

AIRPORT TRANSPORT FORUM

DATE: 9am, 17th November, City Aviation House, London City Airport (LCY)

MEETING NOTES

ATTENDEES

Rachel Ness, LCY (Chair)
Tom Hall, LCY
Murray Woodburn, LBN
Dave Whittaker, LBN
Marcus Adams, TfL

Richard Storer, Crossrail
Roy Collins, Taxi Co-ordinator
Thish Rajendram, Community representative
Anna Then, Community representative

APOLOGIES

David Zuazo, LCY
Claire Hamilton, GLA
Rupal Patel, Keolis Amey Docklands

Siwan Puw, London Chamber of Commerce
James Cox, DLR Ltd

ITEMS

1. Welcome and introductions by the Chair

1.1 RN welcomed the group. Introductions were made by the group as both Anna and Thish were new to the Forum. We would like to thank Anna (acting on behalf of Jamal Braithwaite) and Thish for their willingness to attend the Forum to represent the local community, where they will help highlight key local issues and give the work of the Forum a new perspective.

1.2 TH introduced the revised format for the session. To create a framework to the discussion and to provide additional information LCY have developed a presentation pack that follows the agenda. It is suggested that these are used for future ATF sessions, with supplementary information provided as required.

2. Actions from last meeting (15th June 2016)

2.1 TH talked through the first slide in the pack. This included progress against actions from the last session – all of which had been delivered as required ahead of this session. To note: the programmed Bus Consultation Working Group has been postponed until 2017 to coincide with TfL's current delivery timeline.

3. Operational and strategic updates from the Forum

3.1 RN provided an update on airport activities with a focus on airport development aspects. RN reported that planning permission for CADP had been granted in July. Following the approval the airport is now putting in place the detailed programme that will set out how the project will be constructed – this includes completion of a more detailed design review. Common in large build programmes such as CADP that have taken a number of years to process through planning, this enables minor and non material aspects of the proposal to be amended to ensure the overall

design is fit for purpose. There are also 100 planning conditions on the CADP permission to be complied with, 42 of which must have schemes approved by LBN prior to construction commencing. RN also told the group that the airport's terminal is now incredibly busy and as such there is a very real need to expand and release new floor space quickly.

3.2 MW provided an update from LBN. The Council's programme to launch a Restricted Parking Zone across the Borough has progressed with LBN Cabinet Members reviewing proposals for this ahead of a public consultation in early December 2016. All businesses and residents can respond – the outputs of this consultation will then be used to determine how the scheme will function; hours of operation, bay design, etc. The scheme will then launch in February 2017. The overarching aim of the scheme is to tackle commuter parking near Zone 2 stations, while any income generated by the scheme will be used to improve the street scene across Newham. TR stated that local people often bear the brunt of parking restrictions, particularly in the context of events such as weddings where permit systems are often not flexible enough. MW said that all detail provided in the consultation process will be considered for inclusion in the final scheme.

ACTION 1: MW/DW to provide an update to the LCACC on 6th December.

3.3 MW talked the group through the latest position on the Enterprise Zone development. LBN's aim is to encourage area-wide regeneration that overcomes the current piecemeal approach to funding improvements through development receipts. By securing the funds upfront transport infrastructure and local amenities can be enhanced in a way that catalyses future development, while also maintaining the process to recover funds from each developer. A £300m programme has been identified that will improve station accessibility, platform length, provision of DLR carriages, etc, which will start to come forward over the next 6 months.

3.4 MW then advised the group of LBN's concerns regarding the proposed Silvertown Tunnel development and the potential impact that could be seen locally as a result. Tolling the crossing is considered unfair when other crossings are free, while the lack of detailed mitigation for traffic management, air quality, etc, is also a concern. RN advised that LCY share some of these concerns and in particular the potential impact that will be seen on the road network adjacent to the airport and the absence of defined/known mitigation.

ACTION 2: RN and MW to work jointly on this issue, ensuring that areas of joint concern are considered and represented in both consultation responses.

3.5 MA provided a short update from TfL. With MW covering the Royal Docks detail MA focussed on the Master Plan process for this area, which GLA will be consulting on in early 2017. MA also mentioned the planned DLR river crossing connecting Gallions Reach to Thamesmead.

3.6 MA indicated that the Mayor will be developing a new Draft London Plan and London Transport Strategy in 2017. Indications are that the timings will be similar to those forecast for the production of LCY's new ASAS with publication towards the middle of the year.

ACTION 3: Invite GLA to present at the next ATF session on this programme of works.

3.7 RS updated the group on the progress being made on Crossrail ahead of its opening in 2018. Works are now 80% complete with overhead wiring, cabling, station fit-outs, etc, all progressing. High impact track is being used under Soho as this absorbs more noise and vibration.

3.8 An update on Custom House station was given by both RS and MW. LBN have now appointed Master Planners for this project who will report back in April 2017. It is important that LCY complete their Crossrail route assessment work and feed into the process by January to ensure

that space can be provided for additional airport bus services if required. MW confirmed that Taxi provision would be included in response to a question from RC.

ACTION 4: LCY to progress initial Crossrail route assessment by January.

3.9 RC mentioned that at a previous meeting the concept of Black Taxi drivers providing reduced fares for airport staff travelling into the airport in the early morning would be investigated. The concept involves utilising the dead-leg journey the driver would make from their home town to the airport and enabling airport staff to travel sustainably when other modes of public transport are unavailable.

ACTION 5: LCY to progress this concept initially through discussion with HR department.

3.10 AT mentioned that Crossrail trains operating locally were causing noise in the early evening. RS confirmed that as works are coming towards a close they are currently running 24 hours a day, but that when the service starts the trains used will be much quieter than the works/construction engines currently operating.

4. S106 Legal Agreement: transport conditions

4.1 RN and DW gave the group an overview of the various conditions contained within the new S106 Legal Agreement. These include providing public access along Hartmann Road, new bus and taxi forecourt access schemes, provision of £4.7m to DLR for new rail car capacity, 3 year funding for 'travel ambassadors' to operate in the DLR station, etc. Discussion around the various aspects of this followed.

ACTION 6: MA to check whether access to the north entrance of George V station will be (or could be) opened.

ACTION 7: LCY to circulate bus and taxi schemes to the ATF for comment.

5. 2015 Working Group Progress Reports

5.1 The presentation pack contained a number of slides that set out key deliverables in the year to date, and high-level plans for the final quarter of 2016. The content below is a summary of the verbal updates provided by various members of the ATF in support of these.

Cycling and Walking

5.2 TH told the group that the programmed installation of new cycle storage facilities had been delayed; initially by the forced change of approach and move away from TfL's Cycling Workplaces scheme, but lately by a land-use conflict at one of the sites. The proposed site at the Western End car park is moving forward, with a new 24 capacity unit planned for that location. As part of the scheme the existing 12 capacity unit will be relocated to KGV. The proposed site adjacent to CAH may be used to house a temporary office area linked to the construction programme, and so the installation of the new cycle facility is delayed until the plans for this are confirmed. It is expected however that both units will fit on the same site.

Information Provision

5.3 TH confirmed that the Customer Service team will be provided with travel leaflets to hand out to air passengers upon request. The programme to install the screens in both Baggage Reclaim

areas is also progressing – once initial designs have been created these will be sent to the ATF for comment.

Local Minicab Operations

5.4 MW confirmed that he would ask colleagues to confirm the number of complaints received regarding minicab operations linked to the airport. Following this LBN will then confirm what action is required – and if a meeting between LCY and LBN is required to review and agree any mitigation this would now happen in 2017. This timescale enables the complaints to be considered in the context of the outputs from the RPZ consultation.

ACTION 8: MW to confirm the number of complaints received regarding minicab operations, and confirm the need to hold a review meeting with LCY

Low Carbon Transport

5.5 TH confirmed that LCY had met with TfL, GLA and the London Taxi Company at various stages throughout 2016. During this time it became clear that LCY is seen as an important part of the planned electric vehicle charging network – standard charging for airport user vehicles, but also rapid charging points for Black Taxis. Initially it was suggested that funding would be available for installations in key areas and so LCY have requested further clarification around the planned network, what this means in terms of on-airport provision, and in terms of funding.

5.6 MA provided an update from TfL (content attached to this note) that set out their current position. The strategic aims are still the same and a number of charging points are required to support the launch of electric black taxis in 2018, the number of which will increase to 300 charging points by 2020. Partners such as the airport are now expected to enter into commercial arrangements with charging point providers, however, should additional power be required then there will be match-funding available for this.

6. 2016 ATF Working Group Updates

Crossrail Working Group

6.1 The outputs from the October meeting of the Crossrail Working Group were discussed by the group. This session focussed on identifying the routes that could be considered to facilitate a connection between the airport and Crossrail (Elizabeth Line) services. In all seven options were identified - LCY to Canary Wharf (as is via DLR), Custom House (via new shuttle), Canary Wharf (via new shuttle), Stratford (via DLR), Poplar (via DLR), Woolwich Arsenal (via DLR and road level walking route), Black Taxi (to another station).

6.2 An assessment criteria was also agreed. This would enable an initial assessment to be completed considering aspects such as time of journey, interchanges, changes in vertical circulation, etc, as well as other aspects specific to air passengers (travelling with luggage, etc). This assessment is scheduled for completion in December when it would be reviewed by LBN, TfL and Atkins and if further assessment is deemed necessary then quotes will be sought from relevant partners to undertake the work. It is also envisaged that dialogue with air passengers would help determine which route would be most attractive to airport users.

ACTION 9: LCY to progress initial assessment in December.

6.3 The Working Group also discussed the opportunity to provide a dedicated Crossrail station near to the airport. Atkins initial work suggests this is feasible and so the programme will continue to be progressed with further assessments scheduled to ensure that the station can be accommodated along with necessary access points from street level. Assessments will also cover

operational aspects, including the impact of an additional stop on fare structures and revenue collection.

Surface Access Strategy Working Group

6.4 TH shared with the group a proposed programme to refresh the current Draft ASAS. Starting in early 2017 LCY would lead a consultation exercise that will enable stakeholders to input towards the structure and content of the new ASAS. The document will then be drafted with stakeholders given an opportunity to comment on the content before it moves towards the design phase. It is planned that stakeholders will have a final chance to comment on the designed version prior to publication. It is anticipated that the ASAS will be published in August 2017.

6.5. The document shared also set out a forward looking assessment of the content structure. This used the 2013 document as a base and noted where content needs updating, replacing or adding. The structure as indicated will be used to guide the consultation programme.

6.6 There were a few minor comments from the group (to add the requirements behind the ASAS, to include the LCACC as an airport stakeholder) which will be amended prior to the consultation process. Discussion then focussed on the role of the ASAS – MW stated that the strategy should inform the content of travel plans, while DW suggested that the ASAS be kept as a high level document.

7. AOB

Uber

7.1 TH summarised the recent meeting between LCY, TfL and RC regarding managing Uber operations at the airport. The group agreed that operationally it is very difficult to ascertain the difference between Uber and passenger vehicles. LCY are keen to investigate this issue as it is believed to be a main contributor to the reduced use of Black Taxis by air passengers that resulted in the small reduction in public transport seen last year.

7.2 LCY will be tracking Uber movements near to the airport in the coming weeks, led by David Zuazo, LCY Commercial Parking Manager. This will involve a combination of screen grabs, monitoring of the Uber app, and other visual checks to gauge the levels of vehicles accessing the airport and waiting in local streets. At the same time conversations will be had with other airports to understand what processes they have put in place. TH confirmed that Stansted are creating a dedicated area for these vehicles.

ACTION 10: David Zuazo to present the outcomes of this process at the next ATF session.

7.3 POST MEETING NOTE: Heathrow have confirmed that they too have established a feeder park area that Uber drivers can use alongside minicab drivers. There is a minimum fee to enter the area with forecourt access monitored by ANPR to ensure the system is not avoided. They have also worked with Uber to understand the passenger requirements – such as popular pick up locations, busy periods and onward destination information.

8. Date of next meeting

8.1 Next meeting. It was agreed that three meetings be held in 2017 – the first in February, the second in July and the third in October. Dates will be circulated and agreed in December 2016.

8.2 The meeting was closed.