

AIRPORT TRANSPORT FORUM

DATE: 2pm, 15th June, City Aviation House, London City Airport (LCY)

MEETING NOTES

ATTENDEES

Rachel Ness, London City Airport (Chair)
Tom Hall, Travel Plan Co-ordinator, LCY
Murray Woodburn, London Borough of Newham

Dave Whittaker, London Borough of Newham
Marcus Adams, Transport for London
Richard Storer, Crossrail
Roy Collins, Taxi Co-ordinator

APOLOGIES

Claire Hamilton, GLA
Stuart Innes, LCACC
Rupal Patel, Keolis Amey Docklands
Julia Bray, Transport for London

Siwan Puw, London Chamber of Commerce
James Cox, DLR Ltd
Liam McKay, London City Airport

ITEMS

1. Welcome and introductions by the Chair

1.1 RN welcomed the group.

2. Actions from last meeting

2.1 TH summarised the progress made against the actions arising at the February meeting – some of which led to the specific actions below, whereas others have been itemised as updates or actions in the relevant part of the notes below;

ACTION 1: LCY to follow up on local representation. This could include Thish Rajendram from the Royal Docks Learning and Activity Centre, and Jamal Braithwaite as suggested by RS. TH to contact both, introduce work of the Transport Forum and invite them to the November session.

ACTION 2: All to confirm availability and interest in attending the terminal walk-through (13th and 27th July, or 3rd August). Forum members to confirm by the 1st June.

3. London City Airport update

3.1 RN provided an update on airport activities. 2015 was a record year with 4.3m passengers travelling through the airport, an 18% increase on 2014. However, this poses operational challenges especially when it comes to maintaining the passenger proposition – all of which makes the forthcoming outcome of the recent planning inquiry all the more critical, as this would enable the delivery of the airport's 10 year growth plan, the City Airport Development Programme (CADP).

3.2 The recent CADP Planning Inquiry (March – April 2016) was considered to have gone well for the LCY and LBN case for approval. Its main focus was around the noise mitigation provision being offered to local communities, and with LCY and LBN already aligned on this matter it is now a case of waiting for the SoS's to determine. A second Inquiry in May 2015 looked at the right for LCY to purchase the dock bed and other land/rights adjacent to DLR infrastructure required to develop CADP. All statutory objections were withdrawn ahead of the Inquiry close.

3.3 DW agreed that the planning inquiry had gone well, and highlighted that following such a public event there is likely to be greater scrutiny and interest in the activities of the airport and its partners – including the work of groups like the Forum.

3.3 RN advised that the West Pier is currently being upgraded as part of an £18m project. The new facility will begin a phased opening which will help alleviate the congestion seen within the terminal. The works will be completed by the end of 2016..

3.4 The airport's new owners are fully committed to delivering CADP first and foremost. A review of options post CADP is underway.

3.5 DW flagged that a new S106 legal agreement would be adopted should CADP be approved. RN also advised that new planning conditions had also been agreed with LBN and GLA. RN suggested that she and DW could present on these at a future Forum session if an approval is forthcoming. DW provided the following weblink to the proposed S106 legal agreement should any members of the Forum wish to view it: <http://bailey.persona-pi.com/Public-Inquiries/LCY-Appeal/Inquiry%20Documents/LCY/LCY-104.pdf>. The website will be closed on completion of the Appeal. The sections concerning surface access are as follows:

- Definitions – pages 5, 6, 12, 13, 14, 20, 28, 29 and 30
- Public Access Along Hartmann Road – pages 47 & 48
- DLR Financial Contributions – pages 51 & 52
- Parking/Road Signage/Walking & Cycling Contributions – pages 54 & 55
- Transport Forum – page 79
- Plan 6 – Forecourt Designated Areas
- Plan 14 – Road Signage Strategy
- Annexure 1 – Proposed Terms of Reference for the ATF

ACTION: RN and DW to present at the Nov ATF regarding the new S106 legal agreement in the event that CADP is approved

3.6 TH provided the group with a handout detailing surface access mode share data for passengers from 2005 through to the current date, and for staff the data included modal share analysis for 2011 and 2013. In summary these showed that there has been steady growth in the use of the DLR in recent years. For staff it was noted that there has been a noticeable decline in single occupancy during the period. DW mentioned that zeros in the accompanying data table should be replaced with 'less than' to show that some passenger do use certain modes, bus for example.

3.7 The total number of passengers using public transport, including DLR, bus and black taxi, has recently fallen slightly. In 2015, while DLR usage increased by 1% to 62%, a reduction of 4% in the use of black taxis meant that the overall public transport percentage fell from 71% in 2014 to 69%.

3.8 The airport wants to reverse this trend as it works towards its 2023 target of 70% public transport use by air passengers, and discussion within the group suggested a few areas that may

account for this reduction. These included whether the number of strikes and service disruptions across the London network had made public transport less attractive, whether a lack of capacity on the DLR was off-putting, or that wayfinding and route maps of the DLR were not user-friendly. It could be that passenger habits may simply be evolving, for example could the increase in minicab use and Uber services be behind the falling use of black taxi. It was agreed that this issue remain a topic for discussion by the ATF, and be addressed through the finalisation of the draft ASAS and update to be undertaken to the 2011 Travel Plan, both to progressed following determination of CADP.

4. Operational and strategic updates from the Forum members

London Borough of Newham

4.1 MW provided an update on the **Royal Docks investment programme**. This has been progressing steadily and visioning documents that outline both the strategic approach and phased delivery programme have been produced. There will be around £350m of projects covering aspects like transport, public realm, community initiatives, etc, with projects phased 2016-18, 2019-2023 and 2024-2028. These funds are drawn down against future development receipts and the final hurdle is now to determine the exact process for securing these loans. This exciting programme will catalyse better development across the Royal Docks, providing an opportunity for the area to be transformed, while the project itself will become an exemplar for a new way of securing public investment.

4.2 MW talked through LBN's programme to introduce **controlled parking restrictions** across the Borough. Following agreement by the Cabinet in March LBN has been developing its plans to take this forward, and will likely be adopting a phased approach running north to south in the Borough. This means the area around the airport will be addressed around February 2017. The possible impact on the airport was highlighted for staff who may park in local streets, or minicab drivers who use the same streets while waiting for a fair.

ACTION: TH to raise this matter with the Staff Committee group and provide any feedback to LBN and to the ATF

4.3 MW's final update was on the **Custom House station development**. LBN are requesting funds from Cabinet in June 2016 to appoint a master planner for the project. Approximately two months after that a stakeholder session will be held, and a few months later a detailed plan will be produced. LCY will be keen to be involved in such a session.

Crossrail

4.4 RS gave the group an update on the Crossrail development. Track has now been laid through to Stepney Green, and other infrastructure (such as cabling) has also been completed. The new front door at Custom House opened on the 10th May, a milestone as this was the first bit of permanent infrastructure to be opened. There is a new exhibition featuring architecture from stations and their surroundings starting soon at the London Museum. The Crossrail website also contains some very good videos showing how the new carriages will look when the service launches.

Black Taxis

4.5 RC told the Group that he had visited the taxi manufacturers recently and that while a lot had been said about new zero emission capable vehicles production had not actually properly begun. RC also mentioned that black taxis are required to be credit card compliant by October 2016.

5. Progress reports from the Working Group outcomes

5.1 Cycling and Walking

TH updated the group on progress made against the actions identified by the Working Group last year. A number of locations have been identified on-airport as being suitable for new cycle storage facilities. These will double the current capacity of secure storage points, and will include lighting and swipe control access points to increase security. LCY intend to access TfL's Cycling Workplaces scheme, initially to access storage shelters but longer term to offer staff a range of seminars and other training support. To do so LCY's legal team have provided comment on the T&C's of the scheme, while a staff travel survey will be completed during Summer 2016 that will measure current staff travel habits to identify changes brought about by the new infrastructure. It is anticipated that the new shelters will be installed in August/September this year.

5.2 MW mentioned that LBN are planning on providing improved cycle facilities across the Borough. These plans are likely to include provision of Brompton bike hire facilities – as such the airport should consider how these could be incorporated on-airport.

ACTION: TH to follow up on previous dialogue with Brompton Bikes, and bring a summary of the scheme and its operation in an airport environment, along with a cost summary to the next ATF session.

Information Provision

5.3 TH confirmed that LCY's IT team are taking forward a project to install a total of 4 screens in Baggage Reclaim areas. These will provide updated and accessible transport information to airport users – with content that can be produced with input from the ATF. MA suggested that these screens could access TfL's open data networks and present real-time service information to passengers.

ACTION: TH to ensure that the screens include access to real time information now, or are provisioned to do so in the future

5.4 It had been hoped that DLR and KAD would present on wayfinding aspects at Canning Town. With neither present this item will be picked up at the first meeting of the Custom House / Crossrail Working Group (detailed below).

5.5 MA has been following up on the action to improve the visibility of LCY across London's transport network. Of primary importance are showing the connecting points to the airport from tube lines – changing at Canning Town to the DLR from the Jubilee Line, changing from Central/District/Circle/Northern Line(s) to DLR via Bank. This would involve on-train linear maps, and station route maps – not the tube map itself. However, initial feedback suggests that TfL will not promote connections to sites within London and so will not consider this option. The Forum disagreed with this point and can see real value in highlighting just how accessible the airport is.

ACTION: MA to provide contact details for Jerry Hill, LCY to contact Jerry Hill by the 29th June

Local Minicab Operations

5.6 As MW had detailed LBN's planned introduction of a controlled parking zone this item has already been covered.

Low Carbon Transport

5.7 TH stated that LCY have had subsequent discussions with TfL / GLA regarding the provision of both standard and fast charging points within the airport. Two issues are key in this – firstly, LCY are awaiting confirmation of how the scheme will work (currently it looks like equipment and

installation will be covered by TfL / GLA), and secondly, once CADP has been determined airport land use requirements will be clearer and a site for installation can be identified. Due to the high nature of the installation (fast charging sites require substantial power infrastructure) any site would need to be guaranteed for a period of time.

6. 2016 ATF Working Groups (to review agree scoping papers)

Crossrail Working Group

6.1 The group discussed the role and remit of the Crossrail Working Group. It was deemed an important activity for a number of reasons; to support the development of the Custom House interchange, to understand and plan for the needs of air passengers using Crossrail, to consider the longer term opportunity for a dedicated Crossrail station.

6.2 It was agreed that TH prepare and circulate a date (ideally for a meet in July), agenda, and attendance and responsibilities list for those that will be involved. The first session would look to bring together a wider groups of individuals so that the Custom House station programme can be discussed, and through Stephen Walker, the group can get an understanding of how TfL's planned bus changes may affect local connectivity.

ACTION: TH to circulate dates for a meeting in July, and to forward agenda, roles and responsibilities, and the Group's objectives

6.3 The need for technical transport planning issues to be included was discussed. Applying this level of thinking and assessment will enable future travel choices of air passengers, staff and other local users to be understood and modelled.

6.4 RN said that the group would play an important role in driving forward dialogue regarding an additional local Crossrail station. By showing progress in this way, and by demonstrating that a number of key stakeholders are involved in these discussions LCY and other local agencies (including developers) will be in a position to release the funding that will enable further and more detailed transport and build assessments to be undertaken.

Surface Access Strategy Review Working Group

6.5 The group agreed that a Surface Access Working Group was a good way to progress the finalisation of the ASAS, especially in the context of the forthcoming determination of the CADP planning inquiry. A start date of October 2016 was suggested – ahead of that meeting DW and RN will confirm the timings included within the draft S106 legal agreement regarding the production of the ASAS, passenger and staff travel plans, and other issue specific travel plans.

ACTION: By the end of June TH to circulate dates for the October meeting

ACTION: Ahead of the October meeting RN and DW to confirm relevant timings from the draft S106

Bus Connections Working Group

6.6 The Bus Connections Working Group proposal was discussed and agreed. Three sessions are likely to be required – the first in August will involve a presentation from TfL and representation of key data from other parties (for example staff mapping). A second session in September would develop the groups thinking on this issue, while giving other stakeholders the opportunity to attend. The final session in October (TBC – this will be linked to TfL's consultation programme) will result in a final position being put forward by the Forum, which will then form the Forums response to the consultation.

ACTION: TH to produce a summary timetable showing when the Working Groups will meet.

7. What are the likely implications of Uber operations?

7.1 The group discussed the appearance of Uber as a mode choice for the first time. It was suggested that LCY follow up on three aspects; operationally to capture forecourt issues, explore with TfL's PCO about issues seen across London, and lastly to follow up with other airports to find out what impact they have seen locally.

7.2 It was then agreed that a separate meeting should be held involving LBN, LCY, LCY's taxi co-ordinator, TfL and others to explore the issue in more detail and develop a strategic and operational response.

ACTION: LCY to follow up on research aspects, before circulating dates for the wider meeting.

8. AOB

8.1 With no items flagged for AOB the meeting was closed.

9. Date of next meeting (10am, 17th November, 2016)
