

London City Airport Transport Forum
16th December 2014, 2-4pm

ATTENDEES

Rachel Ness, London City Airport (Chair)
Liam McKay, London City Airport
Tom Hall, transport consultant to London City Airport
Murray Woodburn, London Borough of Newham (LBN)
Ryan Ward, London Borough of Newham (LBN)

Julia Bray, Transport for London
Marcus Adams, Transport for London
Iain MacBeth, Transport for London
Richard Storer, Crossrail
Roy Collins, Taxi Co-ordinator
Katharine Howell, London Chamber of Commerce
Rupal Patel, Keolis Amey

APOLOGIES

Stuart Innes, London City Airport Consultative Committee
Steve Helfet, DLR Ltd
Margaret Kalaugher, GLA

ITEMS & NOTES

Welcome and introductions by the Chair

1. Rachel Ness welcomed the group. All present introduced themselves.

London City Airport 2014 update

2. Rachel Ness provided an update on airport activities since the Forum met in December 2013. This included an overview of progress with the City Airport Development Programme (CADP) planning applications and how the airport is keen to see the Forum respond to the key transport issues that have been highlighted by all stakeholders during their processing. Rachel offered an overview of CADP and how the infrastructure (new aircraft stands, construction of a parallel taxiway, western terminal extension, etc) that will be provided will facilitate the forecast growth in passenger numbers.
3. It was advised that LBN planning officers are targeting taking the CADP applications to the Council's Strategic Development Planning Committee on the 3rd February 2015.
4. Rachel and Ryan Ward explained the transport provisions being offered in the draft S106 agreement (in the event the Council determines to grant planning permission) are now out to public consultation and that the intention is for the CADP S106 to replace the existing 2009 S106 such that there is a single, updated and robust agreement.

5. Liam McKay gave an overview of operational activity at the airport over the last 12 months:
 - a. passenger numbers reaching their highest level ever at 3.5m,
 - b. BA signing a new 3 year operating contract and ordering 3 additional aircraft that will operate from City Airport,
 - c. the addition of FlyBe services in the summer offering 6 routes to regional destinations across the UK, and their plans to handle around 500,000 passengers at City Airport in 2015.
6. In the context of this the group discussed the importance of the Forum's activity in looking at how the transport network can support the airport's core 20:15 passenger proposition (20 minutes from check-in to gate-room, 15 minutes from aircraft to DLR/Forecourt) during this period of development and growth.
7. Tom Hall went through the actions arising from the last meeting. These were agreed by the group. There was discussion around how the Forum engages with a local community representative – the ideas suggested were to contact the local DLR Ambassador, or linking into Crossrail's ongoing community engagement activities.

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

Royal Docks Area Development Programme

8. Murray Woodburn and Marcus Adams presented on regional plans to invest circa £300m in improving transport infrastructure across the Royal Docks. In line with current estimated growth in the area of around 35,000 jobs and 20,000 homes (much higher than the 6,000 and 11,000 as set out in the London Plan) the intention is to leverage funding through a forward looking approach that uses enterprise zone status to secure future business rate income. This enables infrastructure to be developed that will encourage development in the area, bringing forward the regeneration of the Royal Docks, with S106 contributions from individual sites used towards recouping some of the overall investment. Alongside the transport elements there will also be investment in public realm, enterprise and employment, but at this stage transport is the most advanced programme.
9. The £300m investment profile includes; additional carriages for the DLR and expansion of DLR station facilities (platform, vertical circulation, interchange), improvements and extensions to local bus services and facilities, extensive improvements to the local road network, creation of cycling and walking routes, and additional river piers. It also includes the development of the Customs House Gateway that will combine Crossrail, DLR and Bus services. The cycling and walking aspects in particular aim to reduce severance across the area by providing routes around/over waterways, transport routes and roads.
10. Two issues were highlighted for discussion. The first was the issue of displacement traffic using the roads close to the airport drawn by quicker journey times offered by the new Silvertown Tunnel (Murray informed the group that modelling work was ongoing to understand the potential likelihood and impact of this). The second, highlighted by Rachel, was that of junction capacity at Gallions roundabout and how the programme

may improve this in the future. Julia Bray and Murray confirmed that the A13 was being looked at in this context, and mentioned the future opportunity for an additional river crossing at this location, while also highlighting the position of utilities at this roundabout that make any solutions here both difficult and expensive.

11. Work on the programme is ongoing and it is likely that more information will be available in Spring 2015. RODMA are developing a partnership approach that supports this programme and as such should be engaged by any parties with an interest in this programme. It was agreed that the Forum could be a potential supporter of this package of measures if deemed necessary.

London City Airport Transport Forum 2015

12. Tom Hall talked to the group about how LCY are suggesting the ATF develops in 2015. Following a UK airports review programme that identified best practice for managing ATF's and ASAS's, and in the context of the key transport issues highlighted through the CADP S106 negotiations, it is proposed that the ATF becomes a stronger vehicle for the progression of some of these activities.
13. In line with this revised Terms of Reference were circulated that included three broad amendments from those agreed last year; firstly, the language used to describe the remit of the group is more action-focused, secondly, a series of working groups have been included that reflect the key points from the proposed S106 legal agreement, and thirdly, it is proposed that the group meet quarterly to help maintain momentum.
14. From discussion around the table it was clear that the Forum needs to be flexible. Meeting quarterly at times when there is requirement was well received, but it was agreed that there be the ability to reduce this (to 2 or 3 sessions per year) if the workload was reduced in that year. It was also agreed that the attendees could change to reflect the agenda.
15. The general consensus among the group was that as CADP nears its determination the important issue is to ensure that the S106, the ATF, the Surface Access Strategy (and its supporting action plans) are all aligned.
16. In line with this, it is anticipated that 2015 will be a full year – the first quarter of the year will focus on finalising the draft ASAS and Staff travel action plan (circulated in Dec 2013) and the draft Passenger travel action plan (produced in 2014) with a view to publishing all three documents around April (following a CADP decision in February).
17. The following months will then focus on time relevant activities (such as responding to the TfL Bus consultation) while looking at activities that respond to the pre-construction elements of the S106 (for example development of a construction travel plan, etc).

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

The DLR franchise, Keolis-Amey (Rupal Patel)

18. Rupal Patel gave the group an overview of Keolis-Amey Docklands (KAD) plans for operating the DLR. They only officially started operating the service on the 7th December

and have ambitious plans. This includes improving on Serco's performance record of 99%+ by raising this to 100%. Following the presentation the group discussed three issues; off-peak frequencies along the City Airport line (see post-meeting note below), 24 hour operations (the expectation is that DLR will follow the tube and offer services 24 hours on a Friday and Saturday) and the management of station staff (these are managed by KAD, so a strong working relationship between KAD and LCY will help ensure the airport station runs well).

19. Post meeting note from Rupal; *There are some errors in the press coverage of the planned DLR service enhancements. From February, Bank to Woolwich trains will be three car trains every day and services from Stratford International will run to Woolwich throughout the day. This will give London City Airport a train every 5 minutes throughout the day.*

Date of next meeting

20. Tom Hall to circulate dates for the next meeting.

AOB

21. Richard Storer gave a brief update on Crossrail. Locally, the construction work has now been completed and tracks will be laid in January 2015. Overhead wires will be installed Summer 2015. Customs House Station is progressing well and is anticipated to be completed by the end of 2015.
22. Richard also highlighted that there is a requirement to discuss Crossrail with the airport quarterly on issues such as connectivity between the airport and Customs House. It was agreed that it would be sensible to discuss this further in the context of the TfL Bus consultation. In this vein Marcus Adams suggested that a Bus presentation be on the agenda for the next meeting.

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

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