

## **APPENDIX M**

### **Framework Taxi Management Plan**

## London City Airport – City Airport Development Programme (CADP)

### Framework Taxi Management Plan

110116A / 3rd March 2014

#### Introduction

1. This document provides a Framework Taxi Management Plan (TMP) which will be developed as part of the proposed City Airport Development Programme (CADP) at London City Airport (LCY). It is provided to address the comments raised by Transport for London (TfL) as part of the public consultation process on LCY's CADP planning applications submitted to the London Borough of Newham (LBN) in July 2013 (application ref. 13/01228/FUL and 13/01373/OUT). It should be read in conjunction with those applications including the accompanying Transport Assessment Report dated July 2013 and CADP planning application Drawings 7.4 Proposed Forecourt Ground Level 00 and Drawing 9.11 Proposed Taxi Feeder Park.
2. This Framework TMP sets out the proposed arrangements for Black Taxis and Private Hire Minicabs and the management measures that will be implemented for each once the Forecourt proposed in CADP is brought into use.
3. This Framework TMP will be developed into a detailed TMP and approved prior to the proposed Forecourt being brought into use. It is proposed that the detailed TMP will be secured by way of a Condition on any planning permission. LCY propose the following wording for any such condition:

*The proposed Forecourt [as shown on Drawing 7.4 Proposed Forecourt Ground Level 00 shall not be brought into use until a detailed Taxi Management Plan (which accords with the Framework Taxi Management Plan submitted with the application) has been submitted to and approved in writing by the local planning authority. The Forecourt shall thereafter be operated in accordance with the approved detailed Taxi Management Plan, which shall be reviewed from time to time subject to the written approval of the local planning authority in consultation with Transport for London.*

4. LCY will consult with TfL and LBN during the development of the detailed TMP, as they have done during development of this Framework TMP.

#### Taxi Use Associated with CADP

5. As part of the CADP planning proposals a new passenger Forecourt area is proposed to the south and east of the proposed Eastern Terminal Extension. To meet security requirements there will be a 30m wide landscaped vehicle free zone in front of the proposed Eastern Terminal Extension. It is envisaged that the proposed Forecourt works are likely to be

completed by 2019 in the second phase of CADP's construction, with the associated landscaping and security buffer area finalised once the proposed Eastern Terminal Extension is completed.

6. The proposed Forecourt layout in the CADP planning applications is shown on Drawing 7.4 Proposed Forecourt Ground Level 00 and attached at **Appendix A** of this document.
7. The proposed Forecourt area has been designed to provide sufficient capacity to accommodate the ultimate forecast demand of approximately 6 million passengers per annum (mppa) that CADP will deliver within the existing permitted annual number of flights by 2023 – some 10 years or so away.
8. Black Taxis are a form of public transport and they comprise a significant proportion of the mode share for passengers travelling to / from the Airport. Thus, Black Taxis have been given greatest priority within the proposed Forecourt, with Black Taxi drop-off and pick-up being located as physically close to the extended Terminal building as possible.

### **Proposed Arrangements – Black Taxis**

9. The proposed Forecourt and Taxi Feeder Park will be actively managed by a specialist third party company who will offer a full management package to ensure that technology systems and marshalling operations are working effectively. The specialist third party management company will be appointed under Contract by London City Airport and the final detailed TMP will set out the management structure to be implemented and the roles within the London City Airport organisation that will be responsible for this contract.

### **Airport Forecourt**

#### **Drop-off**

10. Black Taxis would enter the designated Black Taxi drop-off zone from Hartmann Road and route westbound along the frontage of the proposed Eastern Terminal Extension building to the alighting point closest to the new Terminal entrance.
11. For Black Taxi drop-off, the line of visibility and shortest walking route to the proposed Eastern Terminal Extension entrance is just 59 metres and there is no requirement to cross the carriageway.
12. Ten drop-off bays will be provided within the designated drop-off zone. It is estimated that demand will require 3 taxis to use the drop-off per minute and an anticipated dwell time of 90 seconds has been applied (taking into account time to settle the fare). The drop-off bay located closest to the extended terminal building has been designated for disabled drop-off access.
13. The drop-off area will be barrier controlled to prevent unauthorised use. The barrier control will be operated by a technology which will be determined in due course, but the technology will ensure that the barrier does not delay access for Black Taxis but will prevent access by unauthorised vehicles. At this stage it is envisaged that the technology will operate using

Automatic Number Plate Recognition (ANPR) although the final TMP will confirm the selected technology in due course.

14. Details of the proposed technology will be provided to TfL and LBN as soon as they are known and in advance of the final detailed TMP being submitted.

### **Pick up**

15. The designated Black Taxi pick up zone will be located to the east of the proposed Eastern Terminal Extension. Taxis will enter the pick up area from Hartmann Road, having routed via the Taxi Feeder Park first, and proceed eastbound to the pick-up point.
16. For Black Taxi pick up, the line of visibility and shortest walking route from the proposed Terminal is just 121 metres, less than a two minute walk, and there is also no requirement for passengers to cross the carriageway, including mobility impaired passengers.
17. It is proposed that the Black Taxi pick up area is also barrier-controlled to ensure that it is used appropriately and by Black Taxis only. The barriers are likely to be operated by Automatic Number Plate Recognition (ANPR), although the final TMP will confirm the selected technology in due course.
18. The Black Taxi pick-up zone will provide a total of 11 spaces to cater for the expected demand of 3 taxis per minute. An anticipated dwell time of 60 seconds has been assumed (this is shorter than for taxi drop-off since the fare is settled at drop-off) . A total of three taxis will be able to pick-up simultaneously, with three separate designated pick-up bays.
19. Canopies will be provided along the full length of the pedestrianised area adjoining the taxi pick up area to the proposed Terminal building, providing a covered waiting area for passengers and allowing a passenger queuing system to be implemented to manage demand at peak times.
20. Low level guard railing/ barriers will be provided along the length of the taxi queue to prevent passengers from skipping the queue and from taxis picking up passengers who are not at the front of the queue. This is proposed by LCY as an amendment to submitted Drawing 7.4 in response to TfL's comments on this issue.
21. The proposed Forecourt and Taxi Feeder Park will be actively managed by specialist marshals during all operational hours at the Airport. The management will be particularly important during peak periods which are typically between 08:00 – 09:00 and 17:00 – 18:00. This will ensure that the proposed Forecourt operates efficiently and is used appropriately by the designated modes. Taxi marshals will play a key role in managing the chosen call forward system (see further paragraph 29) from the proposed Taxi Feeder Park and in managing taxi and passenger queues on the Forecourt. This will ensure that drop off and pick up operate smoothly.
22. The final detailed TMP will confirm the job specification for specialist taxi marshals as well as the number of marshals proposed and their hours of operation, in addition to confirmation that LCY will provide welfare facilities, high visibility jackets and two-way radios for all marshals.

23. LCA will ensure the Marshals are maintaining proper vigilance and alertness and taking care of their own welfare. The final TMP will include details of emergency procedures for marshals.

## **Taxi Feeder Park**

24. The existing taxi queue on Hartmann Road would be removed as a result of the proposed CADP, in order to facilitate the two-way movement of traffic along Hartmann Road.
25. Instead a proposed Taxi Feeder Park would be provided further east along the Dock, close to the junction of Hartmann Road with Woolwich Manor Way. It would be approximately 1 kilometre from the proposed Forecourt, equivalent to no more than a two minute drive. The layout of the proposed Taxi Feeder Park is included as part of the submitted CADP planning applications and shown on Drawings '9.21 and 9.22 Proposed Taxi Feeder Park'. These plans are attached at **Appendix B** for ease of reference.
26. The proposed Taxi Feeder Park would have the capacity for up to 326 taxis. This is split between 307 Black Taxi waiting spaces and 19 designated driver rest spaces for taxi drivers using the new facilities which comprise maintenance bays, welfare facilities and an office. The layout of the proposed Taxi Feeder Park incorporates an escape lane, allowing drivers to exit should they wish and to ensure that there would be a maximum queue of approximately 15 taxis in any single lane within the Taxi Feeder Park.
27. In order to provide certainty that the proposed Taxi Feeder Park will be safeguarded for CADP it is proposed that a condition be attached to any planning permission. LCY suggest the following wording for any such condition:
28. The Eastern Terminal Extension shall not be occupied until the Taxi Feeder Park shown on Drawing '9.11 Proposed Taxi Feeder Park' has been brought into use and Taxi Feeder Park shall not thereafter be used for any purpose other than as a Taxi Feeder Park unless otherwise agreed in writing with the local planning authority in consultation with Transport for London.
29. A number of potential options have been identified for a taxi call-forward system between the proposed Taxi Feeder Park and new Forecourt. In particular the technology adopted will need to cater for changing demand levels throughout the day and also the distance and journey time between the proposed Taxi Feeder Park and the new Forecourt. Based on the systems currently available on the market, it has been decided that a system using CCTV and Marshall Control is most appropriate for the Airport, although any detailed TMP will confirm the selected technology in due course. Details of the technology proposed will be submitted to TfL and LBN prior to the final detailed TMP being prepared.
30. It is envisaged that specialist taxi marshals will be employed on the proposed Forecourt and in the Taxi Feeder Park during the operational hours of the Airport. A specialist marshal at the front of the proposed Taxi Feeder Park would release taxis in response to images on a monitor showing the live feed from the proposed Forecourt CCTV; or using similar technology should advancements allow. The CCTV camera would be located at the front of

the taxi queue within the Feeder Park. However, once the details of the technology is known this will be confirmed in any detailed TMP.

31. A number of Airports already operate such call-forward systems. These include Liverpool, Birmingham and Heathrow airports. For example, Birmingham airport uses a CCTV system to show taxis waiting in the Taxi Feeder Park the status of the taxi rank in the pickup area. The taxis then manage themselves. It is proposed that a similar approach would be adopted at LCY supplemented with additional assistance from marshals.
32. In addition, there is a temporary Taxi Feeder Park system already in place at LCY for the duration of the local Crossrail construction works which is operating through use of CCTV and self-management. This system is working well.

The appointed specialist third party management company will ensure that technology systems and marshalling operations work effectively at all times. LCY will be responsible for ensuring that the Feeder Park and technology associated with its effective operation is maintained.

### **Proposed Arrangements – Private Hire Minicabs**

33. A separate private vehicle pick up / drop off area will also be provided in the proposed Forecourt area for use by private cars, private hire minicabs and chauffeur-driven vehicles. It will be segregated from the pick up and drop off area for Black Taxis.
34. The proposed arrangement for private hire minicabs is that they use the pick-up / drop-off area in the proposed Forecourt to wait for short periods, or Passenger Car Park 1 to wait for longer periods. Both options would be subject to a charge, although a short grace period is will be provided in the Forecourt. This will be confirmed in any detailed TMP.
35. The proposed arrangements for private hire minicabs and private vehicles are designed to provide an additional 40 spaces within the new Forecourt, increasing from the 8 existing spaces to a proposed 48 spaces. This is designed to provide adequate capacity based on forecast requirements but also to discourage the small number of private hire minicabs that currently park and idle off-site in the surrounding residential streets, causing a nuisance to local residents and anti-social behaviour.
36. In addition to the improved Forecourt capacity for private vehicles, signage will also be provided around Drew Road, Leonard Street and Newland Street making it clear that parking related to airport use is not permitted. LCY has already liaised with private hire companies to make them aware of the current issue and requested that parking within local residential streets is ceased. LCY will continue to liaise with private hire companies known to operate to and from the airport to further discourage them from parking and waiting off-site.

### **Operational Targets**

37. It is in the best interests of LCY to ensure that the proposed Forecourt and Taxi Feeder Park operate efficiently. In order to ensure efficient operation, and to provide a measurable target against which this Plan can be monitored, LCY will ensure that *'at peak times, when*

*passenger demand for taxis is present, the taxi pick-up area within the Forecourt shall not remain empty for any longer than 2 minutes’.*

## **Monitoring**

38. The operation of the Black Taxi drop off and pick up zones, the proposed Taxi Feeder Park and the private vehicle drop-off and pick-up zone will be closely monitored once the proposed Forecourt is brought into use.
39. Monitoring will ensure that any issues with the technology implemented or the design and layout of these areas is identified at the earliest opportunity and that measures can be identified to rectify any issues.
40. LCY commit to monitoring the TMP against the operational targets identified within this Plan. Achievement of targets will be monitored at intervals to be agreed by the Transport Forum (see paragraph 44).
41. The level of private vehicle parking and waiting off-site will also be monitored as part of this plan to ensure that disruption to local residents is minimised and to ensure that private hire vehicles are using the proposed Forecourt effectively.

## **Key Stakeholders: Preparation and Review of TMP**

42. The Airport will consult with TfL, LBN and the Transport Forum in preparing the detailed TMP.
43. Once the proposed Forecourt is brought into use and any detailed TMP is in operation, monitoring, as described within this Plan, will be carried out and discussed with the Transport Forum. The exact membership of the Transport Forum group that is responsible for this document will be determined within the final TMP but at this stage it is envisaged that it could include representatives from the Airport, TfL (including London Bus and Cab Ranks Committee), TfL, Private Hire Companies and the London Borough of Newham.
44. The Transport Forum will agree the method of monitoring and reviewing and the intervals at which these will be undertaken. The Forum will also determine the measures to be implemented to overcome any issues that arise should there be a need.
45. Measures are likely to include a willingness to improve management, including improvements to marshalling or improvements to technology, signage, road markings, or in the most severe case possible changes to the physical layout of the Forecourt, within constraints.

## **Summary**

46. Black Taxis and private hire minicabs are recognised as important modes of transport for passengers using the Airport.
47. The CADP planning proposals provides increased capacity within the new Forecourt for Black Taxi pick up and drop off and also private vehicle pick up and drop off. In addition, a

designated Taxi Feeder Park is proposed which provides increased capacity whilst also improving facilities for taxi drivers.

48. The proposed Forecourt and Taxi Feeder Park will be actively managed by a third party company who will offer a full management package to ensure that technology systems and marshalling operations are working effectively to ensure that the taxi arrangements continue to operate efficiently.
49. Building on this Framework TMP, a detailed TMP will be submitted for the approval of the London Borough of Newham and implemented prior to the proposed Forecourt being brought into use. Any detailed TMP will include details of the mechanisms to adopt for monitoring and review of the proposed Forecourt and Taxi Feeder Park, as agreed by the Transport Forum, to ensure their smooth operation once the development is complete.

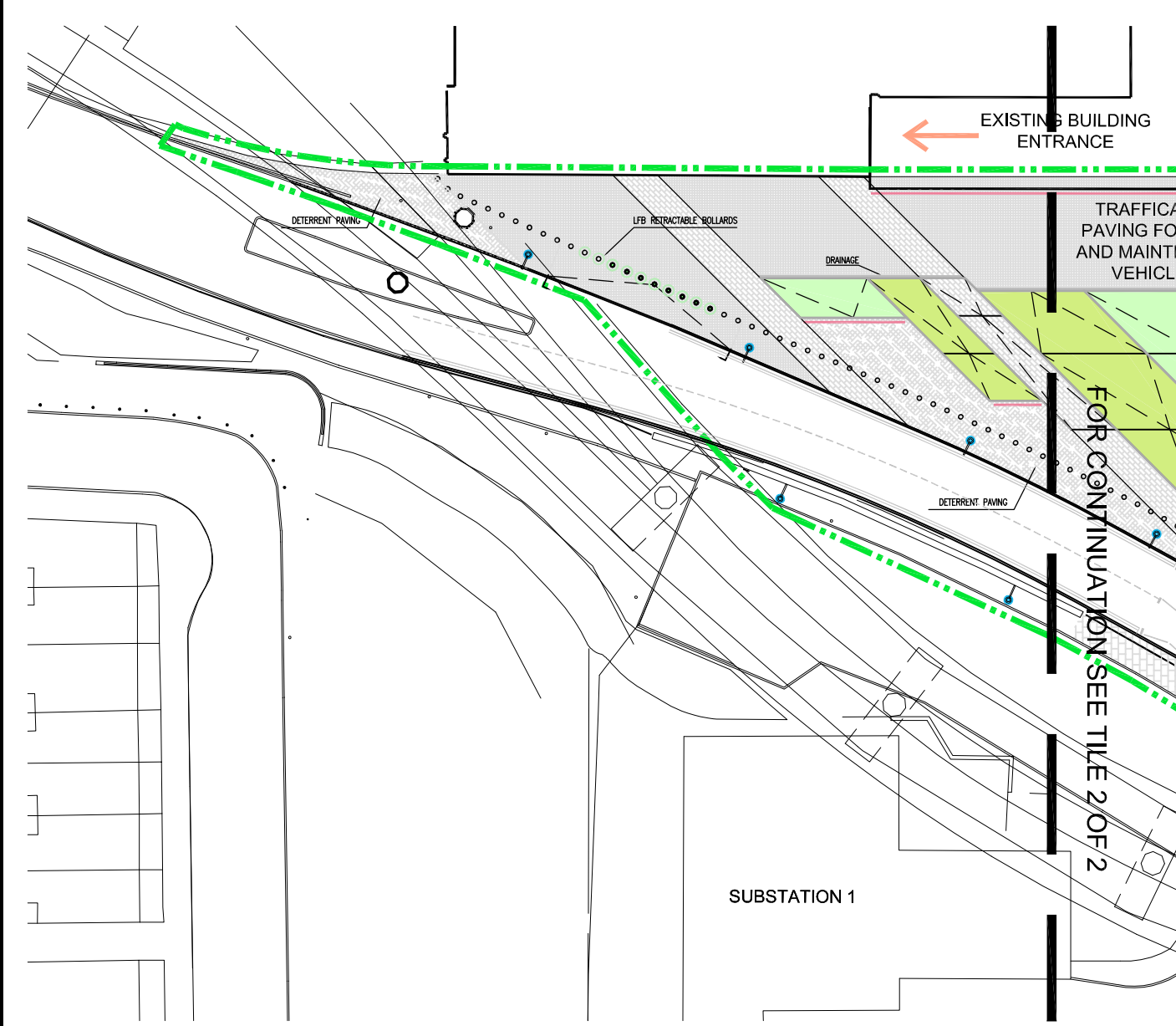
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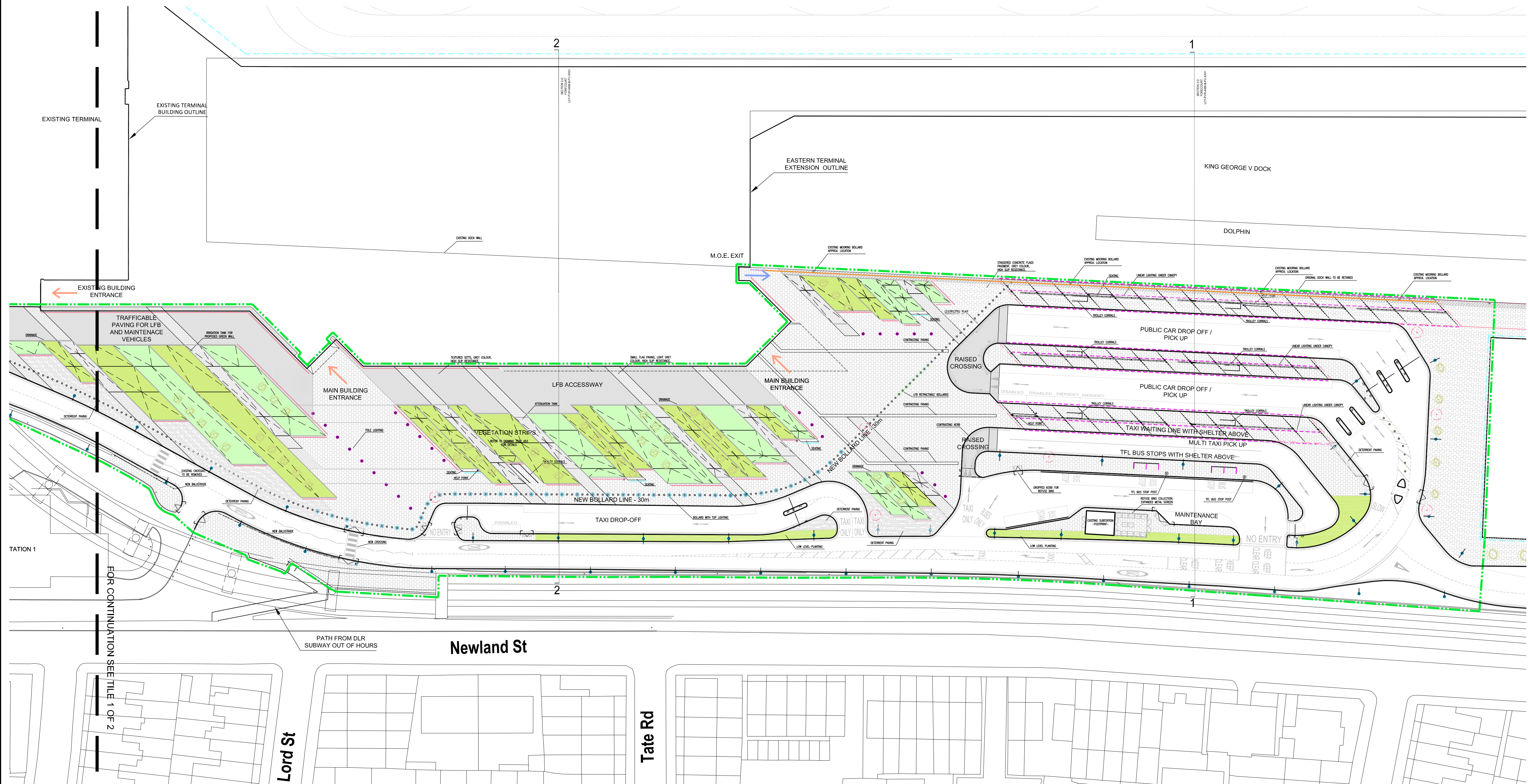
## **Appendix A**

### **Proposed Forecourt Ground Level Plan**





1 FORECOURT (TILE 1 OF 2)  
1:500



2 FORECOURT (TILE 2 OF 2)  
1:500

LEGEND:

- GROUND COVER STRIPS WITH STEEL RETAINERS, VARYING SPECIES
- AGGREGATE CONCRETE TEXTURED, SETTS, HIGH SLIP RESISTANCE, ANTHRACITE CHARCOAL
- AGGREGATE CONCRETE FLAG PAVING, HALF STAGGERED JOINT FORMAT, HIGH SLIP RESISTANCE, MID GREY / LIGHT GREY
- DETERRENT PAVING, LIGHT GREY
- EXISTING DOCK WALL
- OUTLINE OF BELOW-GROUND ATTENUATION TANK
- CUBE HEADED TREE / TREE
- GLASS / STAINLESS STEEL EDGE BALUSTRADE
- STEEL GATE

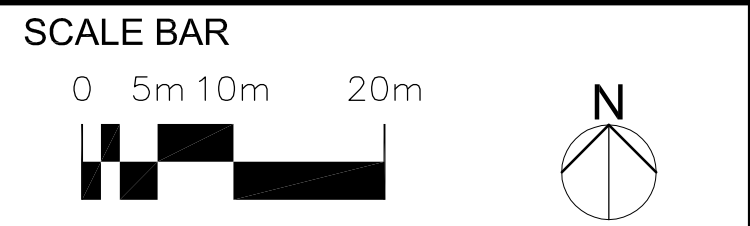
- LIGHTING LAMP POST FOR ROAD/PARKING AREA
- LIGHTING LAMP POLE FOR FORECOURT/WAYFINDING
- LIGHTING LAMP POLE FOR CROSSINGS
- UPLIGHTER FOR TREE
- CCTV CAMERA (PTZ)
- L.E.D LIGHTING ON CANOPY / SHELTERS
- RECESSED L.E.D LINEAR UP LIGHTING TO PLANTERS AND FACADE
- RECESSED L.E.D LINEAR DOWN LIGHTING TO SEATING

- HELP POINT
- BOLLARD
- FLEXIBLE BOLLARD
- HIGH SECURITY BOLLARD (1200 CS)
- RETRACTABLE HIGH SECURITY BOLLARD (1200 CS) FOR LFB ACCESS
- HIGH SECURITY BOLLARD (1200 CS) WITH LIGHTING
- PROPOSAL BOUNDARY
- AREA SUBJECT TO FUTURE RESERVE MATTERS

NOTE:  
REFER TO FORECOURT DETAILS DRAWINGS FOR SETTING OUT:  
LCY\_P+W\_4486\_B\_FC2X002  
LCY\_P+W\_4486\_B\_FC2X003  
LCY\_P+W\_4486\_B\_FC2X004  
REFER TO PLANTING DETAIL DRAWINGS FOR SETTING OUT:  
3522\_003  
3522\_004

Note:  
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- All information shown outside the Proposal Boundary is for illustrative purposes only.
- Internal layouts are for illustrative purposes only.
- Base building survey information by LCY and MSA



-	HRS	26.04.13	Issued for Planning
Rev	Dm	Date	Description

FOR APPROVAL

LondonCityAirport

London City Airport Limited City Aviation House Rival Dock London E16 2PB

**PASCALL+WATSON**

5 Carillon Court 116 Putney Bridge Road London SW15 2NQ  
+44 (0)20 8874 1311 [www.pascalls.co.uk](http://www.pascalls.co.uk)

Client:  
LONDON CITY AIRPORT  
Project Name:  
CITY AIRPORT DEVELOPMENT PROGRAMME

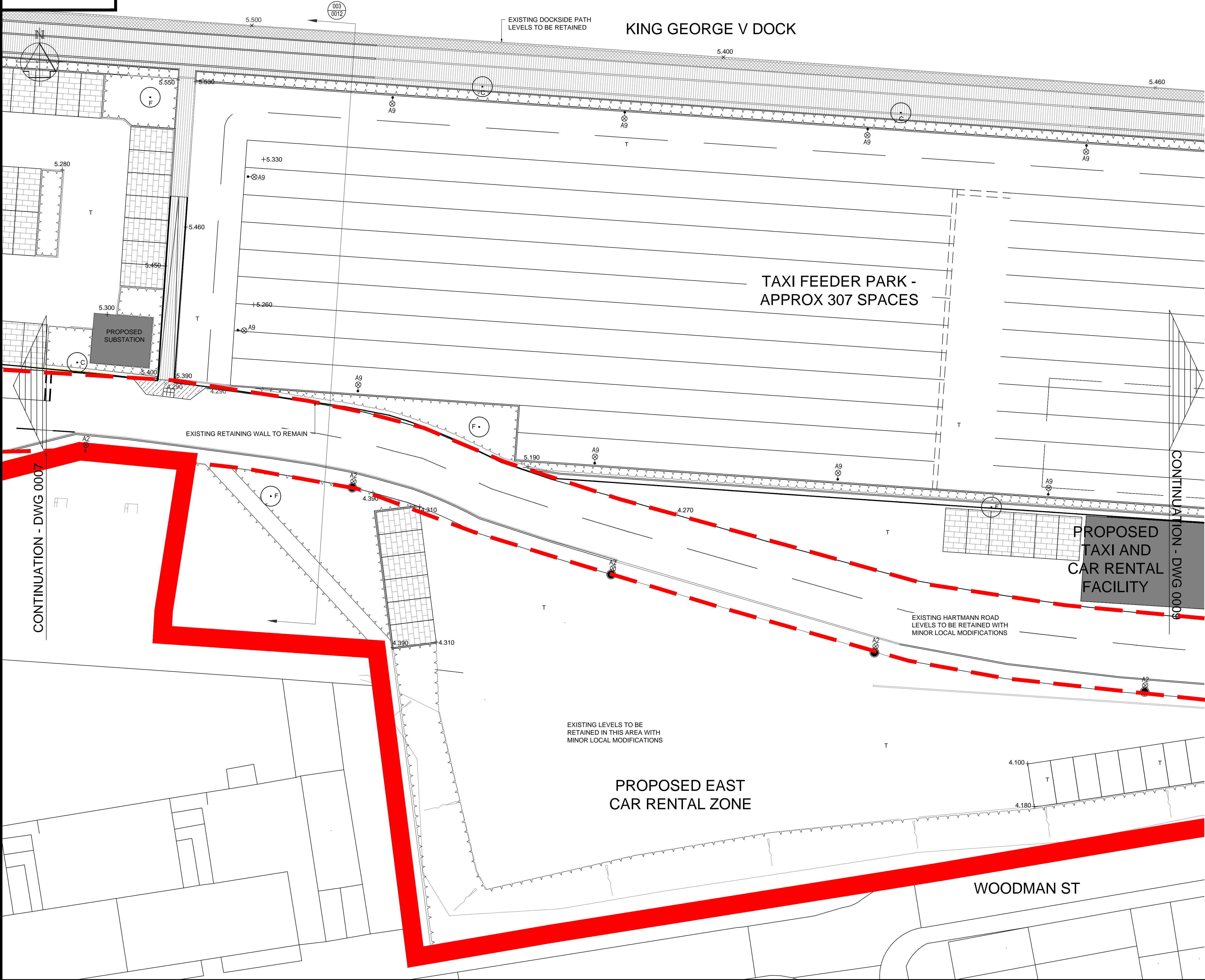
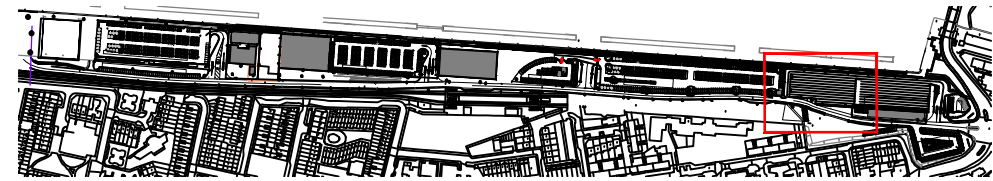
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7.4 PROPOSED FORECOURT  
GROUND LEVEL 00

Discipline	Architecture	Project Phase	PLANNING
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Checked By	SW	Checked Date	05.04.2013
Approved By	MIN	Approval Date	05.04.2013
Building Grid Reference	CADP	Drawn By	HR
Client	LCY	Project Ref.	P+W 4486
Discipline	B	Drawing No.	FC20002
Revision	-		



## **Appendix B**

### **Proposed Taxi Feeder Park Plan**



- SOFT LANDSCAPE
- EXISTING DOCK WITH COPING RETAINED
- ARTIFICIAL STONE FLAG PAVING
- DISUSED RAILWAY LINE: RETAINED LANDSCAPE FEATURE
- NEW NATURAL STONE SETTS
- TARMAC
- BLOCK PAVING - CAR PARK
- HARTMANN RD WORKS BOUNDARY
- CCTV COLUMNS - REFER TO LCY-CADP-ATK-H-0002-0011
- LIGHTING COLUMNS - REFER TO LCY-CADP-ATK-E-0001-0010
- PROPOSED ATTENUATION TANKS
- PROPOSED LEVELS
- EXISTING LEVELS
- PROPOSED DEVELOPMENT BOUNDARY LINE
- NOTE:  
ELECTRIC VEHICLE CHARGING POINTS TO BE PROVIDED

ISSUED FOR PLANNING - FOR APPROVAL	B	PF	08.07.13
ISSUED FOR PLANNING - FOR APPROVAL	A	PF	05.07.13
ISSUED FOR PLANNING - FOR APPROVAL	-	PF	02.07.13
PURPOSE OF ISSUE	Rev.	Authorised for issue	Date

**ATKINS**  
Atkins Ltd  
Environmental Planning  
Euston Tower  
286 Euston Rd  
London  
NW1 3AT

Tel +44 (0)20 7121 2000  
Fax +44 (0)20 7121 2333  
©

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PROJECT  
CITY AIRPORT DEVELOPMENT PROGRAMME (CADP) PROJECT

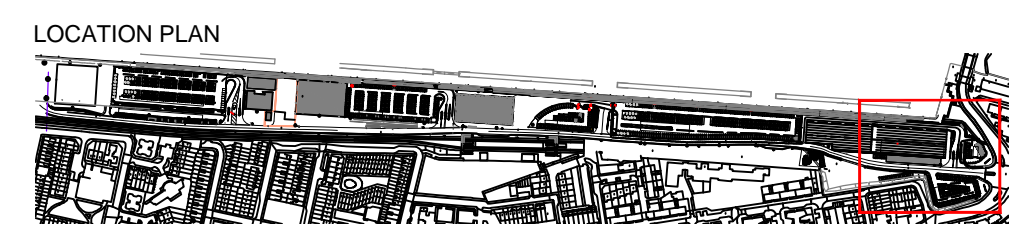
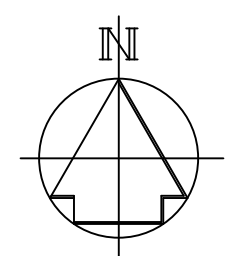
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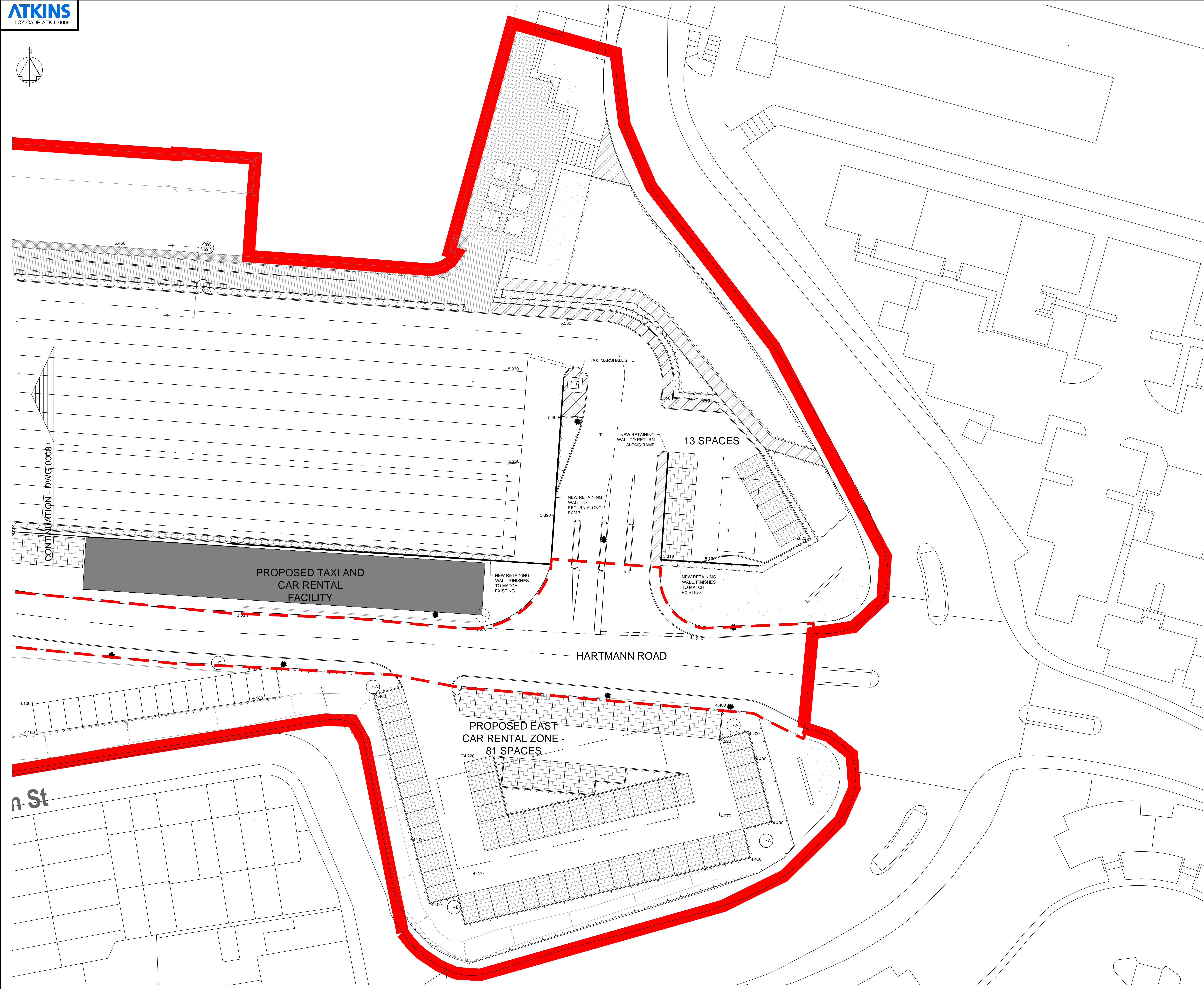
DRAWING NO  
LCY-CADP-ATK-L-0008

REV  
B





- SOFT LANDSCAPE PLANTING
  - EXISTING DOCK WITH COPING RETAINED
  - ARTIFICIAL STONE FLAG PAVING
  - DISUSED RAILWAY LINE: RETAINED LANDSCAPE FEATURE
  - NATURAL STONE SETTS
  - TARMAC
  - BLOCK PAVING - CAR PARK
  - HARTMANN RD WORKS BOUNDARY
  - CCTV COLUMNS - REFER TO LCY-CADP-ATK-H-0002-0011
  - LIGHTING COLUMNS - REFER TO LCY-CADP-ATK-E-0001-0010
  - PROPOSED ATTENUATION TANKS
  - PROPOSED LEVELS
  - EXISTING LEVELS
  - PROPOSED DEVELOPMENT BOUNDARY LINE
- NOTE:  
ELECTRIC VEHICLE CHARGING POINTS TO BE PROVIDED



REVISIONS	Drawn By	Checked By	Date

ISSUED FOR PLANNING - FOR APPROVAL	B	PF	08.07.13
ISSUED FOR PLANNING - FOR APPROVAL	A	PF	05.07.13
ISSUED FOR PLANNING - FOR APPROVAL	-	PF	28.06.13
PURPOSE OF ISSUE	Rev.	Authorised for issue	Date

**ATKINS**  
Atkins Ltd  
Environmental Planning  
Euston Tower  
206 Euston Road  
London  
NW1 5AT

Tel +44 (0)207121 2000  
Fax +44 (0)207121 2333  
©

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LONDON CITY AIRPORT

London City Airport  
Get closer

PROJECT  
CITY AIRPORT DEVELOPMENT PROGRAMME  
(CADP) PROJECT

DRAWING TITLE  
9.22 DOCKSIDE GA - SHEET 9

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		DATE 12.07.13	DATE 12.07.13	DATE 12.07.13

DRAWING NO	LCY-CADP-ATK-L-0009	REV	B
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## **APPENDIX N**

### **Draft Parking Management Plan**

# **London City Airport**

## **Draft Parking Management Plan**

110116A/N28

3 March 2014

### **Introduction**

1. This document provides a draft Parking Management Plan (PMP) which will be developed as part of the proposed City Airport Development Programme (CADP) at London City Airport (the Airport). It is provided to address the comments raised by the London Borough of Newham (LBN) as part of the public consultation process on the Airport's CADP planning applications submitted to the London Borough of Newham in July 2013 (application ref. 13/01228/FUL and 13/01373/OUT). It should be read in conjunction with those applications including the accompanying Transport Assessment dated July 2013.
2. It sets out how parking will be effectively managed across the site once the CADP proposals are built out.
3. It is the intention that the draft PMP will be developed into a detailed PMP and approved prior to occupation of the proposed new Forecourt and car parks. It will confirm details of the management and review process. It is proposed that the detailed PMP will be secured by way of a condition on any planning permission for CADP.

### **Role of Parking Management Plan**

4. The purpose of the draft PMP is to provide details of how proposed parking allocation will be managed to achieve the objectives of the PMP (outlined below) and to confirm the allocation of car parking spaces for different classes of user at the site which will include the following:
  - Short term pick up/set down spaces;
  - longer term passenger parking space provision; and
  - disabled parking space provision;
  - staff parking space provision.

### **Objectives**

5. The objectives of the draft PMP are:
  - to promote operational efficiency and security for all passengers, staff and visitors on-site;

- to discourage parking/ idling on local roads and in nearby residential areas; and
- to reflect the Travel Plan principles and objectives.

## CADP Proposals – Parking Infrastructure

### Airport Forecourt Capacity

- Under the CADP proposals, a new Forecourt area is proposed to the south and east of the proposed East Terminal Extension. To meet [Aviation Security in Airport Development](#) ASIAD requirements set by the Department for Transport (DfT) there will be a 30m wide landscaped vehicle free zone in front of the extended Terminal.
- The Forecourt area has been designed to provide sufficient capacity to accommodate the forecast demand of approximately 6 million passengers per annum (mppa). Drawings showing the Forecourt layout are provided at Appendix A to this Note.
- The proposed Forecourt will be actively managed by a specialist third party company who will offer a full management package, particularly during peak periods. This will ensure that the Forecourt operates efficiently and is used appropriately by the designated modes.
- The proposed capacity of the Forecourt for each mode under CADP is compared to the existing capacity of the Forecourt at **Table 1.1** below.

**Table 1.1: Forecourt Capacity**

	Existing Forecourt	Proposed Forecourt
<b>Car pick-up / drop-off spaces</b>	8	48
<b>Black taxi pick-up spaces</b>	200	336*
<b>Black taxi drop-off spaces</b>	8	10
<b>Bus stops</b>	3	3
<b>Bus stand</b>	1	1

*\* Total in forecourt and taxi feeder queue/park*

### Car Pick-Up / Drop-Off

- A total of 48 car pick-up / drop-off spaces will be provided (an increase in 40 spaces over and above existing provision). This additional capacity will:
  - accommodate the increase in passenger demand associated with CADP;
  - permit a modest increase in dwell times;
  - provide a facility for vehicles to wait to pick-up passengers for a short period of time within the Forecourt area, particularly those such as chauffeur driven vehicles who are required to pick-up passengers directly from the Forecourt;
  - ensure that the pick-up/drop-off area maintains an efficient circulation of vehicles at all times, minimising the opportunity for vehicles queuing back onto Hartmann Road; and



- recognise that the car parking areas will be located further from the Terminal than existing and that some drivers will prefer the convenience of using the Forecourt area to drop-off / pick-up.
11. The purpose of the enlarged Forecourt is to ensure pick-up / drop-off at the Airport and not elsewhere, such as Hartmann Road and Newland Street. This is particularly important once two-way traffic is permitted on Hartmann Road to prevent pick-up/drop-off's inhibiting traffic flows.
  12. Private car pick-up/drop-off will be chargeable and this would be enforced by barriers at the entrance and exit to the pick-up/drop-off lanes. To discourage the area being used as a short/long stay car park a charging system will be implemented which would see the drop-off/pick-up area becoming progressively more expensive as time passes. Details of charging will be provided within the final detailed PMP.
  13. The enlarged Forecourt with increased pick up / drop off provision, in addition to the no charge period of grace will act as a strong disincentive against any pick up / drop off on surrounding roads and in particular local residential roads.

### **Black Taxis**

14. A stand alone Framework Taxi Management Plan (TMP) has been prepared which sets out the proposed arrangements for Black Taxis and Private Hire Minicabs and the management measures that will be implemented for each once the Forecourt proposed in CADP is brought into use.
15. The Framework TMP will be developed into a detailed TMP and approved prior to the proposed Forecourt being brought into use. It is proposed that the detailed TMP will be secured by way of a condition on any planning permission
16. The proposed Taxi Feeder Park will have the capacity for up to 326 taxis. This is broken between 307 waiting spaces within the feeder park and 19 rest spaces for taxi drivers using the facilities provided, without joining the queue as shown on planning application Drawing 9.11 Proposed Taxi Feeder Park.

### **Car Parking**

17. Under the CADP proposals, it is proposed to replace the main car parking areas with three new passenger car parks, a separate new staff car park and two new car hire areas. Each of the car parks will be accessed from Hartmann Road.
18. Passenger Car Park 1 will be a twin level car park deck structure with 485 spaces. Passenger Car Parks 2 and 3 will be surface level car parks, with 189 and 75 spaces respectively. This gives a total of 749 passenger car parking spaces.

19. Passenger car parking will continue to be chargeable, with differing price structures for each passenger car park. Staff car parking will continue to operate on a permit basis.
20. The location of the car parks along with the proposed layouts is shown on the layout drawings included at Appendix D of the TA.
21. A summary of the existing and proposed car parking provision is set out in **Table 1.2** below.

**Table 1.2: Comparison of Existing and Proposed Car Parking Provision**

	Existing	Proposed
Short Stay	148	749
Main Stay	644	
Staff Car Park	Within short and main stay	300
Western Staff Car Park	52	52
Triangle Staff Car Park	10	0
Car Hire	120	150
Total	974	1,251

22. Table 1.2 shows that it is proposed to increase the parking provision from 974 spaces to 1,251 spaces, i.e. an increase of 277 spaces or a 28% increase..

### **Disabled Parking**

23. The CADP proposals include that 3% (21 spaces) of the passenger car parking and 5% (16 spaces) of the staff car parking will be parking for disabled users.

### **Electric Vehicle Charging Points**

24. The applicant will make available 27 active electric vehicle charging points and 27 passive electric vehicle charging points. This equates to some 20% of the overall increase in parking of 277 parking spaces and is in line with both the requirements of the London Plan and NPPF.

### **Motorcycle Parking**

25. A dedicated motorcycle parking area will be provided adjacent to the new staff car park. This will accommodate at least 22 motorcycles.

### **Cycle Parking**

26. A total of 70 cycle parking spaces will be provided. All cycle parking will be located in the covered area underneath the DLR. Demand for cycle parking will continue to be monitored through the Travel Plan and additional cycle stands will be provided as necessary.

## **Coach Parking**

27. Coach parking, when needed, will be provided in a layby located adjacent to the proposed hotel, immediately off Hartmann Road as shown on submitted Plan 9.2. This will be used by coach parties using the Airport and the proposed Hotel.
28. LCA has committed to extending the coach bay to 30 metres in length and it is envisaged that this will be secured by way of a condition on any planning permission

## **Management of Parking Management Plan**

29. A separate private vehicle pick up / drop off area will be provided in the proposed Forecourt area for use by private cars, private hire minicabs and chauffeur-driven vehicles. It will be segregated from the pick up and drop off area for Black Taxis.
30. The proposed arrangement for private hire minicabs is that they use the pick-up / drop-off area in the proposed Forecourt to wait for short periods, or Passenger Car Park 1 to wait for longer periods. Both options would be subject to a charge, although a short grace period is will be provided in the Forecourt. This will be confirmed in the detailed TMP to be secured by condition.
31. The proposed arrangements for private hire minicabs and private vehicles are designed to provide an additional 40 spaces within the new Forecourt, increasing from the 8 existing spaces to a proposed 48 spaces. This is designed to provide adequate capacity based on forecast requirements but also to discourage the small number of private hire minicabs that currently park and idle off-site in the surrounding residential streets, causing a nuisance to local residents and anti-social behaviour.
32. In addition to the improved Forecourt capacity for private vehicles, signage will also be provided around Drew Road, Leonard Street and Newland Street making it clear that parking related to airport use is not permitted. LCA has already liaised with private hire companies to make them aware of the current issue and requested that parking within local residential streets is ceased. LCA will continue to liaise with private hire companies known to operate to and from the airport to further discourage them from parking and waiting off-site.

## **Monitoring and Review of Parking Management Plan**

33. A designated management company will be assigned the responsibility of ensuring that the car parks operate within the guidelines set out within the final PMP.
34. The PMP shall be monitored and reviewed following the same approach as the TMP.

- 35. Monitoring will ensure that any issues associated with parking, such as the provision of spaces or the layout of spaces is identified at the earliest opportunity and that measures can be identified to rectify any issues.
- 36. As stated above and within the Framework TMP, the level of private vehicle parking and waiting off-site will also be monitored as part of that plan to ensure that potential for disruption to local residents is minimised and to ensure that private hire vehicles are using the proposed Forecourt and parking areas effectively.

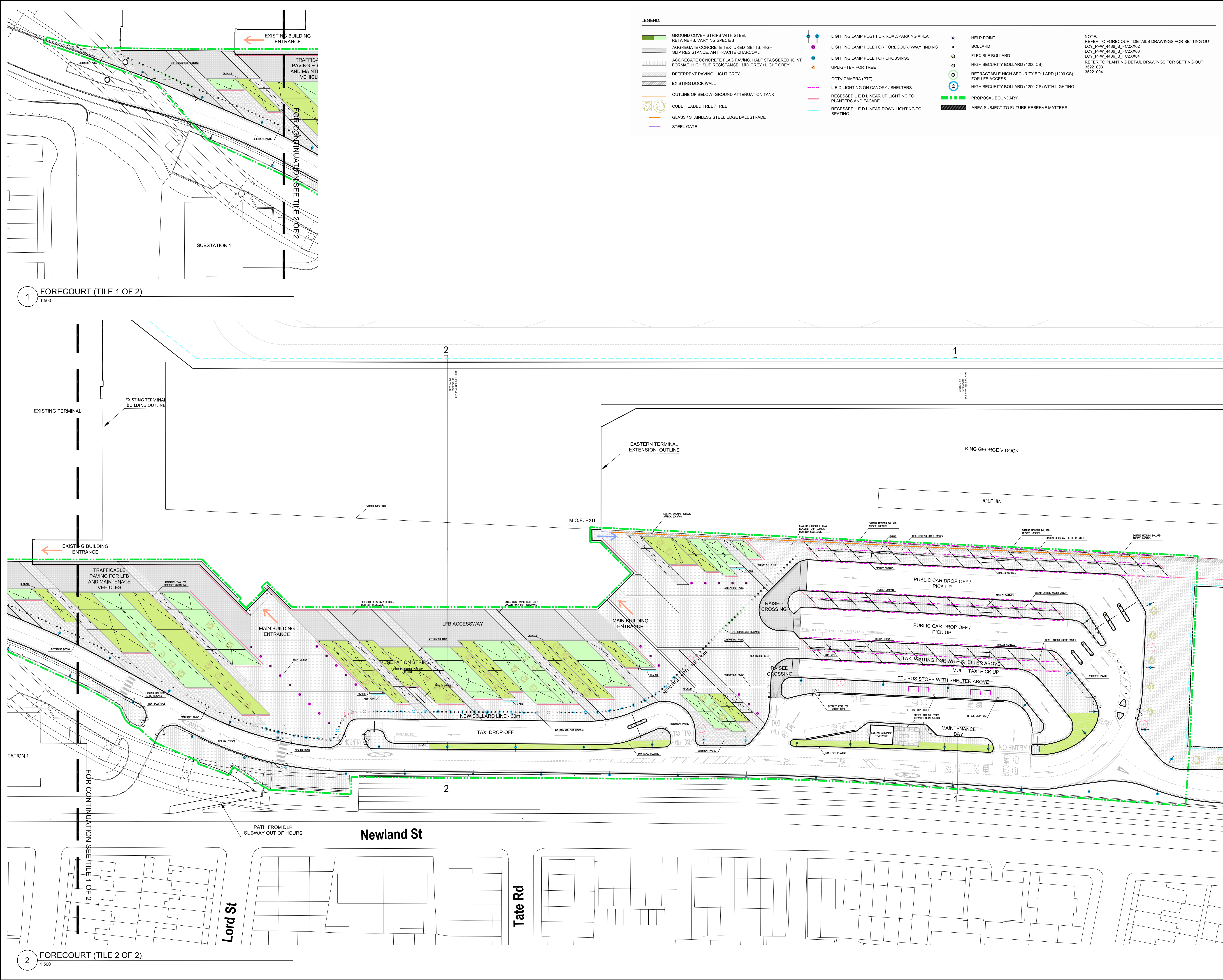
### **Key Stakeholders: Preparation and Review of TMP**

- 37. The Airport will consult with TfL, LBN and the Transport Forum in preparing the detailed PMP.
- 38. Monitoring, as described within this Plan, will be carried out and discussed with the Transport Forum. Those from the Transport Forum group that shall be involved with the review of the PMP will be determined at a later stage but are likely to include representatives from the Airport, TfL (including London Bus and Cab Ranks Committee), Private Hire Companies and the London Borough of Newham.
- 39. The Transport Forum will agree the method of monitoring and reviewing and the intervals at which these will be undertaken. The Transport Forum will also determine the measures to be implemented to overcome any issues that arise should there be a need.
- 40. Such measures, if required, for example could include improving management; altering parking provision e.g. increases in cycle parking; or changes to signage / parking layouts.

## **APPENDIX A**

### **Application Drawings**



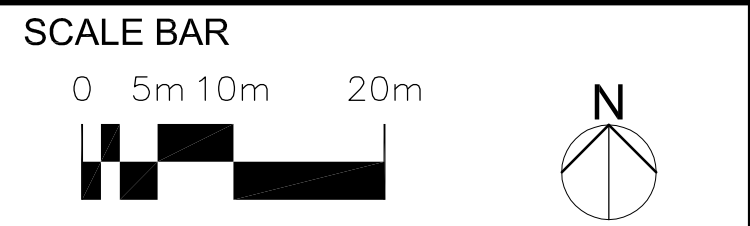


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- All information shown outside the Proposal Boundary is for illustrative purposes only.

- Internal layouts are for illustrative purposes only.

- Base building survey information by LCY and MSA



-	HRS	26.04.13	Issued for Planning
Rev	Dm	Date	Description

**FOR APPROVAL**

**LondonCityAirport**  
London City Airport Limited City Aviation House Rival Dock London E16 2PB

**PASCALL+WATSON**  
5 Carillon Court 116 Putney Bridge Road London SW15 2NQ  
+44 (0)20 8874 1311 [www.pascalls.co.uk](http://www.pascalls.co.uk)

Client:  
**LONDON CITY AIRPORT**  
Project Name:  
**CITY AIRPORT DEVELOPMENT PROGRAMME**

Title:  
**7.4 PROPOSED FORECOURT  
GROUND LEVEL 00**

Discipline		Project Phase	
Architecture		PLANNING	
Drawing Originator		Originator's Job No.	
Pascall+Watson architects		4486	
Checked By	Checked Date	Drawn By	Drawn Date
SW	05.04.2013	HR	23.10.2012
Approved By	Approval Date	Scale	
MN	05.04.2013	1:500 @ A1	
Building Grid Reference			
CADP			
Client	Originator	Project Ref.	Discipline Drawing No. Revision
LCY	P+W	4486	B FC20002 -