

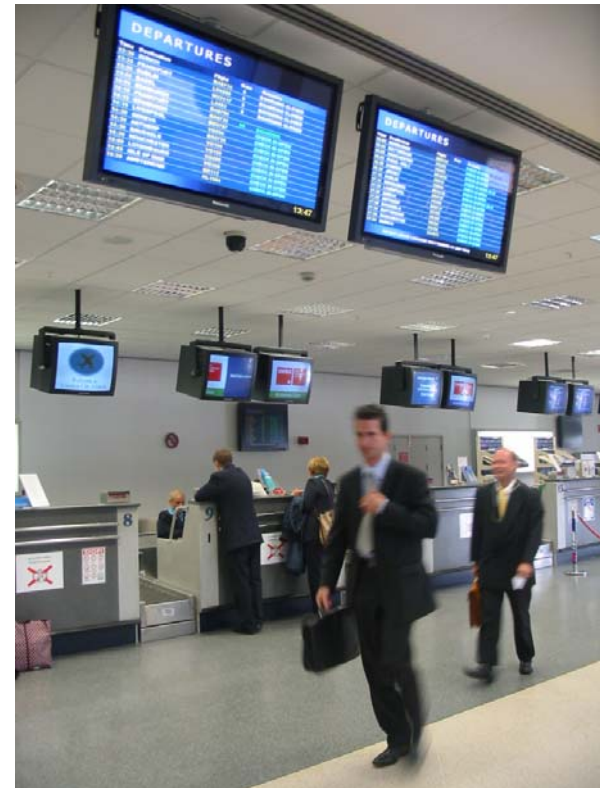
London City Airport

Airport Update to Airport Transport Forum

Charles Buchanan - Strategy Director
Janet Goulton – Long Term Strategy Manager
22 November 2007

Airport Update 2007

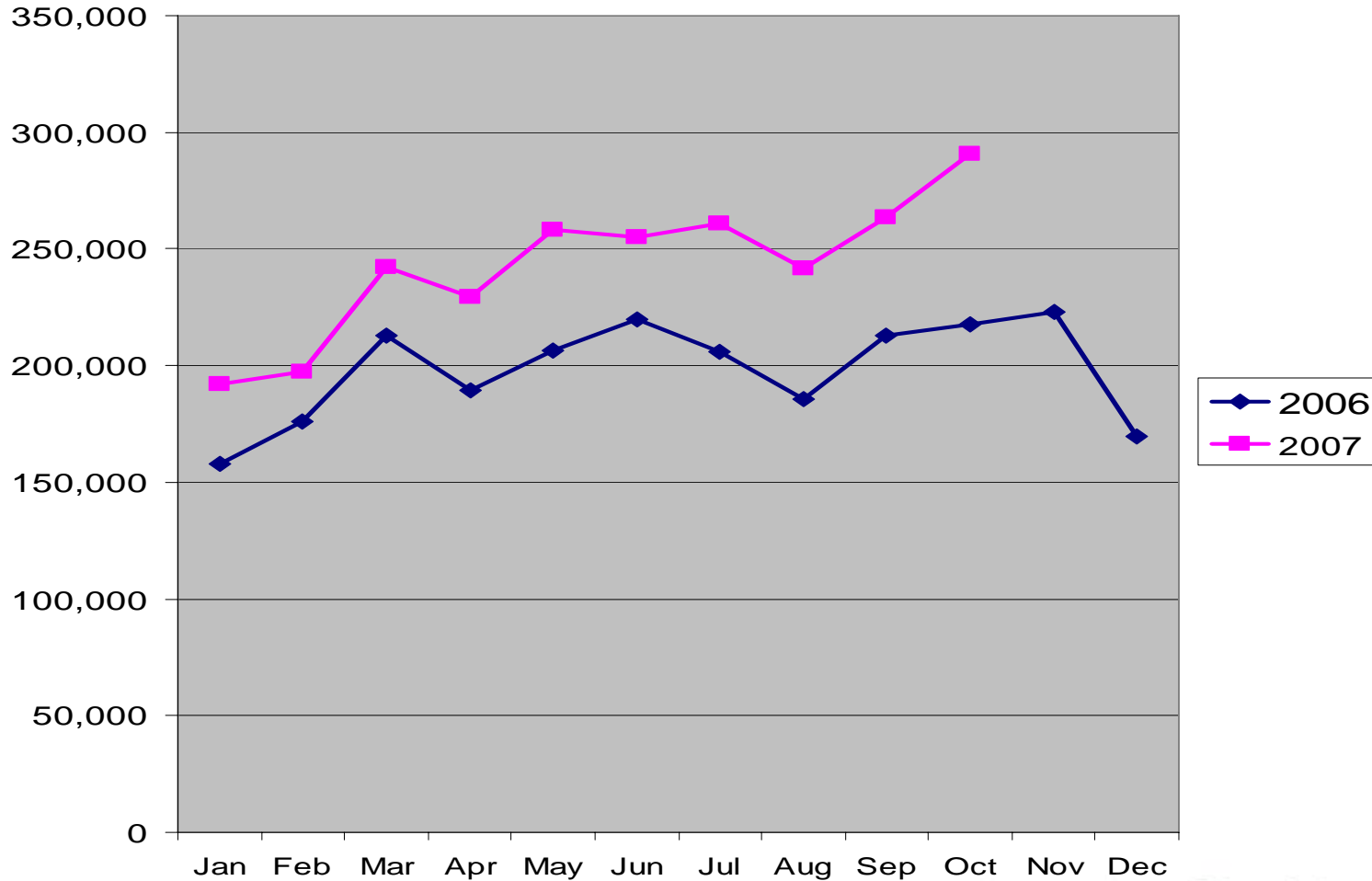
- Change of ownership
- Recent passenger trends
- Destination / route changes
- Project Works
- Interim Planning Application
- Transport Modal Access – recent results



Change of Ownership

- Airport sold on 30th November 2006 for £742 million
- Now owned by a consortium comprising:
 - American International Group (AIG) Inc
 - Global Infrastructure Partners (JV Credit Suisse & GE Infrastructure)
- Same management team in place
- Supportive of Airport Master Plan (published Nov'06)
- Business as usual!

Total Passengers Per Month 2006 & 2007



Route Changes in 2007

Started

- Rome - Jan
- Belfast City – March
- Glasgow – March
- Zurich (BA) – March
- Madrid (AF/CJ) – April
- Nice – April
- Geneva (AF/CJ)
- Zurich (AF/CJ) – April
- Oslo – August
- Vienna – October
- Strasbourg - October

Stopped

- Berne/Lugano – June
- Liverpool – June
- Stuttgart - October
- Nuremberg – October
- Rome - October

Route Network



Project Developments - Terminal

- Terminal
 - Additional Security capacity
 - New seating in departure lounge
 - New landside and airside catering outlets – EAT & Caffe Nero



Project Developments – East Apron Extension



East Apron Extension

- To create up to 5 new aircraft parking stands
- Planning permission received in 2001 (same time as Runway Hold Point, already constructed)
- Carillion awarded contract worth £19m
- Project began in June 2007
- Construction carried out at night and at weekends

East Apron Extension

- Concrete platform supported by piles
- Sound screen to be incorporated
- Pre-cast materials transported to airport by water
- April 2008 – apron complete for commissioning works
- May 2008 – apron operational

Interim Planning Application

- Submitted to London Borough of Newham in Aug '07
- To increase flight movement to 120,000 p.a. from current level of 80,000
- Proportionate increase in daily movements
- Handle c3.9 mppa by 2010
- Not seeking permission to build any new facilities
- No change to Airport's hours of operation
- londoncityairport.com/planningapplication

Interim Planning Application

- Environmental Statement - key areas:
 - Noise
 - Air quality
 - Surface access
 - Socio-economics
 - Waste
- Sustainability Statement (inc. carbon analysis)
- Health Impact Assessment
- Non Technical Summary



Timescales

- Sept - LBN's consultants review the EIA
- Autumn '07 - LBN consultation with local community
- Early 2008 – Application considered at LBN Development Control Committee



Transport Assessment

- DLR
 - 44% of pax use DLR
 - Additional 19 pax/staff per train in the peak (5.4% of train capacity)
 - During peak hours (a.m. & p.m.) an additional 245 pax/hr
- Local highway & junctions
 - Negligible or no impact
- Staff Travel Plan



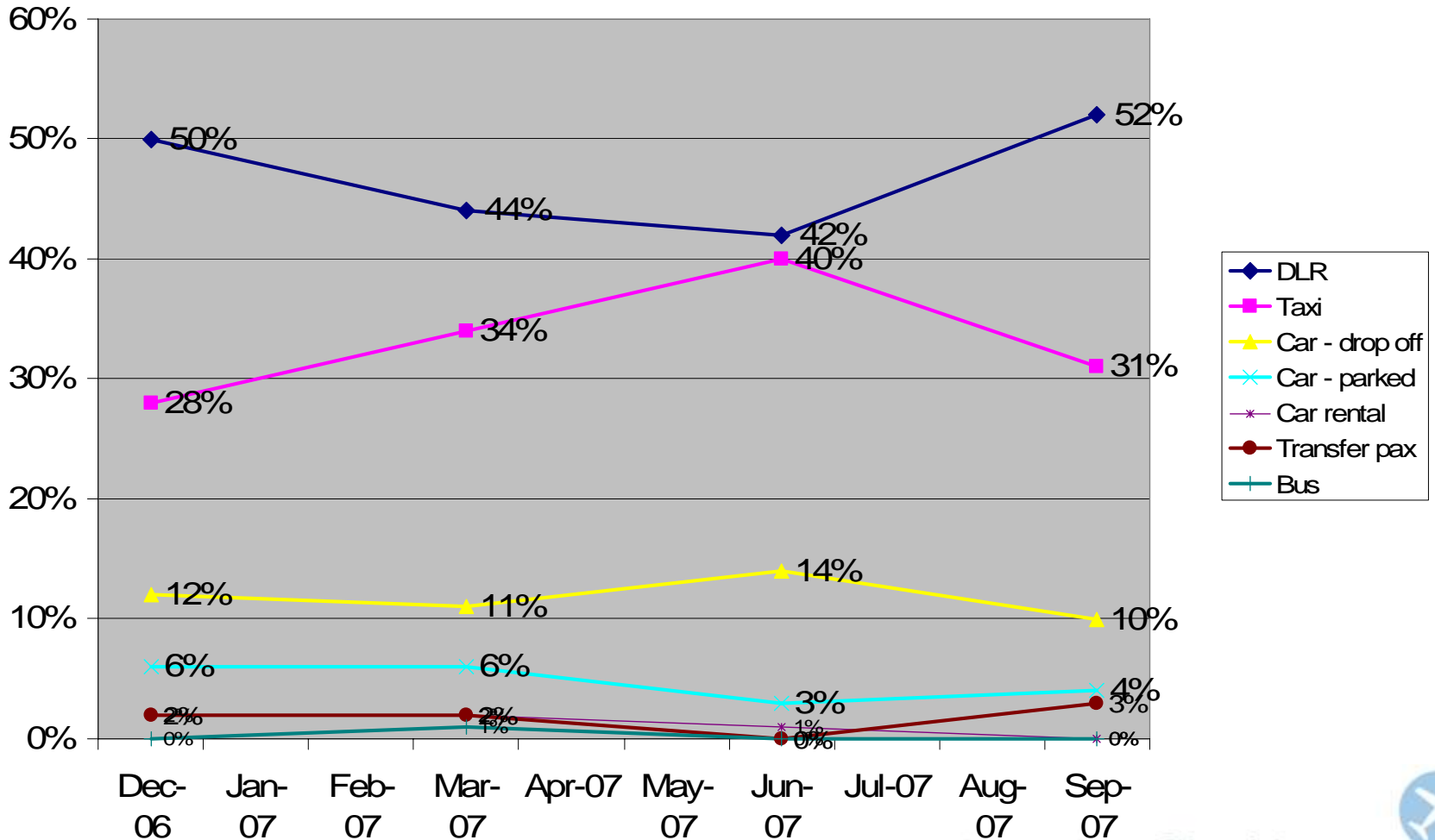
Travel Plan – key elements

- **Passengers**
 - Promote a taxi share scheme at peak hours to reduce overall taxi journeys
- **Staff**
 - Reduce single occupancy staff car journeys
 - Increase awareness of alternative options
 - Individual journey planners
 - Staff Travel Survey – 2008
 - Travel Pack for new employees

Recent Trends 2007

- Passenger Access
 - Quarterly surveys (Dec, Mar, Jun, Sep)
 - Undertaken independently by Helen Lancaster Research
 - Departing passengers questioned in departure lounge
- Staff Access
 - New method of data collection in 2007
 - Renewal of airside security passes required once a year
 - Staff now required to state how they travel to work
 - 944 results collected so far
 - 77% of staff work shifts

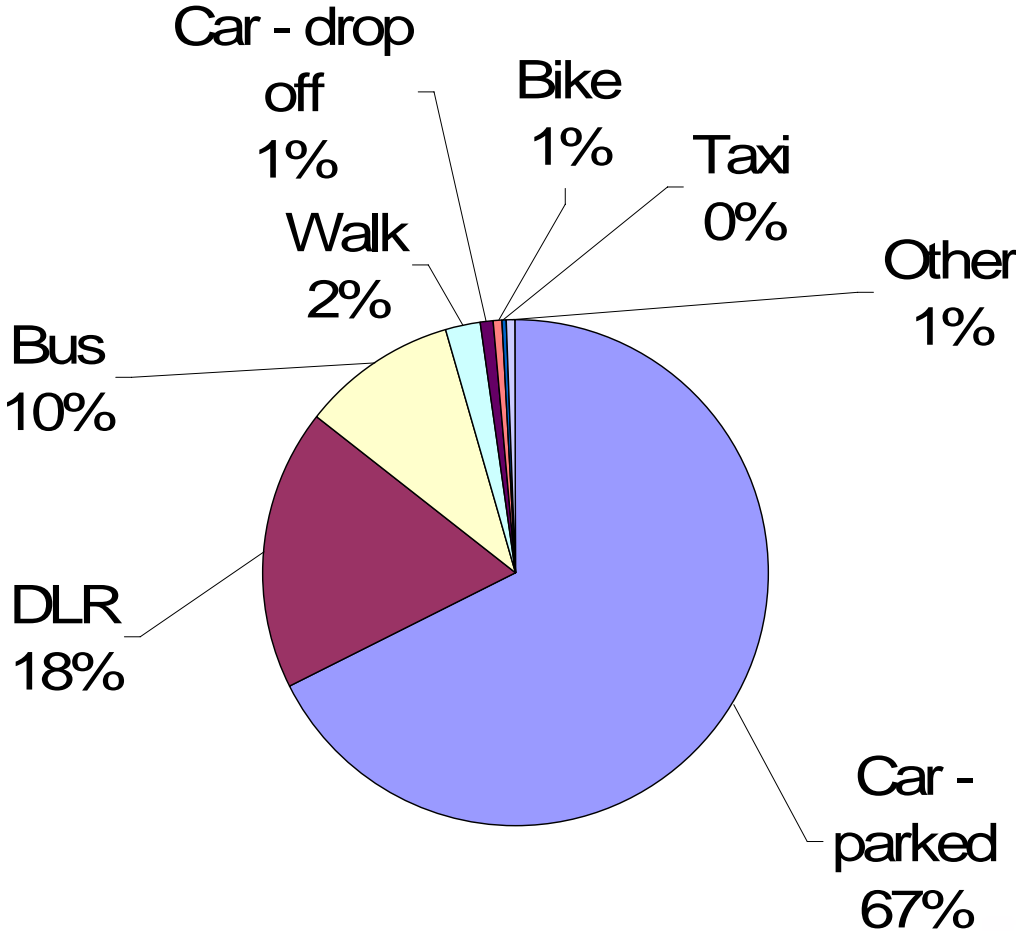
Passenger Transport Access Modal Split – Dec '06, Mar, Jun, Sept '07



Taxi Destination Survey

- Why?
 - To understand proportion travelling to Canary Wharf
- Conducted between December '06 & March '07
- 437 responses collected
- Passengers interviewed in morning peak (0700-0930 hrs) or evening peak (1700-1930 hrs)
- Results
 - 25% of pax destined for Canary Wharf
 - Of the 25% for CW, 68% would use DLR if direct link available
 - A further 18% said might use DLR if there was a direct service.

Staff Travel to Work – 2007 part year results



Changes since 2003

- Car – remains stable
- Train/Bus – increased by 3%
- Walk – steady at 2%
- Motorbike/cycle – decline by 3%

- Impact of Staff Travel Plan will be monitored

Questions?

