable a more comprehensive approach to transport planning to be adopted. To this extent the belief is that future income will be in the region of £600m to £1.2bn.

4.1.2. In response to this the London Borough of Newham and TfL have developed a transport programme that once built will catalyse development across the Docks. This has been costed at circa £200m and includes major improvements to DLR (extra carriages, enhanced vertical circulation at stations, etc), alongside major highway improvements, new cycling and walking infrastructure, new bridge connections, and new river crossings. The wider programme (costing nearer £300m) also includes new public realm provision to improve the sense of place, and new social infrastructure (schools, social housing, etc).

4.1.3. Arup have been commissioned to develop a list of transport priorities but it is expected that DLR enhancements will be top of the list.

4.1.4. Discussion turned to the role of the airport. MW confirmed the airport and Forum can have a role in informing this programme, and that the airport could look to support the public realm aspects through its planning application (including the creation of the dockside path/cycleway).

4.2. Crossrail – Richard Storer

4.2.1. As requested Richard has provided the following update post-meeting;

4.2.2. Opening dates as follows:

Stage 0: 31 May 2015 TfL Rail take over stopping services (formerly Abellio Greater Anglia) – Liverpool Street (LIS) to Shenfield using existing rolling stock

Stage 1: May 2017 first of the new (Class 345) rolling stock arrives on the LIS- Shenfield service

Stage 1A: September 2017 full Class 345 timetable on the LIS- Shenfield service

Stage 2: May 2018 Class 345 running 4tph to Heathrow T4 (formerly Heathrow Connect from Paddington)

Stage 3: December 2018 Central Operating Section opens between Paddington Crossrail and Abbey Wood

Stage 4: May 2019 Eastern interface commissioned, full 24tph services from Shenfield to Paddington Crossrail

Stage 5: December 2019 Western interface commissioned, services extended to Reading

5. Bus Services in South Newham and Surrounds

5.1. The group welcomed Stephen Walker from TfL to provide a presentation on proposed changes to bus services within Newham.

5.2. SW talked through slides detailing the current use of bus services across Newham, and how these services have been reviewed in the context of future people movements across Newham. Around 1,000 people begin or end their journey at the airport using either of the two services calling at LCY, while 3,000 bus passengers call at the airport on their journey elsewhere. Air passenger use of bus services is low (sub 1%) and use among airport staff is around 10% (of a 2,500 workforce). Bus use among passengers was 37% prior to the DLR.

5.3. New bus services are required due to new development that will provide both jobs and housing. There will also be significant investment in transport – Crossrail opens in 2018 with a new station at Custom House, while there will also be DLR enhancements, Woolwich Ferry replacement, and the Silvertown Tunnel.

5.4. SW presented a number of variations to the existing route network. It was agreed that further discussion would be required to fully understand what these changes would mean for airport accessibility (particularly in the early morning) and operationally in terms of forecourt requirements.

ACTION 2: TH to set up a separate meeting with SW to discuss proposed new routes and their impact on the airport in further detail.

ACTION 3: Dave Whitaker asked if LCY could amend the bus use stats within the APR to reflect that >1% of passengers travel by bus.

6. 2015/16 Surface Access Programme

6.1. Tom Hall talked through the airport's proposal for managing surface access issues in 2015/16. With the draft ASAS and Travel Action Plans programmed for finalisation and publication post-

CADP LCY have put forward an interim approach through to the determination of the appeal process (anticipated in 2016).

6.2. This interim position would see the ASAS remain in draft form.

6.3. The Forum would meet twice in 2015 (July and December), and likely twice in 2016.

6.4. Supporting the Forum LCY would establish and facilitate a series of Working Groups to deliver key activities for the Forum – these will be time and task limited projects that produce a defined output (a report, series of recommendations, etc) that is then reported back to the Forum.

Working Groups in 2015 will look at;

1. Establishing the need and opportunity to provide additional cycle facilities on-airport,
2. Assessing passenger information requirements during their journey to/from the airport,
3. Creating a collective view of what low-carbon infrastructure may be required at the airport to support the policies of LBN, TfL and GLA.

6.5. Alongside the three above the airport will also continue working with LBN and others to address the nuisance issues reported on local streets arising from mini-cab operations. Output reports will be circulated upon the completion of each project and the success of the Working Group approach will be reviewed at the ATF session in December. At this point it is intended that a series of 2016 Working Groups will be agreed.

6.6. An interim Travel Action Plan (TAP) will also be produced by LCY. This will set out 26 actions to be delivered against until CADP is determined. This TAP combines actions from the draft Passenger and draft Staff travel plan, and replaces the actions contained with the Travel Plan 2011. In this respect they provide a much more relevant and up-to-date series of actions that ensure the airport continues to encourage air passengers and airport staff to travel sustainably over the next 18 months.

6.7. A finalised version of the TAP accompanies these notes – but feedback from the ATF included;
TAP 3: Use the word 'manage' instead of 'maintain'

TAP 6: Review of airport website should consider the familiarity of the passenger to the airport and whether that makes them more or less likely to consider online transport information

6.8. The ATF members agreed that the proposed approach be adopted.

7. The date of the next meeting, programmed for December, will be circulated nearer the time.

8. With no AOB the meeting was closed.