

Annual Performance Report 2021



01 June 2022

Chief Executive Foreword

Thank you for taking the time to read London City Airport's Annual Performance Report. This report provides a review of the airport's planning compliance in 2021 and how we delivered against our environmental and operational controls.

2021 was another incredibly challenging year for everyone, with the COVID-19 pandemic having an even more devastating impact on London City Airport and UK aviation industry than it did in 2020. The year started with lockdowns and ended with more restrictions as the new Variant of Concern (VOC), Omicron hit, which, on top of continued travel restrictions and border closures, suppressed air traffic and passenger volumes further.

The continued impact of the pandemic can be seen in the airport's 2021 results – where the airport saw just under 714,000 passengers, which is an 86% reduction compared to 2019, which saw 5.1 million passengers. Similarly, the airport handled around 14,000 Air Transport Movements (ATMs) in 2021, a reduction of 83% compared to 2019, which saw 83,000 ATMs.

However, as restrictions started to ease in the second half of 2021, we saw some positive signs as passenger volumes started to recover and peaked in October. We also saw business traffic returning strongly, reaching 46% of traffic in October. However, shortly after, the Omicron variant hit, which led to

the imposition of strict travel restrictions that had an immediate impact on travel in late November and December.

Amidst the challenges, we are proud to have continued the delivery of the airport's Local Community Fund again in 2021, with a total of £75,000 awarded to 26 local East London charities and not for profit organisations. In the first three years of delivering our Local Community Fund, we have given an accumulated total of around £240k to over 75 local charities and not for profit organisations. Our Local Community Fund supports positive change for East Londoners, as the impact of the pandemic continued to be felt throughout 2021.

This Annual Performance Report shows that, despite the considerable challenges we continued to face for a second year in a row in 2021, there were no reported issues of non-compliance with our CADP1 permission, which is the fifth year in succession that the airport has reported full compliance.

During the year, we continued to operate within all controls on noise and air quality, albeit the substantially reduced flight operations meant that it continued to be an anomalous year from a reporting and compliance perspective.

The airport remains committed to maintaining its strong environmental performance and a new



Sustainability Roadmap has just been published, which outlines our longer-term aspirations for supporting the environment and the local community. The airport was one of the first 250 airports in the world to pledge to achieve net zero emissions by 2050 and the Roadmap confirms our ambition to become the first London airport to achieve net zero emissions by 2030.

The airport also intends to make progress with the ACI's Airport Carbon Accreditation scheme in the future, aiming to ultimately achieve Level 4 'Transformation' status and in 2021, our application to renew our Level 3+ 'Neutrality' status was approved, which certifies that we are already a carbon neutral business.

While restrictions and reduced passenger demand impacted the data, the airport continued to have the highest public transport use by passengers of any UK airport. We will continue to promote an increase in the use of public and sustainable transport modes by our passengers and staff, and a new car benefit scheme was launched to help staff to lease newer and more sustainable vehicles with the introduction of the expanded ULEZ in October 2021.

Since the onset of the pandemic we have lost a third of our workforce but since the easing of restrictions we have started to build back and in partnership with the London Borough of Newham, will continue to provide employment and upskilling opportunities for local residents.

That said, despite the significant challenges caused by the pandemic, the airport continued to support its local communities via a dedicated programme of community investment, online work experience and volunteering. In 2021, we renewed our commitment to supporting our local communities in East London with the launch of the London City Helpers programme. This new programme, delivered in partnership with the East London Business Alliance (ELBA) and with support from other community partners, saw the airport deliver bespoke engagement activities in the community to tackle unemployment and address inequality, raising the aspiration of disadvantaged young people and supporting the mental health and wellbeing of residents in Newham and across East London.

Staff also volunteered to assist local food banks and deliver online careers talks to students. The airport's work with local schools and young people will continue in 2022, following the launch of our new youth mentoring programme in 2021. The new mentoring programme is aimed at raising young people's aspirations by supporting them into employment and promoting social mobility in the local communities near the airport. In partnership with 15BillionEBP, staff from the airport volunteered to mentor local students in East London with the aim to help young people fulfil their potential and prepare them for leaving education and entering the world of work.

The continued temporary pause of the CADP1 works and Royal Docks Meet the Buyer event meant there were less procurement opportunities for local businesses in 2021. However, we are pleased to be restarting our Royal Docks Meet the Buyer event from 2022 and have already hosted our first Royal Docks Business Recovery event earlier this year.

We remain very confident in the airport's ability to recover and return to growth. At the time of writing this in May 2022, demand is continuing to return strongly after all travel restrictions were removed earlier in the year. I am confident we are on the path to recovery and we are expecting a busy summer in 2022.

We believe the airport has a key role to play in reuniting friends and family, welcoming visitors to Newham, connecting local businesses to new opportunities and providing a platform for more people to travel to, live and work and invest in the Borough in the future.

As the airport recovers, 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



Contents

1 Introduction

- 1.1 The CADP1 Permission
- 1.2 CADP1 APR Requirements
- 1.3 Continued Impact of COVID-19 on the Airport
- 1.4 COVID-19 and Planning Compliance
- 1.5 2020 APR clarifications

2 Environment

- 2.1 2021 Headlines
- 2.2 Aircraft Noise Categorisation Scheme (ANCS)
- 2.3 Noise Management and Mitigation Strategy (NOMMS)
- 2.4 Incentives and Penalties Scheme
- 2.5 Ground Noise and Ground Power
- 2.6 Air Quality
- 2.7 CADP1 Sound Insulation Scheme (SIS) and Purchase Scheme
- 2.8 Extent of Noise Contour
- 2.9 SIS Performance
- 2.10 Neighbouring Authority Agreement (NAA)
- 2.11 Sustainability and Biodiversity
- 2.12 Environment Complaints/Enquiries

3 Employment, Local Procurement and Education

- 3.1 2021 Headlines
- 3.2 Onsite Employment
- 3.3 LCY Employees
- 3.4 City Airport Development Supply Chain Opportunities
- 3.5 CADP1 Procurement & Contractors
- 3.6 Community Engagement & Opportunities
- 3.7 Employer's Forum
- 3.8 Employment, Local Procurement Initiatives

4 Surface Access

- 4.1 2021 Headlines
- 4.2 Surface Access Modes
- 4.3 Construction Traffic Management
- 4.4 Airport Transport Forum (ATF)
- 4.5 Surface Access Initiatives

5 Financial Contributions & Payments

- 5.1 2021 Headlines
- 5.2 Claims Under the Planning Agreement Compensation Schemes

Annexes

- Annex 1:** Summary of CADP1 APR Requirements & References
- Annex 2:** Noise Management and Mitigation Strategy (NOMMS) Report
- Annex 3:** Aircraft Noise Categorisation Scheme (ANCS) Report
- Annex 4:** Community and Airline Annual Report (IPS Report) and List of Awardees
- Annex 5:** Annual Air Quality Monitoring Report
- Annex 6:** Air Quality Action Plan Progress Update
- Annex 7:** Sustainability and Biodiversity Action Plan Progress Update
- Annex 8:** List of Employers Onsite and CADP1 Construction Contractors
- Annex 9:** Our Newham Work Statistics
- Annex 10:** LCY Employment Policy

Figures

- Figure 2.1** Annual Mean NO₂ Concentrations for 2017–2021
- Figure 2.2** Environmental Complaints and Enquiries 2021 v 2020
- Figure 2.3** Number of Correspondents and Individuals by Area
- Figure 2.4** LCY 2021 Complaints Received

Tables

- Table 4.1** Summary Passenger Travel Statistics
- Table 4.2** Sustainable, Passenger Public and Private Modes Share
- Table 5.1** CADP1 S106 Planning Agreement Financial Contributions Paid 2017 – 2021

1 Introduction

1.1 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 APR recorded the unprecedented and severe impacts caused by the COVID-19 pandemic on the airport and wider aviation industry. The pandemic caused a significant decrease in the number of passengers and aircraft using the airport and, such as the profound impact of the first national lockdown in March 2020, the airport temporarily suspended commercial operations for 3 months.

1.3.2

The pandemic continued through 2021 and the number of passengers and aircraft using the airport remained significantly below pre-pandemic levels. Passenger numbers were 713,969, which is 86% less than in 2019. A number of airport staff also remained on the Government's furlough scheme, which it introduced in 2020 as part of its Job Retention Scheme.



1.3.3

The airport maintained a COVID-secure environment for staff, passengers and the local community during 2021. It

received an accreditation from the Civil Aviation Authority (CAA) and Public Health England, in line with the Council Aviation Recovery Taskforce (CART) Take-Off guidelines, as set out by the International Civil Aviation Organisation (ICAO), in recognition of this.

1.3.4

The CADP1 build was also impacted and was temporarily paused in 2020 following the completion of the new aircraft stands. Construction did not resume in 2021 and while the lifting of restrictions in early 2022 has started

the recovery of passenger numbers, 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 recommence.

1.4 COVID-19 and Planning Compliance

1.4.1

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 again in 2021 (see Section 5.1).

1.4.2

The LPA also used its discretion in 2021 to agree to a deferral of a number of survey requirements. Deferrals included, the staff travel survey (see paragraph 4.2.5), passenger surveys (see paragraph 4.2.2) and RAMP employee sampling (see Annex 6, Measure 15). As reported at paragraph 2.7.7, the LPA also agreed, that due to the ongoing uncertainty caused by the pandemic and low aircraft movements, a forecast contour for 2021 was not required.

1.5 2021 APR

1.5.1

This APR details that in 2021 there were no reported issues of non-compliance with the CADP1 permission. This is the fifth year in succession that the airport has reported full compliance².

1.5.2

The structure and reporting requirements of the 2021 APR were reviewed with the LPA between February and April 2022 and agreed in writing on 13 May 2022.

The APR focuses on reporting key headlines across four themes:

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

1.5.3

As no CADP1 construction took place in 2021 it was agreed with the LPA that there was no requirement to have a section on CADP1 Construction in the 2021 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/ourenvironment>
- <http://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:

- <https://www.londoncityairport.com/corporate/Community-Engagement>

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 2021 Headlines



2.1.1

Aircraft Movements

In 2021 the airport handled around 14,000 ATMs, compared to 83,000 ATMs in 2019. All movements fell within the permissible movement limits and times and complaints remained relatively low at 51 per 1,000 aircraft movements, albeit against a reduced number of ATMs for the year.

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 2021 was 2,805 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 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 2021. 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 2021, due to reduced operations, there were no penalties incurred by airlines, however, 3 credits were removed from airlines with noisy departures. In total, £75,000 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 2021 was Netjets, who have been invited to partner LCY to co-deliver fund in the 2022 (see Section 2.4).

2.1.5

Sound Insulation Scheme (SIS) Performance

Over 100 residential properties were treated under the SIS during 2021, as well as buildings in the University of East London and rooms in Calverton Primary School.

2.1.6

Air Quality

In 2021 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 and was awarded the highest accreditation under the Airport Carbon Accreditation (ACA) programme Level 3+ Carbon Neutrality. The airport has maintained this accreditation and achieved recertification in 2021. Measures employed by the airport include purchasing 100% of its electricity from renewable sources, including utilising the renewable electricity from its own photo-voltaic 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

Updates to 5 environmental strategies in relation to ground noise, air quality, sustainability and biodiversity were approved by the LPA in 2021. These are the Ground Engine Running Strategy (Condition 48), Ground Running & Testing Maintenance Strategy (Condition 49), Sustainability & Biodiversity Strategy (Condition 56); Air Quality Monitoring Strategy (Condition 57); and Air Quality Management Strategy (Condition 58).³

2.1.9

Environmental and Quality Management Systems

The airport renewed its ISO14001:2015 certification for Environmental Management System (EMS) in 2021. It also obtained certification under ISO9001 for its Quality Management System (QMS).



2.1.10

Sustainability Roadmap

In 2019 the airport was one of the first 250 airports in the world to pledge to achieve net zero emissions by 2050. 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. It sets out the airport's ESG (Environmental, Social and Governance) ambition, targets and commitments through to 2030, including, increasing the number of passenger journeys to and from the airport by public and 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/>



³ Ground Engine Running Strategy (20/02722/AOD); Ground Running & Testing Maintenance Strategy (20/02722/AOD); Sustainability & Biodiversity Strategy (21/00061/AOD); Air Quality Monitoring Strategy (21/0006/AOD); and Air Quality Management Strategy (21/00061/AOD)

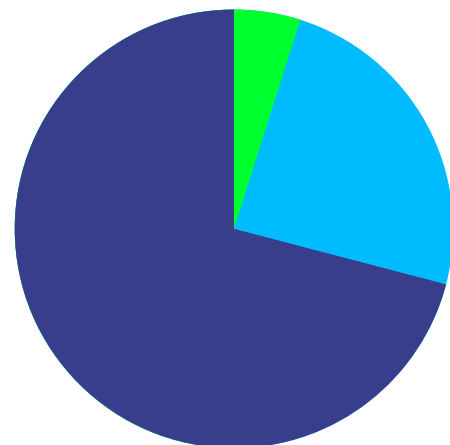
2.2 Aircraft Noise Categorisation Scheme (ANCS)

2.2.1

The ANCS scheme was approved in 2017 and implemented in 2018. A review of the ANCS was approved by the LPA in 2019 with no requirement to change. 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 noise quota count system mirrors the approach adopted by other UK airports to control noise at night, but applies this to daytime operations. 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 2021 and the QC forecast for 2022 is 11,532 (ANCS Report 2021 Annex 3, Tables 2 and 3). Further details of the QC for 2021 are provided in Annex 2, Appendix 11.



■ 22,000	■ 11,532	■ 2,805
Annual quota limit	2022 quota forecast	2021 quota count



2.3 Noise Management and Mitigation Strategy (NOMMS)

2.3.1

NOMMS came into force on 18 August 2017 and was amended in March 2019 following a review that was approved by the LPA.

It 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 2021 is reported in the NOMMS Report at Annex 2, Appendix 6. This demonstrates that the airport operated within its contour area limit in 2021. It is expected to continue to do so in 2022, 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, and can be read in conjunction with the ANCS Report at Annex 3.

2.3.4

The NOMMS will be reviewed in 2022, as required by Condition 31, and a noise contour methodology verification exercise will be undertaken and reported in the 2022 APR, as required by the Planning Agreement Schedule 8, paragraph 3.



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 Projects 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 Projects Fund each year.

2.4.2

A summary of fixed penalties, credits awards and credit removals for 2021 by airline are provided at Annex 2, Section 4 and Appendix 3.

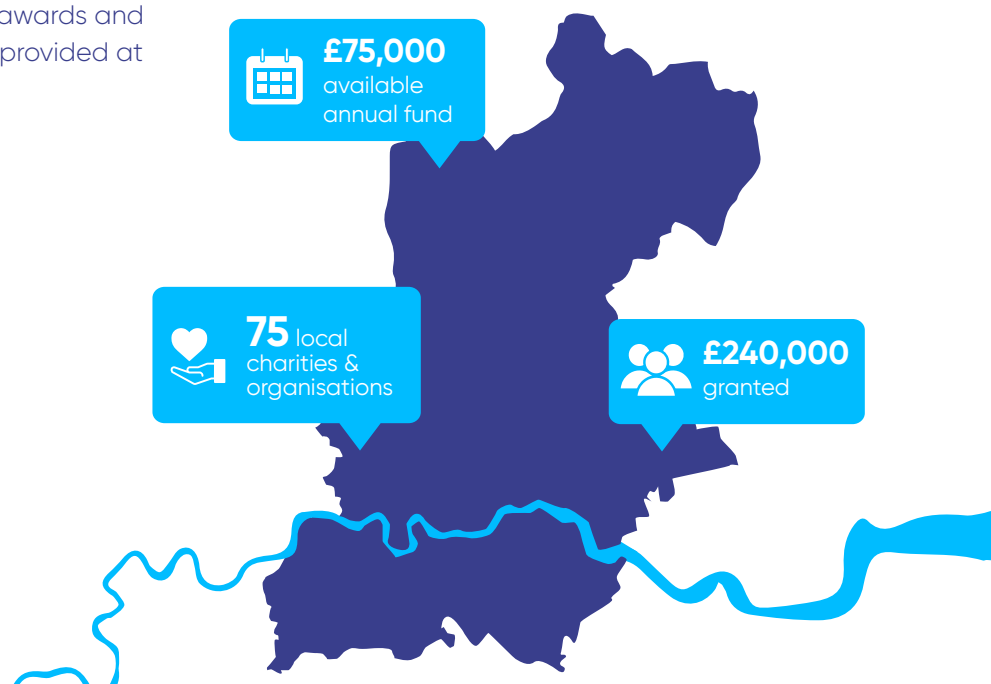
LONDON CITY AIRPORT COMMUNITY FUND

2.4.3

The Community Projects 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 its inception in May 2019 nearly £240,000 has been granted, directly benefiting over 75 local charities and organisations in East London, including the 26 that were awarded funding in 2021.

Further details on the fund and the 2021 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 2021 was Netjets, who will be invited to partner LCY in delivering the Community Project Fund in 2022.

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 2021 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 2021 calendar year (Condition 51). Details are included in the report on the operation of the NOMMS at Annex 2, Section 5.

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 2021 is included at Annex 2, Section 5.

2.5.3

A Ground Noise Study was undertaken in 2021 pursuant to Condition 55 and was approved by the LPA⁴ with no additional noise mitigation required. Given the significantly reduced aircraft movements at the airport in 2020 and 2021 the study used 2019 noise data.

2.5.4

Provision is made at the airport to provide ground power to aircraft when the aircraft's engines are not in use. CADP1 has phased out the use of diesel mobile ground power units (MGPUs) and they were all completely replaced in 2021 (refer to paragraph 2.5.5). Ground power is now fully provided by fixed electric ground power units and battery powered MGPUs. The use of ground power is provided in the Air Quality Action Plan Progress Update at Annex 6.



2.5.5

On 1 July 2021 the airport notified the LPA of an issue with the battery powered MGPUs that it had ordered to replace the diesel MGPUs from 1 July 2021, as required by Condition 46 of the CADP1 permission. A technical fault had prevented them being released by the UK supplier pending

delivery of replacement components, which had been delayed due to import issues compounded by Brexit and the pandemic. Under the provisions of Condition 45 the airport continued to use the diesel MGPUs until this fault was rectified. All battery powered MGPUs were operational by August 2021.

⁴ Planning reference 21/02179/AOD

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

The network comprises three onsite automatic monitoring stations: one located on the roof of City Aviation House (LCA-CAH); one to the north of Royal Albert Dock adjacent to the Newham Dockside building (LCA-ND); and one is adjacent to King George V House (LCA-KGV)⁵. These automatic sites are supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) located at a further 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. The 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 2017–2021 are shown in Figure 2.1.

2.6.5

In 2021, there were no exceedances of the annual mean objectives for PM₁₀, PM_{2.5} or 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 three 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 PM_{2.5} 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);
- 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; and
- There were no exceedances of the 1-hour mean objective value (200 µg/m³) with all of the 1-hour mean concentrations falling within the "Low" pollution band.

⁵ LCA-CAH and LCA-ND measure NO₂ and LCA-KGV measures PM₁₀ and PM_{2.5}

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 2021. This data, together with other results for the full 2021 calendar year, are summarised in the Air Quality Monitoring Strategy: Annual Report 2021, which is included at Annex 5.

2.6.8

The Air Quality Monitoring Strategy (Condition 57) and Air Quality Management Strategy (Condition 58) were both reviewed and updated in 2021 after three years in place. These were submitted to and approved by the LPA⁶. This APR is based on these updated Strategies and a progress update, against the targets set out in the Air Quality Management Strategy, is included at Annex 6.

Figure 2.1 Annual Mean NO₂ Concentrations for 2017-2021



⁶ Planning reference 21/00061/AOD

2.7 CADP1 Sound Insulation Scheme (SIS) and Purchase Scheme

2.7.1

Under the CADP1 permission, the airport now 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 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 2021 (14,000) compared to previous years (83,000 in 2019) the eligibility contour was reduced commensurate with the reduced noise impacts. As a result, there are no new properties becoming eligible under the CADP1 3 tier SIS in this APR (see Section 2.9 and Annex 2, Appendix 9).

2.7.4

In 2021 45 properties which previously had works carried out became eligible for reinspection (Annex 2, Appendix 9). 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 6:

- Actual 57 dB (2021 actual contour)
- Actual 63 dB (2021 actual contour)
- Actual 66 dB (2021 actual contour)
- Predicted reduced 57 dB (2022 best estimate forecast contour)
- Predicted reduced 63 dB (2022 best estimate forecast contour)
- Predicted reduced 66 dB (2022 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 Planning Agreement. Further details are provided at Annex 2, Section 10.

2.7.7

The 2020 APR did not include any forecast noise contours for 2021 because no meaningful forecast could be made at the time of publication. This was to be kept under review and an addendum published if ATMs started to recover (paragraph 2.7.9 of the 2020 APR). It was, however, subsequently agreed with the LPA that an addendum would not be necessary given the continued uncertainty and reduction in flights, such that, the contour would remain smaller than in previous years.

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 2021 the contour area was 1.7 km². The 2022 forecast predicts a contour area of 5.8 km². Refer to Annex 2, Table 6.

2.9 SIS Performance 2021

2.9.1

Over 100 residential properties were treated during the course of 2021, as well as buildings in the University of East London and rooms in Calverton Primary School. As of March 2022, 40% of the reinspections as identified in the 2020 APR were successfully treated.

2.9.2

All properties that became eligible in previous years before 2021 and accepted works have now been treated. Where work is yet to be complete, this is due to requisite permissions not yet being granted by the freeholder, access not being granted by occupant, or no response being received to the offer of works.

2.9.3

The 2020 APR identified 10 properties that became eligible for reinspection. Letters were sent on 30th July 2021 and 29th October 2021 notifying occupants, leaseholders and freeholders. So far 4 of these have been treated.

2.9.4

The airport held monthly meetings with the LPA throughout 2021 to provide an update on SIS delivery. Quarterly meetings were also held with the LPA, to which representatives from London Borough of Tower Hamlets and the Royal Borough of Greenwich were also invited.



2.9.5

In September and December 2021 the airport published advertisements and information about the Sound Insulation Scheme in the following local newspapers: Newham & Stratford Recorder; Docklands & East London Advertiser and Greenwich Info.

2.9.6

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

2.9.7

The 2020 APR reported that over 300 properties were treated during the year as part of the SIS, however, this figure should have read 151⁷. This change corrects what works have been previously undertaken and does not affect the SIS performance requirements for 2021.

⁷ 91 properties were treated in Tier 1, 23 properties were treated in Tier 3 (intermediate), 2 properties were treated in Tier 2 and 35 properties were reinspected.

2.10 Neighbouring Authority Agreement (NAA)

2.10.1

The Planning Agreement Schedule 9 paragraph 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 London Borough of Tower Hamlets (LBTH) and Royal Borough of Greenwich (RBG). The form of the NAA is provided at Annexure 13 of the Planning Agreement.

2.10.2

The NAA with LBTH has been agreed with the LPA and is due for completion in 2022. Separately, the airport continues efforts to finalise the draft NAA with RBG.

2.11 Sustainability and Biodiversity

2.11.1

The Sustainability and Biodiversity Strategy (Condition 56) was reviewed after three years in place and an update was submitted and approved by the LPA⁸. This includes a measure to implement Site Waste Management Plans as required by the approved Waste Management Strategy for CADP1 construction (Condition 70). A progress update against the targets is included at Annex 7.

2.11.2

There was no CADP1 construction in 2021 and therefore no information to report in this APR on the management of construction waste.



⁸Condition 56 Sustainability and Biodiversity Strategy, March 2021 (planning reference 21/00061/AOD).

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 51 complaints per thousand aircraft movements for 2021. The ratio of complaints, whilst remaining very low, is more than in 2019 because, although the number of complaints are less, there were significantly fewer aircraft movements.

2.12.2

In 2021, a total of 695 complaints were received regarding the airport's operation from 46 complainants. 297 (42.73 %) of these were received from 1 individual and a further 321 (46.18%) were from 3 individuals. A very small number of complaints derived from the remaining 42 complainants (11.07%). There was an increase in 131 complaints compared to the previous year and was mainly attributed to increased awareness due to the ramping up of flights since the pandemic started. Most complaints were received between May 2021 and September 2021, when the Government and other countries introduced the COVID-19 Traffic Light System and reduced travel restrictions began under this new travel system.

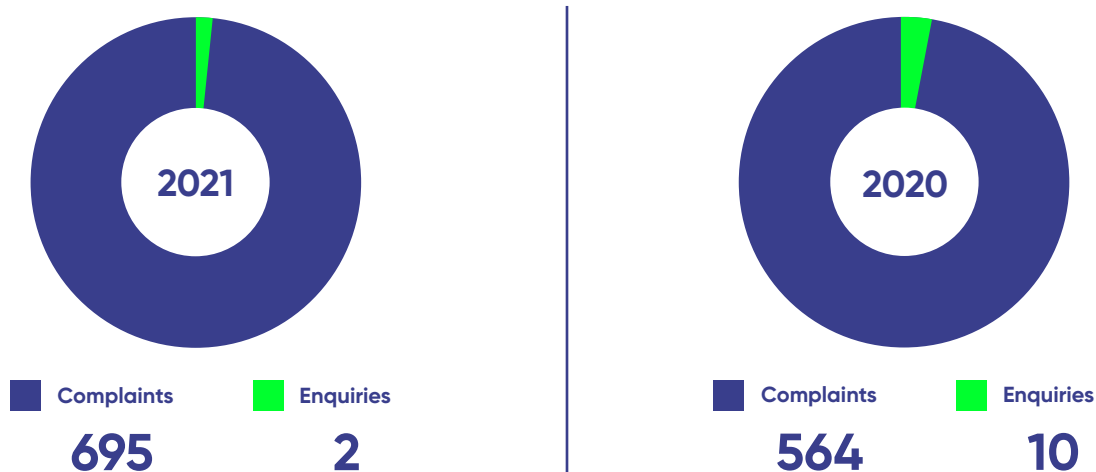
2.12.3

There were 15 environmental complaints received in 2021 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 and a further 5 were related to helicopter noise. Figure 2.2 shows a comparison between complaints and enquiries for 2021 and 2020. A breakdown of complaints by area has also been provided in Figure 2.3 and Figure 2.4 shows a full breakdown of the types of complaint received.

Of the 695 complaints received relating to the airport:

- (i) 495 related to aircraft noise;
- (ii) 78 were related to flight paths;
- (iii) 26 were related to aircraft frequency; and
- (iv) 96 related to other topics.

Figure 2.2 Environmental Complaints and Enquiries 2021 v 2020



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

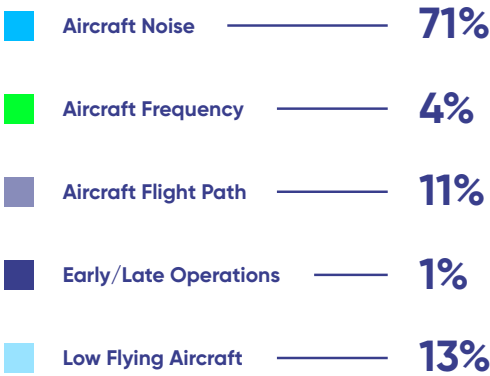
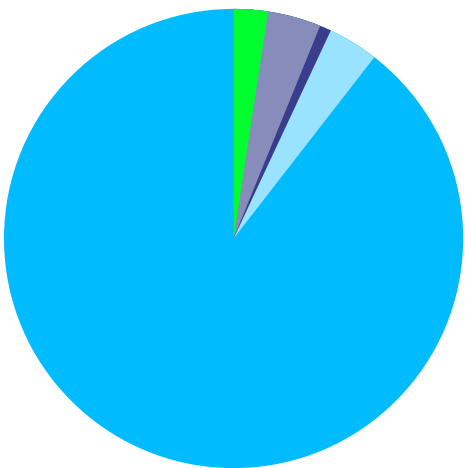
No CADP1 build took place in 2021 and therefore there have not been any enquiries relating to CADP1 construction.

Figure 2.3 Number of Correspondents and Individuals by Area



Borough	No of complaints and enquiries	No of individuals	Average number of complaints or enquiries per person
Greenwich	2	2	1
Havering	1	1	1
Islington	1	1	1
Kent	13	1	13
Lambeth	1	1	1
Lewisham	160	16	10
Newham	335	8	41.88
Southwark	2	2	1
Tower Hamlets	10	7	1.43
Waltham Forest	171	6	28.5
Wandsworth	1	1	1
Total	697	46	

Figure 2.4 LCY Complaints Received



3 Employment, Local Procurement and Education

3.1 2021 Headlines

3.1.1

Employment

The total number of staff employed onsite at the airport in December 2021 was 1,532. This reflects a 33% reduction from 2019. The steady increase in passenger demand following the relaxation of travel restrictions in the summer of 2021 and the removal of restrictions at the beginning of 2022 has started to create more employment opportunities.

1,532 staff employed



onsite at the airport

3.1.2

New Recruits

Recruitment remained largely paused throughout 2021 and no recruitment took place until May 2021. Of the limited recruitment that did take place, 29% of newly recruited London City Airport (LCY) employees lived in Newham, with 72% living in the Local Area⁹. Of the onsite new recruits, 19% lived in Newham, with 50% of employees from the Local Area (see Sections 3.2 and 3.3).

3.1.3

Local Procurement

The 'Royal Docks Meet the Buyer' events (RDMTB) was unable to take place in 2020 and 2021 due to the pandemic but will recommence in 2022. For the 2 years it had taken place, in 2018 and 2019, it was very successful and attracted over 300 businesses to both events that resulted in £3.5 million in contract value wins for local businesses. A virtual Royal Docks Business Recovery event was held in February 2022 to re-engage with local SME's and provide advice on how to succeed in turbulent times, as well as support available to them (see Section 3.5).

3.1.4

Employment Partnership Board (EPB)

The EPB, with representatives from the LPA and the airport, held a virtual meeting in June 2021 and identified initiatives to increase employment opportunities for Newham residents, including additional resources at Newham Workplace, interview training and STEM focused education programmes (see Section 3.6).

3.1.5

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 2021 a total of 26 Newham residents gained employment through Our Newham Work in various roles, including, Customer Services, Baristas, Retail Sales Agent, Out of Bounds Baggage Agents and Aviation Security Officers. Since the commencement of these initiatives the airport has recruited a total of 838 Newham residents. The 2021 figures are provided at Annex 9.

⁹ 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.

¹⁰ As a point of clarification, the 2019 APR reported that there were 2,242 staff employed onsite and 1,191 construction workers. It has been identified that some employers were not included in these figures and some employees were allocated to the wrong category, as such, the corrected figures are 2,278 and 1,168 respectively. The full time equivalent (FTE) is accordingly adjusted from 1,785 to 2,036, which also includes police and border force FTE figures that were previously unspecified.



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

On 31 December 2021 there were:

- 492 LCY employees (389 FT, 103 PT), equating to 442 Full Time Equivalent (FTE) jobs.
- 29% of the employees recruited by LCY lived in Newham and 72% were from the Local Area.
- These figures are not reflective of a typical year and are not considered to reflect the continued work by the airport in partnership with Our Newham Work to increase the number of new recruits from the Borough.
- LCY employee levels remained lower than in 2019, by 33%.
- With a view to safeguarding as many jobs as possible, many LCY employees remained on furlough for parts of 2021, with many returning during the summer peak and when the furlough scheme ended in September.
- There remained some challenges to local recruitment that were identified, including the lengthy security and background checks, certain roles requiring drivers' licence, and the basic employability skills for candidates. The airports HR team and Our Newham Work continue to work jointly to identify opportunities to remove these barriers going forward and increase the number of new recruits from Newham and the Local Area. This includes organising tours of the airport and in person briefings so Our Newham Work personnel are well informed on the roles and job requirements to advise and support their candidates in making successful applications to the airport.
- While new job opportunities were comparatively very low in 2021, of those that were recruited, the majority (65%) were filled in front line services, including jobs in airside operations, security, customer service and baggage handling. The remaining 35% of jobs were split across customer service and concessions.

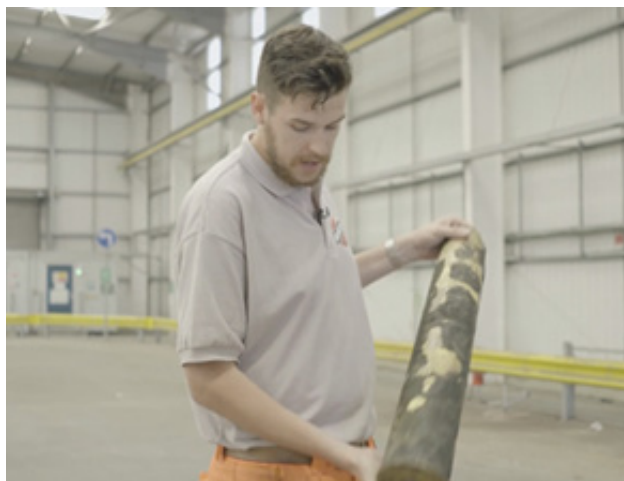
3.4 City Airport Development Supply Chain Opportunities

3.4.1

The Planning Agreement Schedule 11, paragraph 1.1 (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 2021 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 2021 given the pause of construction.



3.5.2

Despite the challenging economic and operational conditions throughout 2021, the airport spent £5.5 million with businesses in the Local Area, with almost £600,000 spent within Newham. In early 2022, the airport held a virtual Royal Docks Business Recovery event in partnership with London Borough of Newham (LBN), to re-engage with local SME's and buyers. This was attended by LBN, Canary Wharf Group, Lendlease, TfL and SME's, including, Promo2u, Macromedia, East End Energy, Chigwell Tours, Green Carrot Services and WAF Angels.

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 Science, Technology, Engineering and Math's (STEM) to address a skills gap and diversity within the aviation industry; and
- investing in community partnerships with a particular focus on stronger, safer and healthier communities.

3.6.2

There were no work experience placements at the airport in 2021 but placements are expected to resume in 2022.

3.6.3

The airport initiated various bespoke STEM education programmes with partners in East London prior to the onset of COVID-19. This event usually hosts up to 500 students and various businesses showcasing STEM within the Aviation Industry. Moreover, the airport continued some other community supporting initiatives, including, the 'Women in Aviation Programme'. In addition, a number of community partnerships were initiated and sponsored, including the Royal Greenwich Business Awards.

3.6.4

In 2021, the airport launched a new 'Youth Mentoring' programme that will operate alongside its existing 'London City Helpers' programme. These programmes encourage employees to volunteer in skills based activities in the local area, including CV writing and mock interviews, and to actively help in the community through practical volunteering. The programmes run by LCY in 2021 included: providing inspirational career talks; wellbeing calls to isolated people; creating puzzle games for the elderly and people with Alzheimer's and dementia; delivering food parcels to vulnerable people, as well as an annual '12 Days of Giving' volunteering programme that focuses on helping the community in the month of December, including, helping with toy appeals, foodbanks, community support networks, community centres and community woodland management.





3.7 Employer's Forum

3.7.1

The Planning Agreement Schedule 11, paragraph 1.2 requires LCY to hold the Employer's Forum twice per calendar year. However, due to the pandemic this was only held once, in November 2021. It was agreed by the LPA and LCY representatives to postpone the first meeting until Government guidelines were relaxed and employment initiatives were able to continue.

3.7.2

All employers at the airport and external stakeholders, such as, Our Newham Work, are invited to attend all Forum meetings. 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 2021.



3.8 Employment, Local Procurement Initiatives

3.8.1

The airport and the LPA will continue the EPB in 2022 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 in 2021 included:

- Our Newham Workplace 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;
- Increased collaboration with Our Newham Work representatives; and
- Continue to publicise how to access opportunities via the airport's quarterly 'Inside E16' newsletter, which reaches around 9,000 Newham residents, as well as being available online.

3.8.3

Another initiative the airport is actively pursuing is a Government programme called 'SWAP (Sector-Based Work Academy Programme)'. SWAP is a funded pre-employment training programme that runs for 6 weeks at a time. The programme can be tailored to meet a company's business needs, including pre-employment training, a work experience placement, and a guarantee of a job interview for participants. The airport is also exploring a school leavers programme. The airport already have established links with schools and colleges in Newham and the Local Area through its community engagement initiatives and have started to approach them to express an interest in these schemes.



4 Surface Access

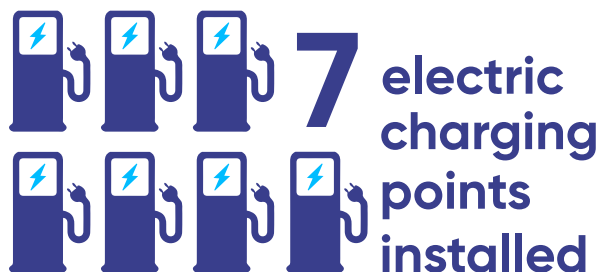
4.1 2021 Headlines

4.1.1

Passenger Public and Sustainable Transport Use

2021 passenger use of public and sustainable transport remained below the 73% pre-pandemic levels at 54%. The DLR remained the main mode of choice for passengers, however,

there was a modest shift towards other forms of transport, such as, Black Taxis and uber. The lifting of restrictions in 2022 will enable the airport to focus on encouraging passengers to use public transport again. This will be supported by a review and update to the airport's Travel Plan in 2022.



4.1.2

Electric Vehicles and Charging Points

The Ultra Low Emissions Zone (ULEZ) was extended in 2021 and in line with the airport's Travel Plan the airport introduced a hybrid and electric car scheme for its employees, as well as installing 7 charging points that can be used by passengers, staff, airport car rentals and Black Taxis. The use of the charging points will be monitored in 2022 and the information used to inform the expansion of these facilities.

4.1.3

Staff Commute

The pandemic continued to influence the airport's staff commute during 2021. There was a continuation of working from home guidance for non-essential operational staff and Liftshare, the staff car sharing scheme, was re-launched in June but with limited uptake. The airport continued to promote sustainable travel initiatives and commissioned Mobilityways to identify the sustainable modes of travel options available to all onsite employees and deliver Personal Travel Plans.

4.1.4

CADP1 Construction Logistics

No construction works took place in 2021 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 (2017–2025), namely for 75% of passengers to use public and sustainable transport and to have less than 40% or fewer staff driving on their own in a car to work by 2025.

4.2.2

The Travel Plan requires the results of quarterly passenger travel surveys to be included in the APR. In agreement with the LPA, the surveys were suspended until Q2 2021 and resumed with the high level snapback surveys introduced in 2020, as a substitute to previous more comprehensive surveys, to safeguard interviewers and interviewees.

4.2.3

The passenger mode share performance is set out in Table 4.1 alongside the 2019 (pre-pandemic) data for comparison. Although the data for 2021 was incomplete, due to restrictions, it shows the impacts of the pandemic on passenger choices: passenger use of the DLR was significantly lower, and taxi and car use increased. TfL also reported to the Airport Transport Forum (ATF) significantly reduced DLR ride numbers during this time.

4.2.4

Public and private mode share for 2021 is shown in Table 4.2. The options presented in the table are reported in line with the previous APR reporting and also the London Mayor's Transport Strategy (MTS) target modes. This shows that, including Black Taxi use, the public and sustainable transport share¹² for 2021 was 54% compared to 73% in 2019. The difference in the figures is reflective of the Government's earlier advice in 2020 and 2021 to avoid public transport and to consider alternative means of transport if it's available.

4.2.5

The use of public transport is expected to show a slow incremental recovery as passenger confidence returns in 2022. This will be monitored throughout the year and the data used to inform the Travel Plan update.

Table 4.1 Summary Passenger Travel Statistics¹¹

Mode	2021 (%)	2019 (%)
DLR	41	64
Bus	0	1
Black Taxi^{**}	13	8
Minicab^{**}	13	8
Ride Sharing / Transport as a service (e.g. Uber)^{**}	18	7
Private Car (+Car Rental)	11(2)	9
Other / Transfer	2	3

¹¹ Source: 2021 data collected by CAA; 2019 data collected by ASQ. Both are independent providers of the Quarterly Passenger Survey

* Please note the figures in Table 4.1 are subject to rounding

^{**} For 2019, total taxi use is presented using CAA data split of modes

¹² Takes into account the definition of sustainable transport modes in the National Planning Policy Framework, Annex 2. 'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.'

*The figures are subject to rounding.

Table 4.2 Sustainable, Public and Private Modes Share¹²

Mode	2021 (%)*	2019 (%)*
Total public transport (incl. Black Taxis)	54	73
Public transport (not incl. Black Taxis)	41	65
Private transport (Black Taxis excl.)	46	27
Private Transport (Black Taxis incl.)	58	35

4.2.5

The Travel Plan requires the results of staff travel surveys to be included in the APR. The airport undertook the most recent staff survey in November 2019 and in agreement with the LPA the planned survey for 2021 was deferred to 2022, so that a meaningful survey could be carried out when staff returned. These survey results will be reported in the 2022 APR.

4.2.6

The main modes of staff travel in 2019 were the car (56%) and DLR (27%), the DLR morning service times limiting its use to many operational staff on early morning shifts. Initiatives to encourage more sustainable access by staff have progressed since 2019 and will continue to be implemented (see paragraph 4.5.3). To map progress of recovery the airport has decided to undertake the staff travel survey more regularly, annually until and including 2024. The initiatives, together with any updated surveys and an assessment of the impacts of the pandemic on staff travel modes will be reported and taken into consideration in the Travel Plan update.



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 2021 and therefore no movements by road or the Thames.

4.4 Airport Transport Forum (ATF)

4.4.1

The ATF met twice in 2021 via remote means, in April and December. The Forum discussed that some measures and timescales outlined in the airport's Travel Plan would need to be reviewed given the significant short-term impacts of COVID-19.

Additionally, the Forum also discussed the strategies for the growth in the Royal Docks, the preparation for the opening of the Elizabeth Line, better connecting to the new stations, progressing further feasibility studies and the business case for a new station serving Silvertown in the longer term.



4.5 2022 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. The primary assistance to date has been from Liftshare and in 2021 the airport extended this to Liftshare's sister company, Mobilityways. Liftshare support the airport's car sharing initiative and Mobilityways provide individual Travel Plans for staff members, as well as identifying the holistic sustainable travel options available to all staff, data that the airport can use to inform and target future initiatives.



4.5.3

The Travel Plan update in 2022 will take the opportunity to assess and take into account the impacts of the pandemic over the past 2 years. Priorities that have currently been identified to help with the recovery process include the following:

Strategic

- Facilitate more sustainable means of travel to work with the LPA on the Royal Docks Cycle hire scheme (Brompton Bike/Lime)
- 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 – 20 nos

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
- Monitor the use of the 7 trial charging points to inform the provision of additional facilities
- Collect data on energy demands to inform a power supplier strategy with the UK Power Network Service (UKPNS)

DLR / Elizabeth Line

- Review with DLR the number of DLR station staff presence as passenger levels increase
- Continue to work with London Borough of Tower Hamlets and Canary Wharf Group to analyse the opportunities of improving walking experience between Canary Wharf Elizabeth Line Station and Poplar DLR station

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
- Encourage staff to obtain their personalised Travel Plans
- Review staff parking permit availability
- Maintain the provision of cycle stands accessible to staff – 48 nos
- Support a cycle hire scheme that is accessible to staff
- Increase the frequency of staff travel surveys to annual until and including 2024

5 Financial Contributions & Payments

5.1 2021 Headlines

5.1.1

In 2021 the airport paid £231,290 of financial contributions to the LPA under the Planning Agreement.

These are listed below.

- Development Management Contribution – £56,568.36 paid in January 2021 [S106 Paragraph 4, Schedule 14]
- Annual Monitoring Payment – £91,987.29 paid in July 2021 [S106 Paragraph 3, Schedule 14]
- Environmental Health Monitoring Contribution – £82,734.58 paid in October 2021 [S106 Paragraph 5 of Schedule 13]

5.1.2

The 2020 APR reported that, the LPA agreed to a modification of the Planning Agreement, pursuant to section 106A (1)(b) of the Town and Country Planning Act 1990, to permit the deferral of an instalment of the Employment and Education Contributions due in October 2020¹³. This was because of the unprecedented impacts of the pandemic on airport operations, passenger numbers and employment opportunities. In January 2021, for the same reasons, an application was made to defer the DLR Station Management and Community Recreation Contributions due the same month¹⁴.

Table 5.1 CADP1 S106 Planning Agreement Financial Contributions 2017 – 2021

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	£358,089.21	4 annual instalments of £110,000 + RPI remain, will resume October 2022
Employment	£2,025,132.56	5 annual instalments of £627,246 + RPI remain, will resume October 2022
Development Management	£271,562.93	£50,000 + RPI paid annually until occupation (of all phases) of CADP1
Environmental Health Monitoring	£389,510.06	£70,000 + RPI paid annually until practical completion (of all phases) of CADP1
Annual Monitoring	£488,091.24	£120,000 + RPI recurring, paid annually

¹³ Application 20/02209/S106

¹⁴ Application 21/00227/S106.

* These payments include RPI and do not include payments made in 2022 prior to publication of this report

5.1.3

All deferrals were initially sought for a period of 12 months, however, the pandemic remained prevalent throughout 2021 and the ongoing uncertainty instigated a modification to the January 2021 application to extend the deferral time period. The LPA agreed to extend the

deferrals by one more year, with the exception of the DLR Station Management Contribution, which would be deferred until passenger numbers reached 4.5 million (the 2016 CADP1 baseline passenger number). Additional information about the deferred Planning Agreement contributions is provided in the box below.

The Education Contribution: deferred payment of £110,000 (of a total of £770,000) index linked. Paid in instalments to LBN towards programmes for local schools and/or colleges which assist pupils and students with employment and interviewing skills and/or general career advice and/or knowledge of the airport and the development and/or job opportunities in the aviation industry. [Planning Agreement Paragraph 3 of Schedule 5]

The Employment Contribution: deferred payment of £627,246 (of a total of £5,018,112) index linked. Paid in instalments to LBN towards the following employment initiatives in connection with the CADP1 development: (a) supporting people in gaining entry into work associated with the airport and the CADP1 development including through Newham Workplace (including any equivalent replacement body); and (b) ensuring local residents are given the opportunity to access jobs at the airport or related to the CAPD1 development. [Planning Agreement Paragraph 3 of Schedule 5]

The DLR Station Management Contribution: deferred payment of £100,000 (of a total of £300,000) index linked. Paid in instalments to Transport for London (TfL) towards the cost of maintaining an increase in DLR staffing levels at the DLR station (which is equivalent to two full time DLR Staff) during airport peak hours of passenger demand at the DLR station (0600 to 1000 and 1600 to 2000) subject to alterations agreed by the airport and TfL to reflect actual demand. [Planning Agreement Paragraph 2.1 of Schedule 5]

The Community Recreation Contribution: deferred payment of £250,000 (of a total £500,000) index linked. Paid in instalments to LBN towards the cost of programmes, activities and other measures to enhance the community's enjoyment of public parks and recreation grounds within the 57dB contour (or within 5 minutes walking time of the 57dB contour) and to mitigate the effects of aircraft noise. [Planning Agreement Paragraph 8.1 of Schedule 5]

£9M
in contributions

5.1.4

To date the airport has paid over £9 million ¹⁵ of financial contributions to the LPA and

TfL under the Planning Agreement. These are listed in Table 5.1, including the status of all payment obligations.

¹⁵ The figures quoted include the Planning Agreement (S106) figures plus RPI

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 2021. Second generation VCS and NIPS schemes became operational under the CADP1 permission when triggered in October 2017.

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

○ <http://www.londoncityairport.com/corporate/noise-and-track-keeping-system>

5.2.2

There were no claims under any of the compensation schemes in 2021.



London City Airport
City Aviation House
Royal Docks
London E16 2PB

Tel: 020 7646 0000
LondonCityAirport.com

