

## City Airport Development Programme (CADP1)

### Condition 80: Bus Facilities Plan



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CADP Condition 80 Bus Facilities Route

Plan CADP Condition 80 Bus Facilities Plan

## Introduction

1. The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March/April 2016. A Transport Assessment and Environmental Statement accompanied the CADP1 planning application assessing the environmental and transport effects of CADP1.
2. On 5th January 2017, the London Borough of Newham (LBN) approved some minor non-material design changes to the appearance of the western and southern elevations of the Western Terminal Extension (WTE).
3. A further non-material amendment (17/02865/NONMAT) to the Planning Permission was approved on 27 September 2017 for minor amendments to the terminal buildings and associated service yard, East Pier, forecourt and decked car park. Under separate cover the details of Access Roads and Parking Areas were approved in accordance with Condition 73 of the CADP1 permission (LBN Ref. 17/02817/AOD).
4. The above minor amendments have been incorporated into the details provided to satisfy this condition.
5. Condition 80 of the CADP1 planning permission requires that:  
*“No works to existing bus stops, stands, infrastructure or shelters or any works that affect bus operations shall be carried out until a Bus Facilities Works Programme has been submitted to and approved in writing by the Local Planning Authority. The Works Programme shall include infrastructure specification, maintenance and transitional arrangements. The approved facilities shall thereafter be implemented in accordance with the approved arrangements.  
Reason: The Forecourt Design includes changes to bus facilities that are not part of the public highway and need to be accessed via private land. To ensure that bus services can safely serve the site as if they were on the public highway including regular maintenance and appropriate management”*
6. The full highway infrastructure to be delivered as part of CADP1 is shown for information on plans 7.4 Proposed Forecourt and Dockside General Arrangement at **Appendix 1**
7. As required by Condition 80, this document provides a Bus Facilities Works Programme for the approved CADP1 works which should be read in conjunction with the plans for approval in **Appendix 2**. This plan was discussed with TfL and London Borough of Newham at a meeting on the 2<sup>nd</sup> November 2017. Future updates to this Works Programme will be subject to engagement with key stakeholders including the Transport for London'(TfL) Taxis and Private Hire departments, Private Hire operators and the Cab Rank Committee and through the Airport's Transport Forum (ATF).
8. The existing bus facilities will be modified during the construction of CADP to facilitate temporary forecourt arrangements prior to building out and completing the approved

forecourt. It is expected that the temporary forecourt arrangements, including temporary relocations of bus stops and stands will commence in April 2018 and remain in place until the construction of the approved forecourt, including permanent location of bus facilities, in August 2020. The details of the likely construction sequencing and durations for the approved forecourt are provided in the Construction Phasing Plan provided under a separate cover, Condition 4.

### **Programme of Works & Bus Facility Details**

9. The temporary forecourt arrangements during construction will provide for two bus stops and one stand.
10. The bus route to and from the airport will not change.
11. Design and specification of the bus shelter and flag shall be as set out in drawing **CADP Condition 80 & S106 Bus Facilities Plan**, in **Appendix 2**. The details of the management of traffic flow, including bus routes, is included in Condition 77 Traffic Management Plan.
12. The bus stop locations and bus routes serving the forecourt (once built out) are shown in **Drawing 110116E/A/03.2**, which is included as part of **Appendix 2**.
13. There will be two bus stops and one bus stand located within the southern area of Forecourt. From this location, the terminal building is easily accessible for passengers both boarding and alighting the bus.
14. The bus stops will be designed to accord with guidance set out in Transport for London's document 'Accessible Bus Stop Design Guidance'. Landmark London style bus shelters will be provided as will Transport for London flag and poles, so that the bus stops are easily recognisable by passengers.
15. Currently, all buses arrive and depart London City Airport from/to the west. When arriving from the west, buses will access the dedicated bus lane within the Forecourt and loop around in an eastbound direction. Once passengers have boarded/alighted, buses then depart the Forecourt onto Hartmann Road where they will again travel west.
16. The Forecourt has been designed to also accommodate buses arriving from and departing to the east, should Transport for London (TfL) decide to reroute buses in the future to utilise the opened-up Hartmann Road/Woolwich Manor Junction Road.
17. The bus stand provides an area for buses to wait if regulating the service, or if the driver needs to use the Airport's restroom facilities.

### **Monitoring and Maintenance**

18. The operation of the bus facilities and bus routes within the Forecourt will be managed by LCY and monitored by the Airport Transport Forum (ATF), which includes representatives from the London Borough of Newham (LBN) and TfL.

19. Monitoring will ensure that any issues with the arrangements are identified at the earliest opportunity and that measures can be identified to rectify any issues. The Airport will be in regular dialogue with TfL and London Buses, should any issues arise.
20. The current maintenance regime shall be retained with TfL responsible for the cleaning, repair and replacement of the bus flags and shelters.

## **Review**

21. The results of monitoring will be fed back to LBN, TfL and London Buses through the ATF.
22. The ATF will agree the method of monitoring and reporting and the intervals at which it will be undertaken. The ATF will also determine the measures to be implemented, with agreement from London Buses to overcome any issues that arise should there be a need.

## **Summary**

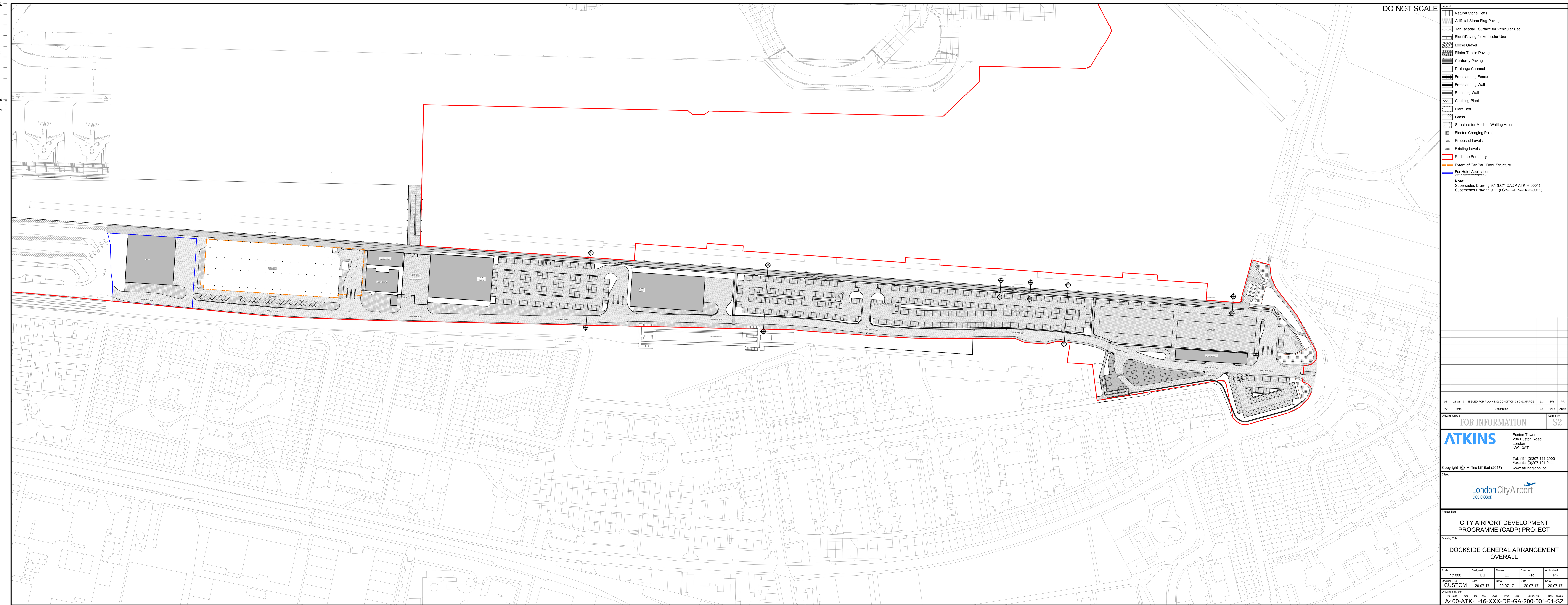
23. This Bus Facilities Plan sets out the proposed management arrangements for Bus movements as part of the CADP1 Approved Works.
24. The temporary works are the transitional arrangement as the Airport commences construction of the Eastern Terminal Extension. Details of the temporary works to the bus stop facilities will be delivered via the monthly Construction Logistics meetings and set out in the Construction Management Plan.
25. As part of the approved CADP1 works, the Eastern Terminal Extension will be delivered. This is the trigger for the construction of the new Forecourt and opening of Hartmann Road Eastern Access, as set out in Schedule 3 of the Section 106. As part of the new Forecourt, new bus facilities will be provided.
26. There will be two bus stops and one bus stand located within the southern area of Forecourt. From this location, the terminal building is easily accessible for passengers boarding or alighting the bus.
27. The bus stops will be designed to accord with guidance set out in Transport for London's document 'Accessible Bus Stop Design Guidance'. Landmark London style bus shelters will be provided as will Transport for London flag and poles, so that the bus stops are easily recognisable by passengers.
28. Currently, all buses arrive and depart London City Airport from/to the west. When arriving from the west, buses will access the dedicated bus lane within the Forecourt and loop around in an eastbound direction. Once passengers have boarded/alighted, buses then depart the Forecourt onto Hartmann Road where they will again travel west.
29. The operation of the bus facilities and bus routes within the Forecourt will be managed by LCY and monitored by the Airport Transport Forum (ATF), which includes representative from LBN and TfL.

30. London City Airport will continue to engage with key stakeholders including LBN, TfL and London Buses. Any future amendments to the Bus Facilities will be designed in accordance with TfL guidance, and this Bus Facilities plan will be updated accordingly.

## **Appendix 1 - Plans for Information**

**A400-ATK-L-16-XXX-DR-GA-200-001-01-S2 Dockside General Arrangement Plan**

**A400-PAW-A-14-L00-DR-GA-200-004-C-S2 Approved Forecourt Plan**



DO NOT SCALE

- Legend
- Natural Stone Setts
  - Artificial Stone Flag Paving
  - Tar :acadia : Surface for Vehicular Use
  - Bloc : Paving for Vehicular Use
  - Loose Gravel
  - Blister Tactile Paving
  - Corduroy Paving
  - Drainage Channel
  - Freestanding Fence
  - Freestanding Wall
  - Retaining Wall
  - Climbing Plant
  - Plant Bed
  - Grass
  - Structure for Minibus Waiting Area
  - Electric Charging Point
  - Proposed Levels
  - Existing Levels
  - Red Line Boundary
  - Extent of Car Park : Dec : Structure
  - For Hotel Application
- Note:  
Supersedes Drawing 9.1 (LCY-CADP-ATK-H-0001)  
Supersedes Drawing 9.11 (LCY-CADP-ATK-H-0011)

Rev	Date	Description	By	Chk'd	App'd
01	21-Jul-17	ISSUED FOR PLANNING: CONDITION 73 DISCHARGE	L	PR	PR

Drawing Status: FOR INFORMATION

Suitability: S2

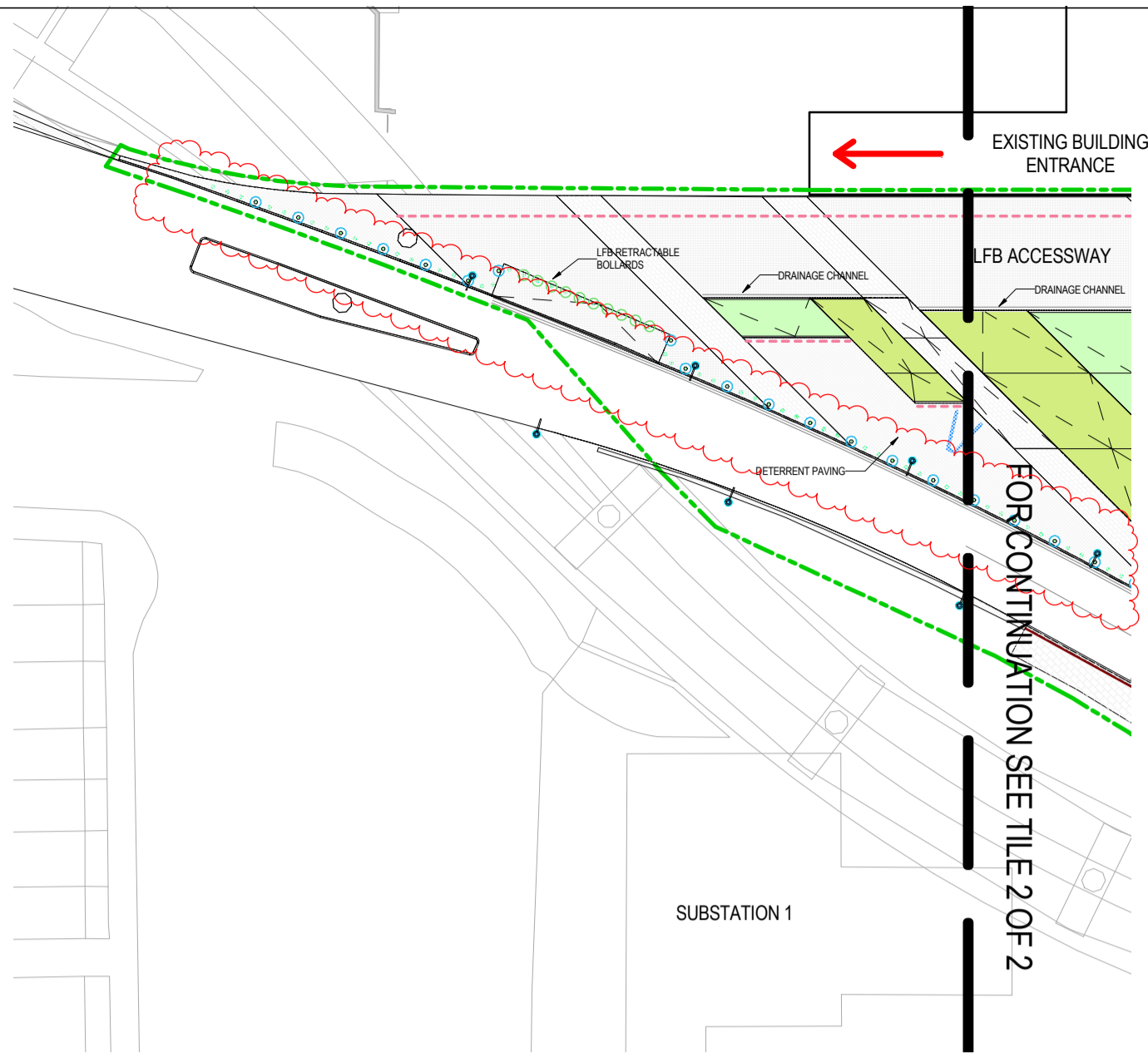
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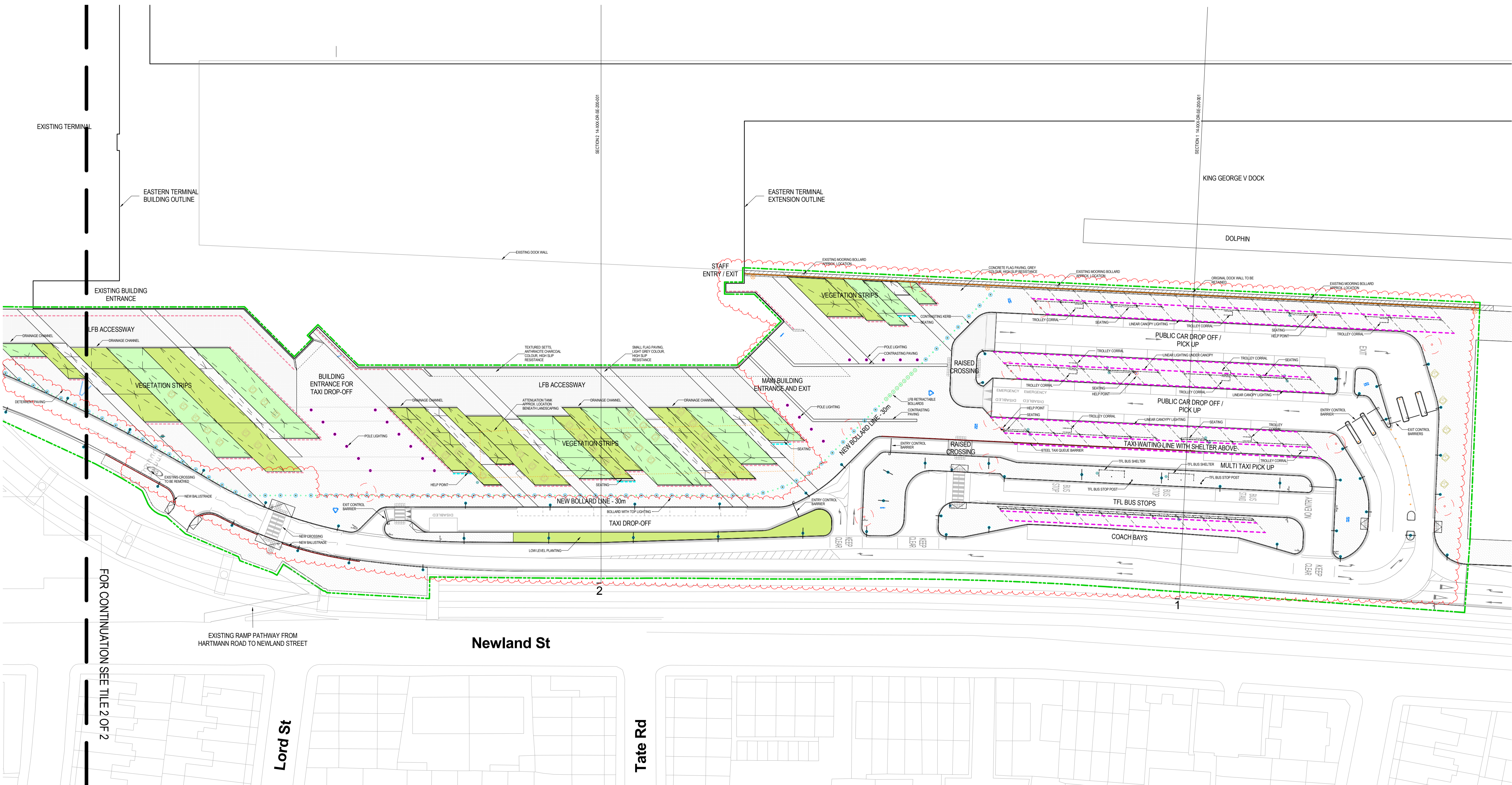
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Project Title					
CITY AIRPORT DEVELOPMENT PROGRAMME (CADP) PROJECT					
Drawing Title					
DOCKSIDE GENERAL ARRANGEMENT OVERALL					
Scale	1:1000	Designed	L	Drawn	L
Original Size	CUSTOM	Date	20.07.17	Date	20.07.17
Drawing Number	A400-ATK-L-16-XXX-DR-GA-200-001-01-S2	Check id	PR	Authorised	PR



1 FORECOURT (TILE 1 OF 2)  
1:500



2 FORECOURT (TILE 2 OF 2)  
1:500

Enter address here

LEGEND

- PLANTED STRIPS WITHIN STEEL RETAINERS (VARYING SPECIES)
- GROUND COVER LANDSCAPING
- 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
- TREE WITH CUBOID CANOPY
- GLASS / STAINLESS STEEL EDGE BALUSTRADE
- STEEL BALUSTRADE

- LIGHTING LAMP POST FOR ROAD / PARKING AREA
- WAYFINDING LIGHTING POST
- PEDESTRIAN CROSSING LAMP POST
- CCTV POST MOUNTED CAMERA (PTZ)
- ANPR CAMERA
- L.E.D LIGHTING MOUNTED ON WEATHER CANOPIES
- RECESSED L.E.D LINEAR UP LIGHTING TO PLANTERS AND FACADE
- RECESSED L.E.D LINEAR UP LIGHTING TO SEATING
- DRAINAGE CHANNEL
- PROPOSED DEVELOPMENT BOUNDARY

- HELP POINT
- RUBBISH BIN
- POTENTIAL LIFE JACKET MOUNTING LOCATION
- HIGH SECURITY BOLLARD (1200 C's)
- FLEXIBLE BOLLARD
- RETRACTABLE HIGH-SECURITY BOLLARD (1200 C's) FOR LFB ACCESS
- HIGH-SECURITY BOLLARD (1200 C's) WITH LIGHTING
- PROPOSED MEDIA SCREEN LOCATIONS

NOTES  
REFER TO FORECOURT DETAILS DRAWINGS FOR SETTING OUT:  
A400-PAW-A-14-XXX-DR-DE-735-001  
A400-PAW-A-14-XXX-DR-DE-735-002  
A400-PAW-A-14-XXX-DR-DE-735-003  
REFER TO PLANTING DETAIL FOR SETTING OUT:  
A400-LDA-L-14-L00-DR-DE-734-002  
A400-LDA-L-14-L00-DR-DE-734-003

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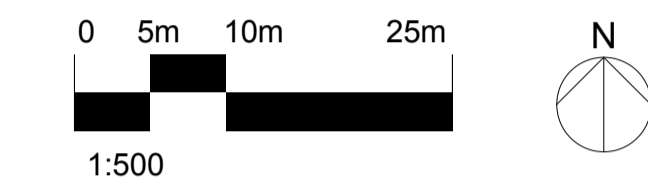
- Base building survey information by LCY and MSA

- Landscape details to be approved pursuant to Condition 36

REVISION NOTES

- Eastern sub-station demolished
- Revised eastern terminal extension
- Revised forecourt configuration
- Forecourt bin store omitted
- Revised landscape extents
- Revised canopy extents
- Additional canopy shown
- Revised forecourt details

SCALE BAR



=REVISION CLOUD

C	RC	31.07.17	Issued for Planning
Previously Issued as LCY_P+W_4486_B_FC_20002			
B	MN	04.02.14	Legend Update
A	MN	04.12.13	Re-issued for Planning
-	HRS	26.04.13	Issued for Planning
Rev	Dm	Date	Description

FOR APPROVAL

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Client  
LONDON CITY AIRPORT

Project Name  
CITY AIRPORT DEVELOPMENT PROGRAMME

Title  
7.4 PROPOSED FORECOURT  
GROUND LEVEL 00

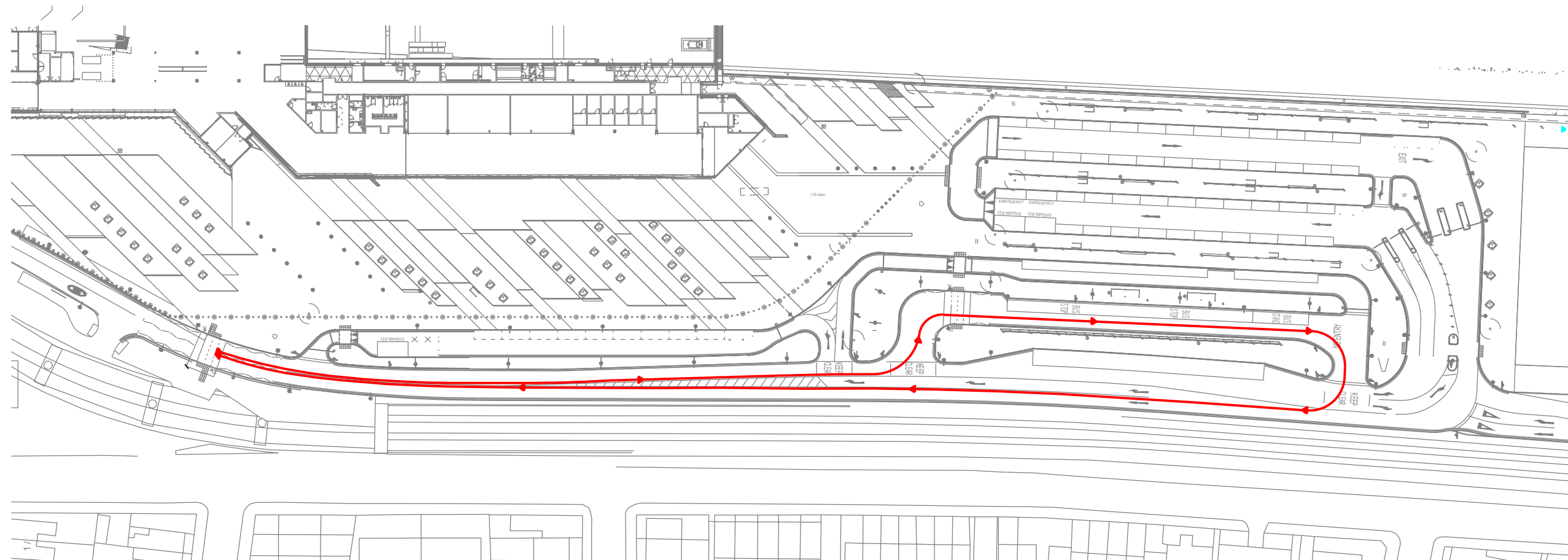
Discipline Architecture		Purpose of Issue PLANNING	
Drawing Originator Pascall+Watson architects		Originators Job No. 4486	
Checked By SW	Checked date 31.07.2017	Drawn By RC	Drawn Date 31.07.2017
Approved By MN	Approval Date 31.07.2017	Scale @ A1 As indicated	

Prog Code	Orig	Disc	Zone	Level	Type	Subtype	Orig Series/NO	Rev	Status
A400/PAW	A	14	L00	DR	GA	200-004	C	S2	

## **Appendix 2    Plans for Approval**

**110116E/A/03.2 CADP1 Condition 80 Bus Facilities Route Plan**

**A400-PAW-A-14-XXX-XX-DR-DE-214-001-A-S3 CADP Condition 80 & S106 Bus Facilities Plan**



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

→ Bus Route

London City Airport

CADP1 Condition 80 Bus  
Facilities Route Plan

DRAWN: KB	CHECKED: RR	DATE: 21.12.2017	SCALES: 1:1000 at A3
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