

Annual Performance Report 2022



**CITY
AIRPORT**

01 June 2023

Chief Executive Foreword

Thank you for taking the time to read London City Airport's Annual Performance Report (APR). This report provides a review of the airport's planning compliance in 2022 and how we performed against our environmental and operational controls.

You may remember our previous APRs recorded the unprecedented and severe impacts caused by the COVID-19 pandemic on our airport and the entire aviation sector, which saw the largest sustained drop-off in passenger numbers in history, with an 86% reduction in passengers in 2021 compared to 2019 with only 713,969 passengers for 2021. Naturally, this had a knock-on impact to our commercial operation, employment numbers and resulted in the temporary pause of the CADP1 build programme.

However, while the pandemic continued into 2022, government travel and social distancing restrictions began to lift around March last year and we finally then started to see the sector bouncing back, as passengers returned to flying again. We saw a strong recovery as the year progressed and I was delighted to see nearly 3 million passengers using the airport in 2022, which was around 60% of pre-pandemic levels. We also handled around 46,000 Air Traffic Movements (ATMs), compared to 14,000 in 2021, and 83,000 ATMs in 2019, with all movements falling within the permissible movement limits and times.

This APR shows that, despite the continued challenges of the pandemic in 2022, once again, there were no reported issues of non-compliance. This is the sixth year in succession that the airport has reported full compliance with the CADP1 permission.

We are continuing to closely monitor the extent and profile of recovery and will keep this under review ahead of making any further decisions on when construction of the CADP1 scheme will re-commence.

During the year, we continued to operate within all controls on noise and air quality, albeit with less flight operations than before the pandemic. We also remain committed to maintaining our strong environmental performance and in May 2022, we published our first Sustainability Roadmap, which sets out how we intend to become the first London airport to achieve net zero emissions by 2030 for our own operations. Some of these targets and commitments include increasing onsite production of renewable energy, becoming a zero waste airport, eliminating single-use plastics and increasing the number of passenger journeys to-and-from the airport by sustainable travel modes to 80%.

In relation to sustainable travel, we are very proud that in 2022 we continued to have the highest use



by passengers of sustainable and public transport of any UK airport as confidence in the use of public and sustainable transport continues to recover post-pandemic.

In 2022, the airport also increased the number of electric charging points by 6, with 13 points now operating on our campus. We will continue to promote an increase in the use of public and sustainable transport modes for our passengers and staff in 2023.

As part of our drive to cut carbon emissions, our operations have maintained carbon neutral status through the Airport Carbon Accreditation (ACA) programme, and in 2022, we achieved the highest accreditation of Level 4+ (Transition). LCY was the second airport in the UK to achieve this and one of only 26 airports globally. The accreditation demonstrates that LCY has a target and transition plan in place to achieve net zero by 2030.

As we recovered during the course of 2022, so too did onsite employment with an increase of 27% over 2021 taking onsite employment to 2,100. Working closely we 'Our Newham Work' we ensured that 39% of newly recruited London City Airport (LCY) employees lived in Newham and 83% lived in the Local Area.

Supporting local employment, education programmes, local community support and business opportunities continues to be important to us, which is why in 2022, the airport hosted Jobs Fairs and the government's SWAP programme (in partnership with Newham College) and relaunched our Mentoring Programme and Science Technology, Engineering and Math's (STEM) education programmes. Our STEM in Aviation event was attended by around 400 East London students, who worked with aviation businesses, such as Boeing, GKN Aerospace, Arcadis, Accenture, UEL and IASTI.

To support local businesses, we held a virtual 'Royal Docks Business Recovery' event and an in-person East London 'Meet the Buyer' event in 2022. The latter was attended by 180 people and

101 SMEs, generating contract opportunities for local businesses to the value of over £5.1 million, some of which have already been awarded. The airport also spent approximately £7.3 million with businesses in the Local Area, with almost £800,000 spent within Newham.

Despite the challenges faced by our business over the last few years, we continued the delivery of the airport's Local Community Fund again, with a total of £77,000 awarded in 2022 to local East London not-for-profit organisations, charities and foodbanks charities.

At the time of writing this APR, demand is continuing to return strongly as the summer season gets underway and we are expecting a busy summer in 2023. As the airport continues to bounce back, we remain committed to operating within our operational controls and to our long-term vision for responsible and sustainable growth and delivering benefits for our employees, local communities and the environment.

Thank you again for taking the time to read the report.

Robert Sinclair, Chief Executive Officer



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1 Introduction



The CADP1 Permission

1.1.1

The City Airport Development Programme (CADP1) planning permission is the current operational consent¹ at London City Airport (the airport) and includes a comprehensive set of controls including 97 conditions and over 100 Section 106 obligations (the Planning Agreement) covering a variety of issues, such as, operations, construction mitigation, environment, employment, surface access and a programme of regular reporting.

1.1.2

The CADP1 permission was granted in July 2016 by the Secretaries of State for Communities and Local Government and Transport and allows for new airfield infrastructure, extended passenger facilities and up to 111,000 Air Transport Movements (ATMs) per year.

1.1.3

Construction of the CADP1 investment commenced in 2017 and in 2020 the airport reached a significant milestone by completing a new parallel taxiway, which allows for more efficient use of the airfield; 8 new aircraft parking stands, which can accommodate more of the new generation of cleaner, quieter aircraft; as well as new baggage and immigration facilities, enhancing the airport's industry-leading passenger proposition.



¹The previous permission and associated Planning Agreement fell away upon triggering the CADP1 permission in October 2017. The saved provisions from the 2009 Agreement are set out at Clause 10 of the new CADP1 S106 Planning Agreement.

1.2 CADP1 APR Requirements

1.2.1

The CADP1 permission requires the submission of an Annual Performance Report (APR) to the Local Planning Authority (LPA) by 01 June each year in respect of performance and compliance with the CADP1 permission in the preceding calendar year. Reasonable endeavours to ensure publication on the website of the London City Airport Consultative Committee (LCACC) by 30 June are also required. The full reporting requirements for the APR under the CADP1 permission are listed at Annex 1.

1.2.2

As well as quarterly reporting of specific operational and noise performance data, the CADP1 permission requires a rolling programme of compliance meetings with the LPA to monitor and report planning compliance throughout the year.

1.2.3

The quarterly reviews are supported by a number of technical working groups which meet regularly to track progress on more detailed matters of compliance including environment and operations, surface access, construction, education and employment.

1.3 Continued Impact of COVID-19 on the Airport

1.3.1

The 2020 and 2021 APRs recorded the unprecedented and severe impacts caused by the COVID-19 pandemic on the airport and wider aviation industry. During this time there was a significant decrease in the number of passengers and aircraft using the airport, as well as a temporary suspension of commercial operations for 3 months in 2020. There was an 82% and 86% reduction in passenger numbers in 2020 and 2021 compared to 2019, with a total of 905,326 passengers using the airport in 2020 and 713,969 in 2021. Employment numbers were also significantly impacted by the airport closure and reduced passenger numbers.

1.3.2

The pandemic continued through 2022, however, as travel and social distancing restrictions were all lifted by March 2022 the impacts were less severe than the previous two years. Subsequently, passenger

numbers increased with strong recovery through the remainder of the year. In total, almost 3 million passengers used the airport in 2022, around 60% of pre-pandemic levels.

1.3.3

The CADP1 build was also impacted by the pandemic and was temporarily paused in 2020 following the completion of the new aircraft stands. While passenger numbers are recovering, the airport continues to monitor the extent and profile of recovery and will keep this under review ahead of making any decision on when construction of the CADP1 scheme may re-commence. No CADP1 construction works took place in 2022.

1.4 COVID-19 and Planning Compliance

1.4.1

At the start of the pandemic in 2020 the government published guidance relating to Section 106 Agreements attached to planning permissions and encouraged local authorities to consider the appropriateness of deferring certain obligations given the unprecedented circumstances. In this respect, the LPA approved the deferral of a number of financial contributions in 2020 and 2021 with payments subsequently having been re-commenced (see paragraph 5.1.2).

1.4.2

The LPA also used its discretion in 2021 to agree to a deferral of a number of survey requirements to 2022. Deferrals included the staff travel survey (see paragraph 4.2.5) and RAMP employee sampling (see Annex 6, Measure 15). In 2022, due to the reduced number of aircraft using the airport, the LPA agreed to defer an odour monitoring survey due to be carried out in 2022 to 2023 (see paragraph 2.6.8).

1.5 2022 APR

1.5.1

This APR details that in 2022 there were no reported issues of non-compliance with the CADP1 permission. This is the sixth year in succession that the airport has reported full compliance with the CADP1 permission².

1.5.2

The structure and reporting requirements of the 2022 APR were reviewed with the LPA between February and May 2023.

The APR focuses on reporting key headlines across four themes:

- Environment (Section 2);
- Employment and Local Procurement (Section 3);
- Surface Access (Section 4); and
- Financial Contributions and Payments (Section 5).

1.5.3

As no CADP1 construction took place in 2022 it was agreed with the LPA that there was no requirement to have a section on CADP1 Construction in the 2022 APR.

1.5.4

This APR is available to download from the airport and London City Airport Consultative Committee (LCACC) websites via the links below:

- <http://www.londoncityairport.com/aboutandcorporate/page/ourevironment>
- <https://lcacc.org/meeting-papers-key-documents/>

1.5.5

Additional information on the airport's ongoing community engagement programme can also be accessed via the following link:

- <http://www.londoncityairport.com/aboutandcorporate/page/communityprogrammes>

² Albeit the LPA did note an alleged minor compliance issue relating to 2018, which was disputed by the airport and the matter since closed.

2 Environment

2.1 2022 Headlines



2.1.1

Aircraft Movements

In 2022 the airport handled around 46,000 ATMs, compared to around 14,000 in 2021 and 83,000 ATMs in 2019. All movements fell within the permissible movement limits and times and complaints remained relatively low at 26 per 1,000 aircraft movements.

2.1.2

Aircraft Noise Categorisation Scheme (ANCS)

The airport operates under a daytime noise quota count system, mirroring the approach adopted by other UK airports to control noise at night. London City is one of the only UK airports to use this method for daytime flights. A quota count is allocated to each aircraft based on certified noise levels. The quota count for 2022 was 9,055 against an annual limit of 22,000 and a limit of 742.5 in a week. All aircraft operated within these limits during the year, and further details on the scheme are included below in Section 2.2.

2.1.3

Noise Management and Mitigation Strategy (NOMMS)

The airport continued to operate a comprehensive suite of noise management and mitigation measures detailed in the NOMMS throughout 2022. Full details are included below in Section 2.3.

2.1.4

Incentives and Penalties Scheme (IPS)

The IPS rewards improved aircraft noise performance and penalises poor noise performance. In 2022 there were no penalties incurred by airlines, however, 10 credits were removed from airlines with noisy departures and 2,439 credits were awarded. In total, £77,000 in community funding was distributed to not-for-profit organisations, charities and foodbanks in the locality throughout the year under this scheme. The most improved airline in 2022 was Swiss, who have been invited to partner LCY to co-deliver the fund in the 2024 (see Section 2.4).

2.1.5

Sound Insulation Scheme (SIS) Performance

In total ten residential properties were treated under the SIS during 2022. This is lower than pre-pandemic levels due, in part, to fewer flights and smaller noise contours than pre-pandemic years.

2.1.6

Air Quality

In 2022 the airport continued to report air quality data in real time. There were no exceedances of the annual mean objectives for PM10, PM2.5 or nitrogen dioxide (NO₂).

2.1.7

Carbon Neutrality Accreditation

As part of its drive to cut carbon emissions the airport's operations achieved carbon neutral status in 2019 under the Airport Carbon Accreditation (ACA) programme. The airport has maintained this accreditation and achieved recertification every year and in 2022 achieved the highest accreditation of Level 4+ (Transition). LCY was the second airport in the UK to achieve this and one of only 26 airports



globally. The accreditation demonstrates that LCY have a target and transition plan in place to achieve net zero by 2030 and are working effectively

with business partners to reduce scope 3 emissions. Measures employed by the airport include purchasing 100% of its electricity from renewable sources and utilising the renewable electricity from its own photovoltaic panels. Carbon emissions that could not be completely eliminated by airport operations are compensated through offsetting, which provides funds to other projects aimed at reducing overall carbon dioxide.



2.1.8

Environmental Strategies

In 2022 three existing environmental strategies were reviewed and updated and one new strategy was submitted and approved by the LPA. These were the Aircraft Noise Categorisation Scheme (Condition 18e and 19b), the Noise Monitoring and Mitigation Strategy (Condition 31), the Noise Contour Strategy (Condition 33) and the Noise Contour Verification Report (S106 Schedule 8 Paragraph 3).

2.1.9

Environmental and Quality Management Systems

The airport renewed its ISO14001:2015 certification for Environmental Management System (EMS) in 2022. It also obtained certification under ISO9001 for its Quality Management System (QMS).



2.1.10

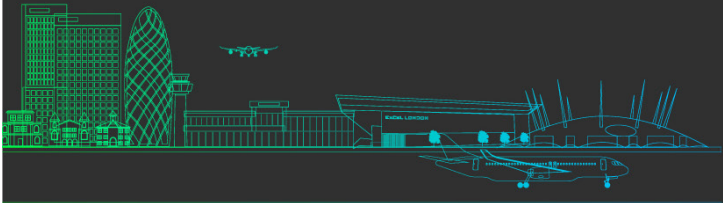
Sustainability Roadmap

In May 2022 the airport published 'Above and Beyond', its Sustainability Roadmap to become the first London airport to achieve net zero emissions by 2030 for its own operations. The Roadmap sets out the airport's ESG (Environmental, Social and Governance) ambition, targets and commitments through to 2030, including, increasing onsite production of renewable energy, becoming a zero waste airport and increasing the number of passenger journeys to and from the airport by sustainable travel modes to 80%. In advance of this the airport wants to eliminate single use plastics by 2025. The Sustainability Roadmap is separate to the airport's planning permission but will support all existing environmental strategies and can be accessed via the following link:

<https://sustainability.londoncityairport.com/>



Our Roadmap to a Sustainable Future



Download our Roadmap to a Sustainable Future now.
sustainability.londoncityairport.com

Investment | Innovation | Responsibility

2.2

Aircraft Noise Categorisation Scheme (ANCS)

2.2.1

The ANCS scheme was updated and approved by the LPA in 2022 following a review as required by Condition 19³. The scheme uses manufacturers' independently assessed noise certification data to categorise each aircraft that uses the airport, taking into account side-line, flyover and approach noise. The scheme ensures that no noisier aircraft than currently operate at the airport will be allowed to do so in the future and provides a more robust approach to categorising aircraft based on noise.

2.2.2

The ANCS scheme was updated and approved by the LPA in 2022 following a review as required by Condition 19³. The scheme uses manufacturers' independently assessed noise certification data to categorise each aircraft that uses the airport, taking into account side-line, flyover and approach noise. The scheme ensures that no noisier aircraft than currently operate at the airport will be allowed to do so in the future and provides a more robust approach to categorising aircraft based on noise.

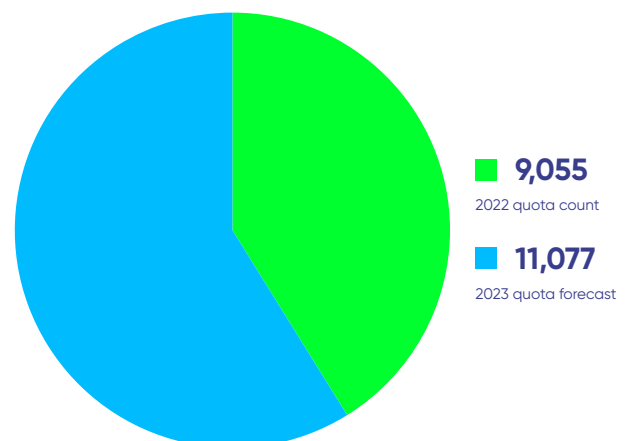
2.2.3

The ANCS noise quota count system mirrors the approach adopted by other UK airports to control noise at night but applies this to daytime operations at LCY. It requires a quota count (QC) to be allocated to each aircraft based on certified noise levels. Performance against the quota budget is then calculated by multiplying the number of departures and arrivals by the respective QC score for each aircraft type, with a quota budget set at 22,000 per calendar year and 742.5 in a week. All aircraft operated fully within these limits in 2022 and the QC forecast for

2023 is 11,077 (ANCS Report 2022 Annex 3, Tables 2 and 3). Further details of QC for 2022 are provided in Annex 2, Appendix 11.

2.2.4

In 2022, new aircraft approved under the ANCS included the Global 5500 and 6500 and Gulf Stream GV II G500/600. The Embraer E2-195, which is part of the new generation of cleaner, quieter aircraft was recently approved by LBN in February 2023.



³ 22/00807/AOD Aircraft Noise Categorisation Scheme Review (Condition 19b) and 22/00807/AOD Aircraft Noise Categorisation Scheme Update (Condition 18e)

2.3

Noise Management and Mitigation Strategy (NOMMS)

2.3.1

The NOMMS came into force on 18 August 2017 and was amended in March 2019. In 2022 it was subject to a further review, as required by Condition 31, and an update was submitted and approved by the LPA⁴.

The NOMMS includes details of current schemes in place to manage and monitor aircraft noise such as:

- A combined noise and track monitoring system;
- Quiet operating procedures;
- Penalties and incentives;
- Control of ground noise;
- The Airport Consultative Committee;
- Annual noise contours;
- Integrity of NOMMS;
- Auxiliary power units;
- Reverse thrust; and
- Sound insulation scheme.

2.3.2

The noise contour for 2022 is reported in the NOMMS Report at Annex 2, Appendix 5. This demonstrates that the airport operated within its contour area limit in 2022. It is expected to continue to do so in 2023, as the 57 dB contour is expected to be smaller than in 2019, which also complied with the contour area limit.

2.3.3

Noise management and mitigation operations operated effectively throughout the year. The detailed NOMMS report is included at Annex 2, read in conjunction with the ANCS Report at Annex 3.

2.3.4

A noise contour methodology verification exercise was also undertaken in 2022 as required by S106 Planning Agreement Schedule 8, paragraph 3. This was submitted and approved by the LPA⁵. Updates include changes to the software used and a review of the flight tracks and flight profiles used in the modelling.

2.3.5

In accordance with Condition 33 (Fixing the Size of the Noise Contour) a Noise Contour Strategy was submitted to the LPA and approved in 2022⁶. This defines the methods to be used by the airport to reduce the area of the noise contour by 2030.



⁴ 22/02035/AOD Noise Management and Mitigation Strategy (Condition 31)

⁵ 22/02356/S106 Noise Contour Verification Report (S106 Schedule 8 Paragraph 3)

⁶ 22/02528/AOD Noise Contour Strategy (Condition 33)

2.4 Incentives and Penalties Scheme

2.4.1

The Incentives and Penalties Scheme (IPS) is included as part of the NOMMS (Condition 31) and includes:

- i) incentives to encourage airlines to operate aircraft more quietly, rewarding those airlines with credits towards partnering the airport to deliver a Community Fund each year; and
- ii) a fixed financial penalty of £600 (per decibel) for infringement of an upper noise limit to penalise airlines producing departure noise above the expected range for an aircraft. All financial penalties are added to the Community Fund each year.

2.4.2

A summary of fixed penalties, credits awards and credits removals for 2022 by airline are provided at Annex 2, Section 4 and Appendix 2.

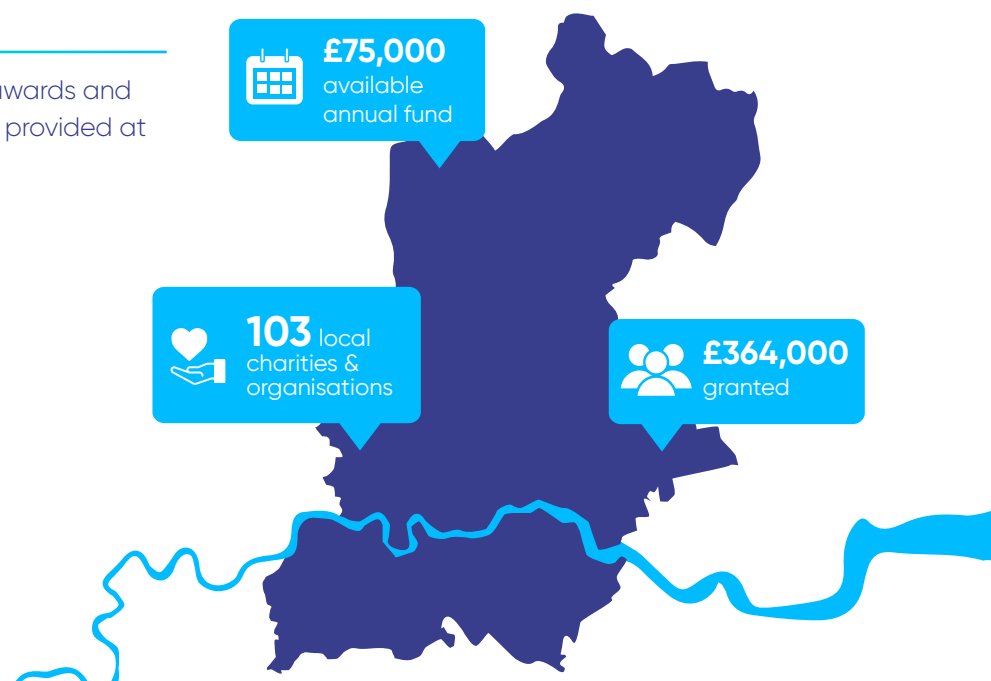
LONDON CITY AIRPORT COMMUNITY FUND

2.4.3

The Community Fund is a minimum of £75,000, made available on an annual basis and distributed via a Board of Trustees to local not for profit organisations and charities. Since inception in May 2019 nearly £364,000 has been granted, directly benefiting over 100 local charities and organisations in East London, including the 28 that were awarded funding in 2022.

Further details on the fund and the 2022 awardees is provided at Annex 4 and can also be found via the link below:

- <https://www.londoncityairport.com/corporate/responsible-growth/community-fund>



2.4.4

The most improved airline in 2022 was Swiss who will be invited to partner LCY in delivering the Community Fund in 2024.



2.4.5

Further details on the performance of the IPS are included at Annex 2 and a copy of the Annual Community and Airline Report and a list of the 2022 Community Project Fund awardees are provided at Annex 4.

2.5

Ground Noise and Ground Power

2.5.1

The ground running of aircraft engines is required for testing and maintenance purposes. There were no exceedances of the ground running noise limit for the 2022 calendar year (Condition 51). Details are included in the report on the operation of the NOMMS at Annex 2.

2.5.2

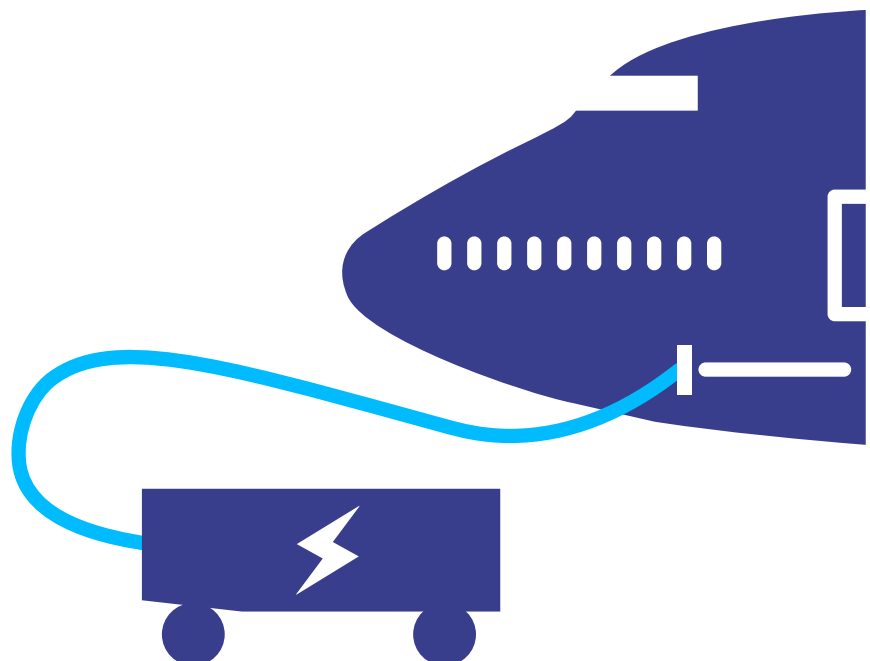
The Ground Engine Running Strategy approved by the LPA (Condition 48) provides annual summaries by airline and aircraft for Engine Run of Stand time (ERS); Taxi Time for Departures (TTD); and Taxi Time for Arrivals (TTA). A summary of the TTA; TTD; and ERS for 2022 is included at Annex 2.

2.5.3

Throughout 2022 ground power continued to be fully provided by fixed electric ground power units and battery powered mobile ground power units. The use of ground power is provided in the Air Quality Action Plan Progress Update at Annex 6.

2.5.4

In 2023 the Ground Engine Running and Ground Running and Testing Maintenance Strategies will be reviewed and updated as required by Conditions 48 and 49.



2.6 Air Quality

2.6.1

The airport operates a comprehensive air quality monitoring network, with no recorded breaches since monitoring began in 2006. The airport uses the government's established set of air quality standards and objectives to protect human health, which are for use by the local authorities as prescribed within the Air Quality Regulations, 2000, Statutory Instrument 928 (2000) and the Air Quality (England) (Amendment) Regulations 2002, Statutory Instrument (2002).

2.6.2

During 2022 the network comprised three automatic monitoring stations⁷: one located to the north of Royal Albert Dock adjacent to the Newham Dockside building (LCA-ND); one adjacent to King George V House (LCA-KGV);

and one located on the roof of City Aviation House (LCA-CAH)⁸. These automatic sites were supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) located at 16 sites in and around the airport boundary.

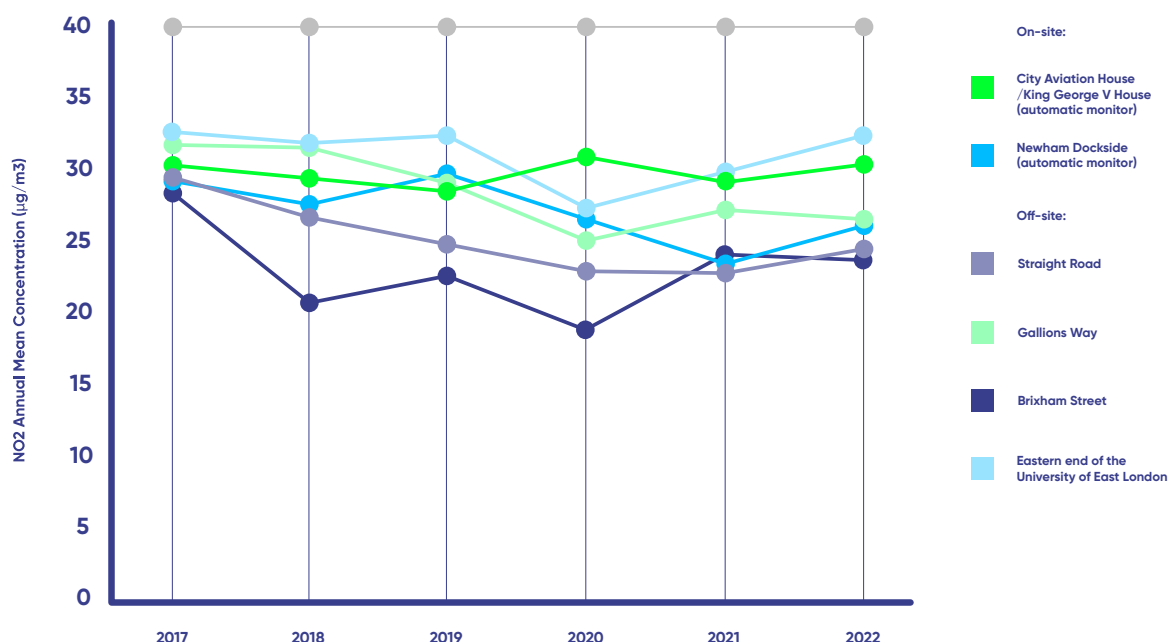
2.6.3

The pollutants measured include nitrogen oxides (NO_x), nitrogen dioxide (NO₂), fine particulate matter (PM₁₀) and, since the end of 2018, very fine particulate matter (PM_{2.5}).

2.6.4

Ambient air quality is monitored continuously and shared in real time results online. Our monitoring data shows that all concentrations are consistently well below the UK air quality objectives for all the pollutants monitored over the past 5 years. The annual mean NO₂ concentrations for 2017–2022 are shown in Figure 2.1 below.

Figure 2.1 Annual Mean NO₂ Concentrations for 2017–2022



⁷ LCA-CAH was operational between 1 January and 31 May 2022 and was decommissioned on 1 June 2022. LCA-KGV was upgraded to incorporate a NO₂ analyser on 1 June 2022 (as a replacement to LCA-CAH).

⁸ LCA-ND measures NO₂, LCA-KGV measures PM₁₀, PM_{2.5} and NO₂, and LCA-CAH measured NO₂

2.6.5

In 2022, there were no exceedances of the annual mean objectives for PM10, PM2.5 or nitrogen dioxide (NO2):

- The annual mean PM10 concentrations at the onsite monitoring station was 14.6 µg/m³, well below the objective value of 40 µg/m³;
- There were just 3 recorded exceedances of the PM10 24-hour mean objective of 50 µg/m³ against a national target of 35 exceedances in a calendar year (none within the 'High or Very High' pollution band);
- The annual mean PM2.5 concentration was 9.4 µg/m³, well below the national objective value of 25 µg/m³ (none within the 'High' or 'Very High' pollution band; and
- The annual mean NO2 concentrations at the two onsite monitoring stations were 23.2 µg/m³ and 20.6 µg/m³, well below the objective value of 40 µg/m³.
- There were no instances during the year where the 1-hour mean objective value (200µg/m³) was exceeded (against a national target of 18 exceedances in a calendar year) apart from an isolated event that occurred on 23rd June 2022, the cause of which was unknown and not considered to be linked to airport operations.

2.6.6

Observed peaks of all pollutants measured correlated with that at other London background sites. This suggests that these occurrences were principally attributable to regional sources.

2.6.7

Quarterly air quality data was reported to the LCACC and posted online throughout 2022. This data, together with other results for the full 2022 calendar year, are summarised in the Air Quality Monitoring Strategy: Annual Report 2022, which is included at Annex 5.

2.6.8

A progress update against the targets set out in the Air Quality Management Strategy is included at Annex 6. The LPA agreed to postpone the odour monitoring survey referenced in the Air Quality Management Strategy until summer 2023 as aircraft movements are expected to continue to recover towards pre-pandemic levels and 2023 would provide a more reflective position, rather than carrying out the assessment when the number flights is reduced. A methodology for the odour monitoring has been agreed with the LPA.

2.6.9

The Air Quality Monitoring and Air Quality Management Strategies will be reviewed and updated in 2023 as required by Conditions 57 and 58.

2.7

CADP1 Sound Insulation Scheme (SIS) and Purchase Scheme

2.7.1

Under the CADP1 permission, the airport operates an improved 3 tier Sound Insulation Scheme (SIS) offering sound insulation treatment to eligible residential properties within the 57 dB LAeq,16h (Tier 1) and 66 dB LAeq,16h (Tier 2) and a 63 dB LAeq,16h (Tier 3: Intermediate) noise contours. The Tier 1 lower threshold for eligibility remains the joint lowest daytime threshold in the UK. The 3 tier schemes are set out in the S106 Planning Agreement Annexures 2, 7 and 12 and comprise:

Tier 1: offers properties that are eligible under the scheme acoustic ventilation, and any existing single glazed properties are offered 100% of the cost for replacement standard thermal glazed windows or secondary glazing, whichever is preferred;

Tier 2: offers improved secondary glazing or high performance double glazing, together with acoustic ventilation; and

Tier 3: (intermediate): offers secondary glazing and acoustic ventilation or, alternatively, a contribution of £3,000 (index linked) towards high performance acoustic double glazing and acoustic ventilation.

2.7.2

Those residents that would prefer the high-performance double-glazing option may choose to treat only one or two rooms, such as those most affected by aircraft noise, as opposed to all rooms.

2.7.3

The eligibility contours are reviewed on an annual basis. Due to the significant reduction in the number of ATMs in 2022 (46,000) compared to previous years

(83,000 in 2019) the eligibility contour was reduced commensurate with the reduced noise impacts. As a result, no new properties become eligible under the CADP1 3 tier SIS in this APR (see Section 2.9 and Annex 2 – Appendix 8).

2.7.4

This APR identifies a total of 474 properties (472 residential and 2 public buildings) which previously had SIS works carried out and have become eligible for re-inspection in 2023 (Annex 2, Appendix 8). Properties become eligible for reinspection 10 years after treatment, with replacements provided for any mechanical parts if they are no longer fit for purpose.

2.7.5

The following noise contours are relevant to SIS and are presented in Annex 2, Appendix 5:

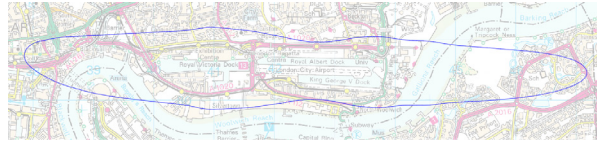
- Actual 57 dB (2022 actual contour)
- Actual 63 dB (2022 actual contour)
- Actual 66 dB (2022 actual contour)
- Predicted reduced 57 dB (2023 best estimate forecast contour)
- Predicted reduced 63 dB (2023 best estimate forecast contour)
- Predicted reduced 66 dB (2023 best estimate forecast contour)
- 1998 57 dB

2.7.6

The primary purpose of the noise contours listed above is to determine the eligibility boundaries for the SIS and/or Purchase Scheme under the terms of Schedule 9 of the CADP1 Planning Agreement. Further details are provided at Annex 2.

2.8

Extent of Noise Contour



2.8.1

The CADP1 planning permission (Condition 33) requires that the 57 dB(A) LAeq,16h contour does not exceed 9.1 km². During 2022 the

contour area was 6.1 km². The 2023 forecast predicts a contour area of 6.5 km². Refer to Annex 2.

2.9

SIS Performance

2.9.1

Ten residential properties were treated during the course of 2022 this included 18% (8) of the re-inspections identified in the 2021 APR. The 2021 APR had identified 45 properties that became eligible for re-inspection. Letters were sent on 26th July 2022 and 22nd November 2022 notifying occupants, leaseholders and freeholders. Where work is yet to be completed, this is due to requisite permissions not yet being granted by the freeholder, access not being granted by the occupant, or no response being received to the offer of works. All properties that became eligible in previous years before 2022 and accepted works have now been treated.

2.9.2

Five properties identified in the 2018 APR Tier 1 scheme and subsequently identified as Listed Buildings will be treated in 2023 following approval of Listed Building Consent from the London Borough of Tower Hamlets (LBTH) in May 2023⁹. After initial contact in 2019, the submission of the Listed Building Consents was delayed by the pandemic and subsequently the need to submit an application for pre-application advice from LBTH given their Listed Building status¹⁰.

2.9.3

The airport held monthly meetings with the LPA throughout 2022 to provide an update on SIS delivery. Quarterly meetings were also held with the LPA, to which representatives from LBTH and the Royal Borough of Greenwich (RBG) were also invited.

2.9.4

In September and December 2022 the airport published advertisements and information about the SIS in the following local newspapers: Newham & Stratford Recorder; Docklands & East London Advertiser and Greenwich Info.

2.9.5

Details of the SIS performance is included in the NOMMS report at Annex 2.

⁹LBTH planning references are: Property: 1. PA/23/00005 and PA/23/00006; 2. PA/23/00003 and PA/23/00004; 3. PA/23/00323 and PA/23/00322; 4. PA/23/00326 and PA/23/00325; and 5. PA/23/00321 and PA/23/00320. Of the 22 Listed Buildings eligible after initial contact, 10 expressions of interest were made within 6 months, of which one property was not deemed eligible because it was no longer a residential dwelling, two properties had a change of occupier, no further response was received in relation to two other properties and the expression of interest was withdrawn in relation to another property. One expression of interest made outside the six-month timescale was subsequently included after accepting the works.

¹⁰Planning reference PF/22/00049

2.10

Neighbouring Authority Agreement (NAA)

2.10.1

The S106 Planning Agreement Schedule 9, Part 9 makes provision for the airport to enter into a binding NAA with any London Borough within whose administrative boundary the Actual 57dB Contour falls. The current relevant London Boroughs are LBTH and RBG. The form of the NAA is provided at Annexure 13 of the CADP1 Planning Agreement.

2.10.2

The NAA with LBTH has been agreed with the LPA and is due for completion in 2023 pending signatories. Separately, RBG confirmed in June 2022 they did not want to enter into an NAA at this stage but the airport will continue to engage with officer.

2.11

Sustainability and Biodiversity

2.11.1

All remaining actions in the Sustainability and Biodiversity Strategy Action Plan (Condition 56) were progressed in 2022. As part of the drive to prevent waste and reuse and recycle any wastes that are generated a trial was undertaken in 2022 to assess the different types of waste being generated and how they can potentially be segregated and collected. The results will be used to review the waste contract arrangements in 2023 and develop a Circular Economy Strategy. A progress update against the targets is included at Annex 7.

2.11.2

There was no CADP1 construction in 2022 and therefore no information to report in this APR on the management of construction waste.

2.11.3

The Sustainability and Biodiversity Strategy will be reviewed in 2023 in accordance with Condition 56.



2.12

Environment Complaints/ Enquiries

2.12.1

The annual incidence of environmental complaints and enquiries relating to airport operations remains the lowest of any London Airport; at 26 complaints per thousand aircraft movements for 2022 compared to 47 per thousand aircraft movements in 2021. This figure is much lower than 2021 because although there were more complaints in 2022, they are relative to the increase in aircraft movements, which increased from around 14,000 in 2021 to around 46,000 in 2022, therefore bringing the per thousand figure down.

2.12.2

In 2022, a total of 1,215 complaints were received regarding the airport's operation from 95 complainants. 540 (44.44 %) of these complaints were received from 1 individual and a further 413 (33.99) were from another individual. A very small number of complaints derived from remaining 83 complainants (21.57%). There was an increase of 520 complaints compared to the previous year and most complaints were received between July 2022 and October 2022.

2.12.3

There were 12 environmental complaints received in 2022 that did not relate to airport operations and therefore did not relate to the airport. Of these, 4 were regarding aircraft noise experienced during the hours the airport was not operating. A further 6 were related to aircraft noise experienced over locations that were not under the airport's flight paths. A further 1 was regarding litter around airport perimeter and 1 other regarding an aircraft that does not operate at LCY. A breakdown of complaints by area has also been provided in Figure 2.2 and Figure 2.3 shows a full breakdown of the types of complaint received.

Of the 1,215 complaints received relating to the airport:

- (i) 748 related to aircraft noise;
- (ii) 106 were related to flight paths;
- (iii) 261 were related to low flying aircraft;
- (iv) 28 were related to aircraft frequency;
- (v) 1 was related to early/late operations;
- (vi) 68 related to air quality; and
- (iv) 3 related to other topics.

2.12.4

All complaints were investigated in accordance with the airport's environmental complaints procedure and reported in summary to the LPA. All complaints were reported within 15 days of receipt as required by the CADP1 planning permission. The airport also reports environmental complaints and enquiries to the LCACC as part of the Quarterly Airport Environment Report.

2.12.5

No CADP1 build took place in 2022 and therefore there have not been any enquiries relating to CADP1 construction.

Figure 2.2 Number of Correspondents and Individuals by Area

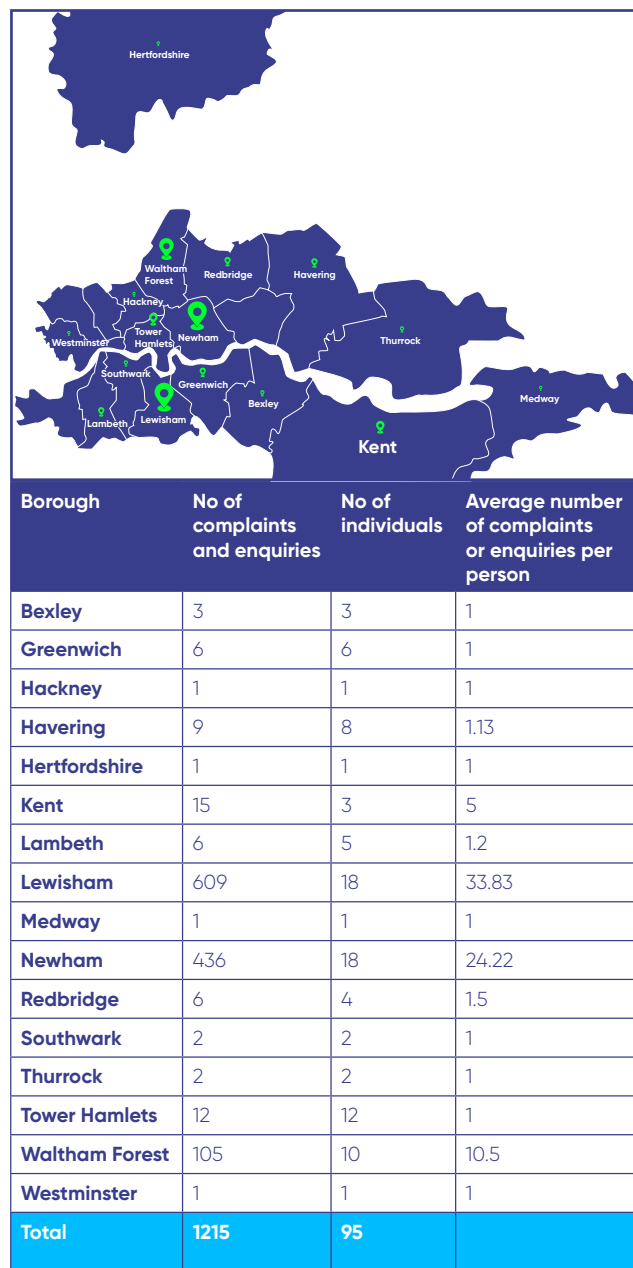
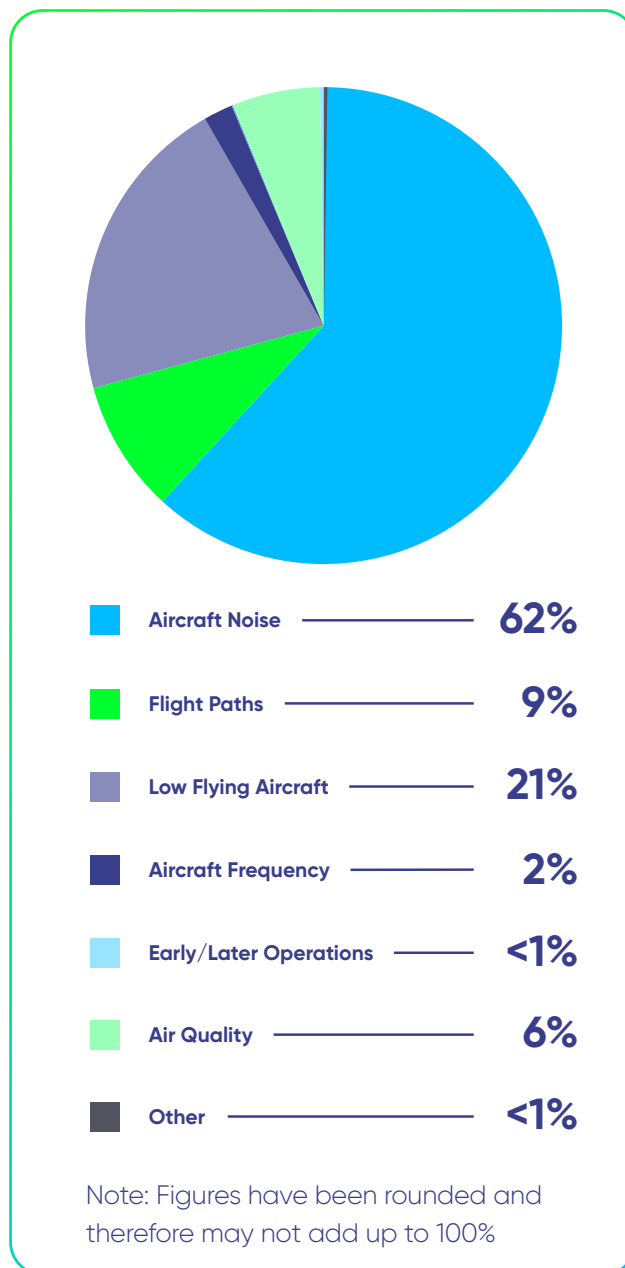


Figure 2.3 LCY Complaints Received



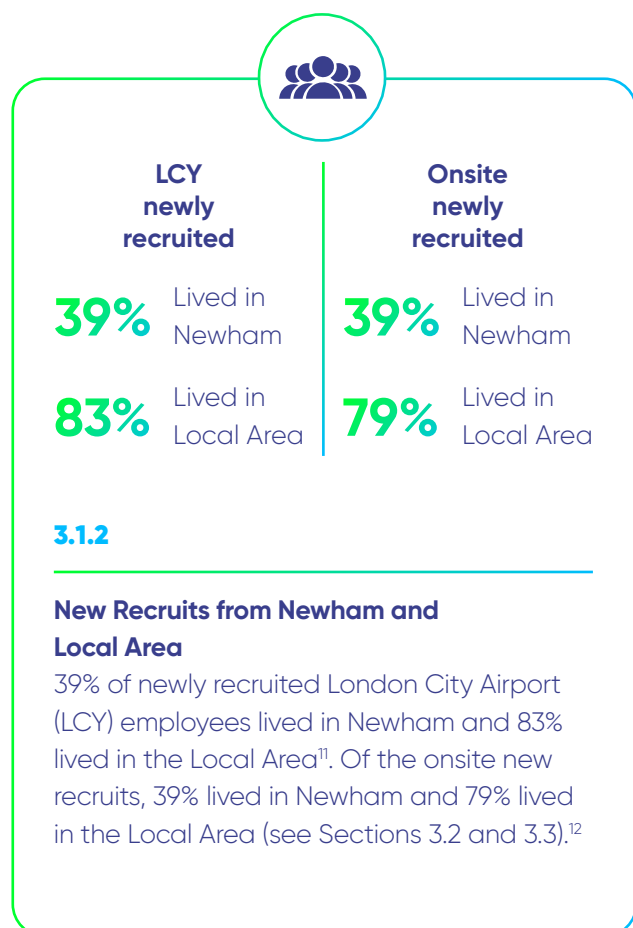
3 Employment, Local Procurement and Education

3.1 2022 Headlines

3.1.1

Increased Employment

The total number of staff employed at the airport in December 2022 was 2,100. This reflects a 27% increase from 2021. The steady increase in passenger demand following the removal of COVID-19 restrictions at the beginning of 2022 created more employment opportunities through the year.



Newham

50% LCY target

40% Onsite employers target

Local Area

70% LCY target

70% Onsite employers target

For the full area of Epping Forest District Council refer to page 12

3.1.2

New Recruits from Newham and Local Area

39% of newly recruited London City Airport (LCY) employees lived in Newham and 83% lived in the Local Area¹¹. Of the onsite new recruits, 39% lived in Newham and 79% lived in the Local Area (see Sections 3.2 and 3.3).¹²

¹¹ The 'Local Area' is defined in the Planning Agreement to include the 11 East London Boroughs of Newham, Tower Hamlets, Greenwich, Bexley, Lewisham, Southwark, Barking & Dagenham, Havering, Redbridge, Waltham Forest and Hackney, as well as, Epping Forest District Council.

¹² The ONS postcode data source was February 2023.

¹³ Until 2022 this was formally known as the Royal Docks Meet the Buyer

3.1.3

Local Procurement

The successful East London 'Meet the Buyer'¹³ event was able to recommence in 2022 after two years suspension due to the pandemic. This followed a virtual 'Royal Docks Business Recovery' event the airport held in partnership with LBN earlier in the year. Over 120 businesses engaged in contract discussions which has generated contract opportunities for local businesses to the value of over £5.1 million, some of which have already been awarded at the time of writing this APR (see Section 3.5).

3.1.4

Employment and Education Payments

In 2022 the airport paid to LBN the annual Employment Contribution (£835,070.73) and Education Contribution (£146,441.98) to fund initiatives to improve opportunities (see Section 5.1).

3.1.5

Employment Partnership Board (EPB)

The EPB, with representatives from the LPA and the airport, met twice during 2022 and executed and identified initiatives to increase employment opportunities for Newham residents. This included, the airport hosting a Job Fair and, in partnership with Newham College, hosting the government SWAP programme, relaunching the airport's Mentoring Programme and Science Technology, Engineering and Math's (STEM) focused education programmes, as well as the 14-19 Youth Skills programme (see Section 3.6).

3.1.6

Local Employment Initiatives

The airport has been supporting local residents to gain employment at the airport since 2009 through various initiatives in collaboration with Our Newham Work. In 2022 a total of 233 Newham residents gained employment through Our Newham Work in various roles, including, Customer Services, Ramp Service Agents, Baristas, Retail Sales Agent, Out of Bounds Baggage Agents and Aviation Security Officers. The 2022 figures are provided at Annex 9.

3.2 Onsite Employment

3.2.1

The CADP1 S106 Planning Agreement requires that all onsite employers use reasonable endeavours to ensure that at least 40% of new recruits for jobs advertised at the airport are residents of Newham and at least 70% are filled by residents living in the Local Area.

3.2.2

On 31 December 2022 there were:

- 2,100 employees working onsite (1,683 FT and 417 PT), equating to 1,913 full time equivalent (FTE) jobs.
- 31 employers operating onsite; a complete list of these is included at Annex 8.
- 39% of the new recruits employed by onsite employers lived in Newham and 79% lived in the Local Area.

3.2.3

Employment numbers increased by 27% from 2021 and reflects the increased employment opportunities at the airport as passenger numbers continued to increase throughout 2022, following the lifting of all COVID-19 restrictions in the first quarter of the year.

Onsite employment opportunities and recruitment opportunities from Newham and the Local Area also

increased over this period and the airport worked closely with Our Newham Work to support Newham and Local Area recruitment. Onsite employers are also encouraged to utilise the services of Our Newham Work and this was facilitated through the Employer's Forum (see Section 3.7). The airport also publicises how to access employment opportunities at the airport in its 'Inside E16' newsletter, which is distributed to around 9,000 Newham residents (see paragraph 3.8.2).

3.2.4

There are 22 other contractors and sub-contractors working at the airport on a regular basis, but these are not based on-site and are therefore not included in the figures reported above.



3.3 LCY Employees

3.3.1

The airport is committed to use reasonable endeavours to ensure that at least 70% of its new recruits for jobs advertised are residents of the Local Area, including 50% of the new recruits are residents of Newham. A copy of the LCY's Employment Policy is provided at Annex 10.

3.3.2

A summary of performance for 2022 is included below:

- As of 31 December 2022, there were 570 LCY employees (449 FT, 121 PT), equating to 511 Full Time Equivalent (FTE) jobs.
- 39% of the employees recruited by LCY in 2022 lived in Newham and 83% were from the Local Area.
- The 2022 figures have increased from 2021 and are reflective of the continued work by the airport in partnership with Our Newham Work.

3.3.3

During 2022 the airports HR team and Our Newham Work continued to work jointly to identify opportunities to increase the number of new recruits from Newham and the Local Area. It was agreed to make adverts more appealing, promote staff benefits and offering attractive salaries for the roles, especially as LCY is a London Living Wage employer. In addition, LCY organises in person briefings and invite Our Newham Work personnel to candidate assessment sessions, giving them a greater awareness of the testing procedure and an opportunity to meet candidates so they can provide follow up support, for example,

in interview preparation. LCY ensure advisors are well informed on the roles and job requirements to help improve the number of successful applications. There remain some challenges to local recruitment resulting from requisite airport mandatory security and background checks and certain roles requiring drivers' licences and basic employability skills for candidates.

3.3.4

The majority (88%) of opportunities that were filled in 2022 were in front line services, including jobs in airside operations, security officers, ramp agents, customer service and baggage handling, as the majority of the airport roles are operational. The remaining 12% of jobs were split across duty manager roles, controllers, firefighters, and corporate roles at management level.



3.4

City Airport Development Supply Chain Opportunities

3.4.1

The CADP1 Planning Agreement Schedule 11 Part 1 (e) requires that all CADP1 contractors use reasonable endeavours to ensure that at least 40% of new recruits for jobs which relate to the construction of CADP1 are residents in Newham.

3.4.2

No CADP1 construction works took place in 2022 and therefore there are no recruitment figures to report in this APR. Construction works remain temporarily paused until the profile and extent of recovery from the pandemic is better understood.



3.5

CADP1 Procurement & Contractors

3.5.1

There were no procurement opportunities on the CADP1 build in 2022 given the pause of construction.

3.5.2

To support future supply chain opportunities the airport held a virtual 'Royal Docks Business Recovery' event in partnership with LBN in February 2022, to re-engage with local suppliers (SME's) and provide advice on how to succeed in turbulent times, as well as the support available to them. This was attended by over 50 attendees, including, LBN, Canary Wharf Group, Lendlease, TfL and SME's, including, Promo2u, Macromedia, East End Energy, Chigwell Tours, Green Carrot Services and WAF Angels. This was followed by an in person East London 'Meet the Buyer' event in October 2022, which was attended by 22 buyers, 101 SME's and

180 people, including, Lendlease, Kilnbridge, LBTH, Barking and Dagenham Council and One Source on behalf of LBN. This generated contract opportunities for local businesses to the value of over £5.1 million, some of which have already been awarded at the time of writing the APR. The airport also spent approximately £7.3 million with businesses in the Local Area, with almost £800,000 spent within Newham.



3.6

Community Engagement & Opportunities

3.6.1

The airport is a responsible and inclusive business, that ensures local communities benefit from its presence through a variety of activities stemming from four key objectives:

- recruiting people from local areas into jobs available at the airport wherever possible;
- creating pathways into employment for East Londoners through awareness raising and skills training;
- raising aspirations of young people through education programmes with a focus on STEM to address a skills gap and a diversity within the aviation industry; and
- investing in community partnerships with a particular focus on stronger, safer and healthier communities.

3.6.2

Throughout 2022 the airport supported education programmes working closely with local schools, colleges and universities, including UEL and IASTI, the local aviation-based college. The airport's bespoke STEM in aviation event, with partners in East London, resumed in November 2022. This education programme showcases STEM within the aviation industry and was attended by 14 East London schools, with 400 students meeting businesses within the aviation and STEM field, including Boeing, GKN Aerospace, Arcadis, Accenture and UEL. Working with IASTI, the airport was able to provide insight, share knowledge and give more practical understanding of the airport to the students and the opportunity to have a special airside tour of the airport to bring the theory to life.

3.6.3

Throughout 2022 87 staff from LCY volunteered 425 hours in a variety of different activities. The established 'London City Helpers' programme, as well as 'Volunteering Fortnight' in July and '12 Days of Giving' in December, encouraged employees to volunteer in skills based activities, including CV writing and mock interviews, and to actively help in the community through practical volunteering in the Local Area. The programmes run by LCY in 2022 included: supporting local food banks, homeless shelters, community support networks, elderly homes, a toy appeal and education programmes.

3.6.4

As part of the 'Youth Mentoring' programme 15 students were mentored by 8 volunteers from LCY, covering topics such as resilience, positive social behaviour, setting targets and employability skills. Since launching, the programme has supported 30 students with up to 16 staff volunteering 8 hours each.



3.6.5

The airport supported a number of community partnerships during the year and sponsored the Newham Chamber of Commerce Business Award 'Sole/Micro Trader of the Year' and the Royal Greenwich Business Awards. The airport also made donations towards local Platinum Jubilee events, Eid Celebration events and Youth Parade.

3.6.6

In 2023 LCY will relaunch its 'Women in Aviation Programme', that supports up to 300 young women in the local area to gain knowledge, understanding and awareness of the STEM/Aviation field and the jobs available to them. The airport will also launch a new volunteering policy that allows staff to each volunteer 8 hours annually, this will enable more staff to go out and support the local community. It will also be



strengthening the company's contribution to improve local biodiversity and support a nature network around the airport by launching a new Biodiversity Fund and investing a minimum of £50,000 in two years in local biodiversity projects to be undertaken along with local partners.

3.7

Employer's Forum

3.7.1

The CADP1 Planning Agreement Schedule 11, paragraph 1.2 requires LCY to hold an Employer's Forum twice per calendar year. These were held in July and November 2022.

3.7.2

All employers at the airport and external stakeholders, such as, Our Newham Work, are invited to attend each Forum meeting. The meetings enable LCY, other airport employers and stakeholders to collectively share information on recruitment opportunities, qualification and skill requirements, pre-employment and post-employment training availability and recruitment initiatives, to increase recruitment from Newham and the Local Area.

3.7.3

In addition to the Employer's Forum, the airport continued to liaise regularly with the LPA on the airport's employment situation throughout 2022.



3.8

Employment, Local Procurement Initiatives

3.8.1

The airport and the LPA will continue to hold bi-annual EPBs in 2023 to identify how the airport can further support the upskilling of Newham and Local Area residents to increase their success in obtaining roles at the airport.

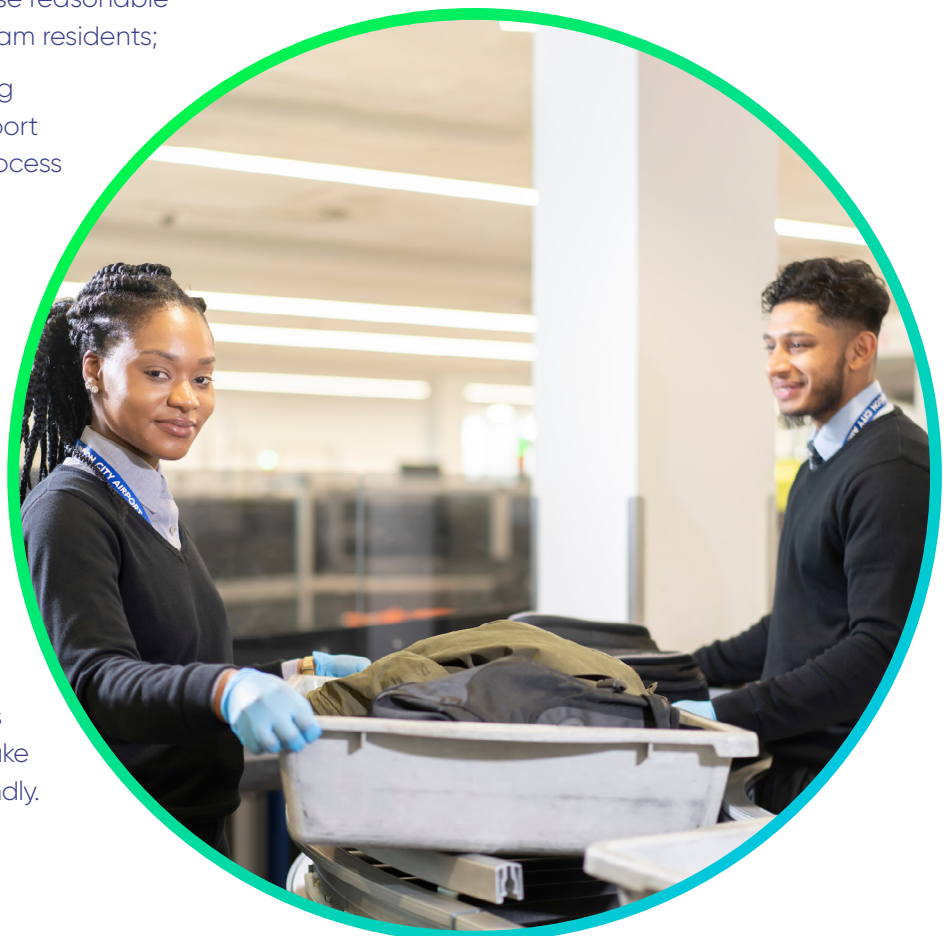
3.8.2

The joint initiatives established through the EPB for 2022 included:

- Our Newham Work invited to forums where supply chain partners are present to promote recruitment services offered by the LPA and encourage contractors to use reasonable endeavours to recruit Newham residents;
- Our Newham Work attending assessment days at the airport to better understand the process and requirements so they can support residents gain employment;
- Continuation of and increase in collaboration with Our Newham Work representatives; and
- Improvements to the layout and structure of adverts for employment opportunities at the airport, continue to publicise how to access opportunities via the airport's 'Inside E16' newsletter and make online adverts more user friendly.

3.8.3

In 2023 the airport will also be donating up to 20% of its Apprenticeship Levy un-used funds to local businesses, to recruit and train apprentices in their business. As a Levy paying Employer the airport can transfer up to 25% of unused funds. LCY has therefore come into agreement with London Progression Collaboration to support with this process and pledged £24,519 for the Social Value Levy Transfer Campaign. The pledge funds commitment is to support small businesses aligned to our social values metric from April 2023 until all gifted unspent levies are fully utilised.



4 Surface Access

4.1

2022 Headlines

4.1.1

Passenger Public and Sustainable Transport Use

Passenger use of public and sustainable transport improved to 68% in 2022. Whilst this remained below the 73% pre-pandemic levels it shows a growing confidence in the use of public transport. The DLR remained the main mode of choice for passengers, and there was a 95% shift away from other forms of transport, such as, minicab, ride-sharing and private car since 2021.



4.1.2

Electric Vehicles and Charging Points

The airport increased the number of electric charging points by 6 in 2022. There are now 13 charging points in total: 6 in the passenger car park; 6 in the staff car park; and 1 dedicated to London Taxis on Hartmann Road. Improving facilities that support the use of ultra low emissions vehicles is in line with the airport's Travel Plan and compliments the hybrid and electric car scheme in place for the airport's employees. The airport continues to monitor the use of the charging points to inform the expansion of these facilities.

4.1.3

Staff Commute

A staff travel survey was carried out in May and June 2022 and showed 57% of staff travelled to work in a car on their own and 43% used sustainable or public transport. There was a continuation of working from home guidance for non-essential operational staff working for the airport, with 21% of staff choosing to work from home for part of their working week. The airport continued to promote sustainable travel initiatives, including Liftshare, and Mobilityways continued to be engaged to identify the sustainable modes of travel options available to all employees and provide advice on how to encourage more use.

4.1.4

CADP1 Construction Logistics

No construction works took place in 2022 and therefore there are no construction traffic figures to report.



4.2 Surface Access Modes

4.2.1

The 2019 Travel Plan (Condition 71) sets out interim measures to 2022 that will help the airport to achieve the aims of its Surface Access Strategy (ASAS) (2017–2025), namely to achieve 75% use of public and sustainable transport by passengers and have 40% or fewer of its staff driving on their own in a car to work by 2025. The interim targets were 72% for passengers and 49% for staff.

4.2.2

The 2019 Travel Plan covers the period 2019–2022 and a replacement Travel Plan, covering the period 2023–2025, was submitted to LBN for approval in November 2022¹⁴. The 2023–2025 Travel Plan will cover the remaining period of the current ASAS, which was also subject to a review in 2022, with no revisions recommended. The ASAS will be re-written in 2025, when the current version expires, at the same time as the next Travel Plan review.

4.2.3

The Travel Plan requires the results of quarterly passenger travel surveys to be included in the APR. The passenger mode share performance is set out in Table 4.1 alongside the 2019 pre-pandemic and 2021 data for comparison. This shows the impacts of the pandemic after 2019, such that, significantly fewer passengers used public transport but this

started to recover during 2022. DLR remained the most significant mode of transport use, and the use of car, minicab and ride-sharing (for example, uber) decreased by 9.5%.

4.2.4

To align with the thrust of the Mayor of London's Transport Strategy targets the combined total of passengers travelling by public and sustainable transport (including London taxis) was 68% in 2022 compared to 73% in 2019. The use of sustainable travel modes started to recover and this will continue to be monitored to establish the effectiveness of Travel Plan measures as they are implemented and progressed. This will be reviewed in the new annual Travel Plan report that will be submitted and discussed with the LPA as part of the 2022–2025 Travel Plan commitments.

4.2.5

The Travel Plan requires the results of staff travel surveys to be included in the APR. Following the deferral of the survey in 2021 due to the pandemic this was able to be carried out between 12 May and 8 June 2022. The survey was hosted by Mobilityways using a dedicated survey application that could be accessed via email or downloaded onto a mobile phone using a QR Code. All onsite employees were invited to take part and the response rate was 34%, with 563 staff taking part from 29 onsite employers.



¹⁴ 22/02830/AOD

Table 4.1 Summary Passenger Travel Statistics¹⁵

Mode	2022 (%)	2021 (%)	2019 (%)
DLR	49	41	64
Bus	1	0	1
London Taxi	15	13	8
Minicab	9	13	8
Ride Sharing/Transport as a service (e.g. Uber)	13.50	18	7
Private Car (+Car Rental)	10	11(2)	9
Other/Transfer	-	2	3
Walking/Cycling (of which cycling only comprised 0.05%)	2		

Table 4.2 Staff Travel Survey Modes of Transport Results 2022

Mode	2022 (%)
Car (alone)	57
DLR/Tube/Train	27
Bus	6
Walk	4
Cycle	3
Motorcycle	1
Carshare	1
Other	1

4.2.6

The main modes of staff travel in 2022 were by single occupancy car (57%) and DLR/Train/Tube (27%). The results for all modes are shown in Table 4.2 and the full results are provided in Annex 11.

4.2.7

The number of staff travelling alone by car remained similar to the 2016 and 2019 surveys,

as reported in the respective APR's. The 9% reduction target set in 2019 was not achieved due to the onset of the pandemic in March 2020, with all restrictions only being lifted in March 2022. Additionally, as discussed with LBN and TfL officers, the current operating hours of the DLR limit the ability of a significant proportion of staff who begin work early in the morning, to travel to work by public transport.

¹⁵ Source: 2022 and 2021 data collected by CAA; 2019 data collected by ASQ. Both are independent providers of the Quarterly Passenger Survey

4.2.8

In the travel survey staff were asked what time they start and finish work, what would encourage them to use public and sustainable travel more and whether they work from home, amongst other questions. The responses are provided in Annex 11 and the main responses are listed below:

Staff working patterns

- 52% of staff start work before 6am
- 21% of staff work from home some of the time

How staff could be encouraged to use public transport more

- 35% subsidised/cheaper fares
- 25% longer DLR operating hours
- 23% more frequent and reliable services

How staff could be encouraged to cycle more

- 23% improved cycle routes/lanes to the airport
- 18% more/improved showers and changing facilities
- 14% more/improved secure bike parking

How staff could be encouraged to car share more

- 38% if they could find someone who shares the same route to work
- 23% if they could share with someone they know

How staff could be encouraged to walk more

- 12% improved lighting/security
- 9% safer crossing facilities
- 8% improved shower and changing facilities

4.2.9

The existing 2019–2022 Travel Plan includes initiatives to encourage more sustainable access by staff and these continued to be progressed and implemented (see paragraph 4.5). The results of the staff survey informed the proposed 2023–2025 Travel Plan to ensure the measures were appropriate and focused on aspects that would encourage more staff to increase their use of sustainable and public transport modes of travel.

4.2.10

To map progress of recovery following the pandemic the airport has decided to undertake the staff travel survey more regularly and this commitment was confirmed in the 2023–2025 Travel Plan. It also commits to an annual review of the initiatives in consultation with the LPA to assess the effectiveness of the measures and make recommendations for change where appropriate.

4.3 Construction Traffic Management

4.3.1

The Use of the River Thames for Construction Strategy was approved in 2017 and requires the monitoring and reporting of movements

of materials by road (HGV) and the Thames (barge). There was no CADP1 construction traffic in 2022 and therefore no movements by road or the Thames.

4.4 Airport Transport Forum (ATF)

4.4.1

The ATF met twice in 2022 via remote means, in April and November. The forum discussed the impacts of the pandemic on mode shares for staff and passengers and in particular the inability to fully implement all of the Travel Plan initiatives due to government restrictions, such as, social distancing. The progress review of the ASAS 2019–2025 and the replacement 2023–2025 Travel Plan proposed targets, measures and initiatives were also discussed. No changes were proposed to the ASAS and the 2025 staff target for single occupancy car use was changed to 48% from 40%.

4.4.2

Additionally, the Forum also discussed the opening of the Elizabeth line, the preparation for additional rolling stock on the DLR from 2024 and the proposal by TfL for a new bus route to the airport from Lewisham upon the opening of the Silvertown Tunnel in 2025. Discussions on how to better connect the new stations and progressing further feasibility studies and the business case for a new station serving Silvertown in the longer term will also continue.



4.5

Surface Access Initiatives



4.5.1

The airport will continue to promote the use of public and sustainable transport and will continue to work closely with a wide range of stakeholders to improve sustainable surface access services, infrastructure and information. Our stakeholders include the ATF members, the LPA, TfL and the DLR.

4.5.2

The airport remains committed to positively engage with organisations dedicated to providing the tools to support zero carbon staff commuting. Primary assistance has been from Liftshare, who support the airport's car sharing initiative, and Mobilitways, who provide survey platforms, individual Travel Plans for staff members and identify the holistic sustainable travel options available to all staff on a yearly basis, data that the airport can use to inform and target future initiatives.

4.5.3

The Travel Plan update in 2022 took the opportunity to assess and take into account the impacts of the pandemic over the past 2 years. It proposed that the 2025 headline sustainable and public transport targets for passengers would not change from 75%, however, the staff the target was changed from 40% single occupancy car use by 2025 to 48%. The change to the staff target reflects the restrictions imposed during the pandemic and the impact on public transport use, in particular people's confidence and behaviour towards using public transport. The new Travel Plan measures aim to reinstall confidence, encourage people to change their behaviour and to overall improve the public and sustainable transport use by passengers and staff.



4.5.4

Priorities that have been identified to help with the recovery process include the following:

Strategic

- Continue to work with the LPA to facilitate more sustainable means of travel to work on the Royal Docks Cycle hire scheme (Brompton Bike)
- Develop a new link to the proposed cycle and walking route for the Royal Docks
- Work with GLA's Royal Docks Team to support landscaping upgrade works at the Connaught Bridge to improve walkability between the airport and Excel/Newham Dockside
- Maintain the provision of cycle stands accessible to passengers (currently 20)

Electric Vehicles / Charging Points

- Continue to promote the use of hybrid and electric vehicles
- Continue the Tusker Car Benefit Scheme to encourage LCY employees to use hybrid and electric vehicles
- Provide 6 electric charging points dedicated for staff use and continue to monitor the use of the existing 7 trial charging points to inform the provision of additional facilities (delivered)
- Collect data on energy demands to inform a power supply strategy with the UK Power Network Service (UKPNS)

DLR / Elizabeth Line

- Keep under review with the DLR the number of DLR station staff presence as passenger levels increase
- Analyse the opportunities of improving walking experience between Canary Wharf Elizabeth line station and Poplar DLR station with LBTH and Canary Wharf
- Review opportunities with TfL to improve connectivity between the airport and the Elizabeth line station
- Support the introduction of new DLR rolling stock
- Review the demand for early morning DLR trains and discuss opportunities with TfL

Staff Commute

- Continue to promote sustainable travel initiatives
- Continue with the Tusker Car Benefit Scheme
- Continue to provide electric charging points that staff can use
- Continue with Liftshare
- Review staff parking permit availability
- Encourage staff to obtain their personalised Travel Plans
- Maintain the provision of cycle stands accessible to staff (currently 48)
- Support a cycle hire scheme that is accessible to staff
- Increase the frequency of staff travel surveys to annual

5 Financial Contributions & Payments

5.1 2022 Headlines

5.1.1

In 2022 the airport paid £1,288,670.70 of financial contributions to the LPA under the CADP1 Planning Agreement.

These are listed below.

- Development Management Contribution – £60,187.67 paid in January 2022 [S106 Schedule 14, paragraph 4]
- Annual Monitoring Contribution – £153,780.16 paid in July 2022 [S106 Schedule 14, paragraph 3]
- Employment Contribution – £835,070.73 paid in October 2022 [S106 Schedule 5, paragraph 3]
- Education Contribution – £146,441.98 paid in October 2022 [S106 Schedule 5, paragraph 3]
- Environmental Health Monitoring Contribution – £93,190.35 paid in October 2022 [S106 Schedule 13, paragraph 5]

5.1.2

The 2020 and 2021 APRs reported that due to the unprecedented impacts of the pandemic on airport operations, passenger numbers and employment opportunities, the LPA agreed to modifications of the CADP1 Planning Agreement, pursuant to section 106A (1)(b) of the Town and Country Planning Act 1990, to permit the deferral of the Employment and Education Contributions¹⁶ and the DLR Management and Community Recreation Contributions¹⁷.

¹⁶ Application 20/02209/S106
¹⁷ Application 21/00227/S106

5.1.3

All S106 instalments resumed in 2022 with the exception of the Community Recreation Contribution and the DLR Station Management Contribution, which would be resumed in January 2023 and until a year after passenger numbers reached 4.5 million (the 2016 CADP1 baseline passenger number), respectively.

5.1.4

To date the airport has paid over £10.45 million¹⁸ of financial contributions to the LPA and TfL under the CADP1 Planning Agreement. These are listed in Table 5.1, including the status of all payment obligations.

Table 5.1 CADP1 S106 Planning Agreement Financial Contributions 2017 – 2022

Contribution	Payments to Date*	Payment Status
DLR Contribution	£2,533,921.57	Payment fulfilled
CADP DLR	£2,717,352.06	Payment fulfilled
Walking and Cycling	£111,796.25	Payment fulfilled
ANCS	£25,199.32	Payment fulfilled
Community Recreation	£279,490.62	1 instalment of £250,000 + RPI remains, will be made January 2023
DLR Station Management	£111,667.94	2 instalments of £100,000 + RPI remains, will resume once passenger numbers reach 4.5M
Education	£504,531.19	3 annual instalments of £110,000 + RPI remain
Employment	£2,860,203.29	4 annual instalments of £627,246 + RPI remain
Development Management	£331,750.60	£50,000 + RPI paid annually until occupation (of all phases) of CADP1
Environmental Health Monitoring	£399,965.83	£70,000 + RPI paid annually until practical completion (of all phases) of CADP1
Annual Monitoring	£641,871.31	£120,000 + RPI recurring, paid annually

* These payments include RPI and do not include payments made in 2023 prior to publication of this report.

5.2

Claims Under the Planning Agreement Compensation Schemes

5.2.1

The Value Compensation Scheme (VCS); Noise Insulation Payments Scheme (NIPS) and 69dB Purchase Scheme were all operated in 2022. The second generation VCS and NIPS schemes became operational under the CADP1 permission in October 2017.

The schemes are available to download from the airport's website at the link below:

○ <http://www.londoncityairport.com/aboutandcorporate/page/noiseandtrackkeepingsystem>

5.2.2

There were no claims under any of the compensation schemes in 2022.

¹⁸ The figures quoted include the S106 figures plus RPI

5.3 Wake Turbulence

5.3.1

The LPA approved a review of the Wake Turbulence Study at Annexure 11 of the S106 Planning Agreement and an amendment to Schedule 12, paragraph 3.3 of the S106 Planning Agreement to insert a threshold below which aircraft would not need to be assessed in terms of their wake turbulence¹⁹. Provision was also added to require a review of the Wake Turbulence Study within 3 months of any reported instances of wake turbulence.



¹⁹ 22/00436/S106

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