

Report  
December 2025

# London City Airport – Travel Plan 2026-28

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# 1 Introduction

## Overview

- 1.1 This Travel Plan (TP) has been prepared by Steer on behalf of London City Airport (LCY) to both meet its statutory surface access travel obligations, and to support consented planning application requirements from both the London Borough of Newham (LBN) and Transport for London (TfL). This Travel Plan follows the previous Travel Plan (2022 – 2025) and looks ahead to 2028.
- 1.2 The acronym LCY will be used throughout this Travel Plan (TP) and refer to different responsibilities of London City Airport, including:
- The Airport / Campus – refers to the entire physical airport structure and operation
  - LCY – refers to London City Airport Limited and its management

## Report Structure

- 1.3 This Travel Plan has been prepared as a standalone document and includes all necessary information to enable it to be effectively implemented and monitored. It is intended as a live document that will be updated as indicated in Section 9.
- 1.4 The remainder of the document is set out as follows:
- Section 2 sets out the planning policies and standards;
  - Section 3 refers to the site and the existing transport network within the proximity of the site;
  - Section 4 sets out the proposals at the Airport relating to new development;
  - Section 5 presents the existing and proposed mode shares and targets;
  - Section 6 presents the TP’s objectives and targets;
  - Section 7 summarises the TP Strategy in terms of administration, funding, management, and obligations;
  - Section 8 lists the measures and initiatives delivered through LCA’s commitments and the development’s construction; and
  - Section 9 sets out how the TP will be monitored and reviewed following implementation.

## 2 Planning Policy and Standards

### National Planning Policy

- 2.1 This section provides an overview of key national policies relevant to securing Travel Plans in London.
- 2.2 The need to manage transport in new and existing developments is enshrined in many national policy and guidance documents. Over the past decade, there has been a greater push to facilitate sustainable travel through increased travel choices and mitigate against car dependency.

#### National Planning Policy Framework (2024)

- 2.3 The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. The Framework sets out that the purpose of the planning system ties to contribute to the achievement of LCY’s sustainability objectives through balancing economic, social, and environmental objectives.
- 2.4 In considering future development proposals, it is required that all plans promote a sustainable pattern of development that meets the development needs of their area, aligning growth and infrastructure, improve the environment, and mitigate and adapt to climate change.
- 2.5 The framework sets out that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach. This includes understanding and addressing the potential impacts of development on transport networks, identifying and pursuing opportunities to promote walking, cycling and public transport use, and making transport considerations an important part of early engagement with local communities.
- 2.6 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, and that safe and suitable access to the site can be achieved for all users. In addition, the design of transport elements should reflect current national guidance, and any significant impacts from development on the transport network should be cost effectively mitigated to an acceptable degree.
- 2.7 Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.

## Regional Planning Policy

### The London Plan (2021)

- 2.8 The London Plan sets out a wide range of policy positions for developing the transport network across the capital.
- 2.9 Development plans and proposals should reflect and be integrated within current and planned transport access, capacity, and connectivity according to Policy T4.
- Transport assessments are required to be submitted together with development proposals to ensure impacts on the transport network at all scales are fully accounted for.
  - Travel Plans are a requirement for new developments, along with other supporting documents, such as Delivery and Servicing Plans.
  - Where the ability to absorb increased travel demand through active travel and public transport capacity has been exhausted, planning permission will be contingent upon the provision of new necessary active travel and public transport infrastructure.
- 2.10 Transport assessments ensure that planning applications can be reviewed and assessed for their specific impacts and for their compatibility with the Healthy Streets Approach.
- These must assess demand arising from personal travel, as well as servicing and deliveries.
  - Impacts on all modes must be considered, as well as impacts on streets as social spaces.
- 2.11 A commitment to the Mayor’s Healthy Streets approach is highlighted in Policy T2.
- Development plans and proposals should promote and demonstrate application of the Healthy Streets Approach to improve health and reduce health inequalities, reduce car dominance, road danger, vehicle emissions and noise, increase walking, cycling and public transport use.
  - Development proposals should be permeable by active modes and connect to local walking and cycling networks, as well as public transport.
- 2.12 Particular attention is given to cycling in development plans in Policy T5.
- Development plans and proposals should help remove barriers and cycling and create a healthy environment in which people are incentivised to choose to cycle.
  - Developments should provide cycle parking at least in accordance with minimum standards. The provided cycle parking should be secure, well-located and fit for purpose.
- 2.13 Policy T8 supports the role of the airports serving London in enhancing the city’s spatial growth, particularly within well-connected Opportunity Areas for new homes and jobs. The policy requires airport operators to actively work to increase the proportion of passenger and staff journeys made by sustainable modes. Any airport expansion must show how public transport and surface access networks will accommodate increased demand, and the policy prioritises making best use of existing airport capacity via upgraded facilities or improved sustainable access links, particularly rail. Furthermore,

aviation-related development must fully acknowledge and mitigate its environmental and health impacts, especially concerning noise, air quality, and climate change.

## New London Plan

The new London Plan will be adopted in 2027, with an outlook of 2050. A high-level draft of the New Plan was consulted on from May – June 2025. With regards to transport, the draft version highlights:

- An ongoing commitment for the Mayor’s ‘Healthy Streets’ approach: including minimising car use linked to new developments to manage network congestion and a range of environmental objectives.
- Continued pathways to limit the amount of new car parking, to enable the most efficient use of the land
- Identifying appropriate minimum amounts of good-quality cycle parking to continue to increase cycling rates, and exploring opportunities to provide quality and quantity of micromobility options

## Local Planning Policy

### London Borough of Newham: Local Plan (2018)

- 2.14 LBN has published its own local plan for future development, with a wide range of local policy aims and targets.
- 2.15 The plan sets out strategic and spatial priorities for sustainable transport
- An imperative to address physical barriers like railways and major roads with accessible links, providing accessible public routes with new developments and to transport nodes. One of these key areas is the London City Airport DLR station.
  - Providing safe, secure and high-quality measures to encourage and facilitate cycling.
- 2.16 Likewise, the plan offers a range of principles for making new developments successful places.
- Developments are expected to enhance the positive elements and distinctive features of the borough.
  - Carefully consider the role of planning in reducing health inequalities through the creation of healthy places. Improving LBN’s air quality and facilitating and promoting walking and cycling to increase activity rates are crucial.
  - Ensure easy and inclusive access to facilities as well as walking, cycling and public transport links.
  - Creating a sense of safety and security and helping to prevent crime and antisocial behaviour inside and outside buildings and public spaces.
  - Providing legible, connected networks of streets and spaces conducive to travel on foot or by bike.
  - Local centres should act as community foci, employment hubs, and offer connectivity to their hinterlands.
  - Ensuring that routes to and from local areas and transport nodes and across the centre are convenient, attractive and feel safe.

- The plan lists all designated Key Movement Corridors and Linear Gateways within the borough. These include the A112, North Woolwich Road and the Connaught Bridge, which border LCY.
- Change brought about by development must not cause problems for existing lawful neighbours, otherwise known as an ‘agent of change’ approach.
- The Council encourages innovative approaches to achieving neighbourliness.
- Encourage the use of sustainable transport and minimise parking stress in the new developments by including provision of publicly accessible car club spaces and electric car charging points.
- Provide waste, recycling, and bicycle storage facilities.

2.17 Overall, it is expected that all new development proposals will avoid creating or adding to problematic cumulative impacts, helping instead to engender healthy, successful places and facilitate sustainable development.

### **Newham Draft Submission Local Plan**

2.18 LBN published a draft new local plan in June 2024, containing the vision, objectives, spatial strategy and planning policy framework which will guide LBN decisions on development and regeneration in the borough to 2038. As of June 2024, the Draft Submission Local Plan was at Regulation 19 stage.

2.19 The plan sets out strategic and spatial priorities for sustainable transport, and identifies that high quality, sustainable transport is key to delivering many of Newham’s objectives – ensuring economic growth, allowing mobility for all, improving the health and wellbeing of residents and assisting in tackling the Climate Emergency and achieving a Just Transition.

2.20 Policies encourage improved sustainable transport mode share, safety, accessibility and connectivity, that supports a network of well-connected neighbourhoods. Transport should also minimise social, economic and environmental impacts and improve air quality and public health. Transport policies concern:

- T1: Strategic transport
- T2: Local transport
- T3: Transport behaviour change
- T4: Servicing a development
- T5: Airport

2.21 Policy T5 of the Local Plan focuses specifically on development at London City Airport (LCY), setting out strict requirements across several areas. Regarding sustainable surface access, development proposals must deliver improvements for both passengers and staff, specifically by reducing on-site car parking and making tangible enhancements to public transport and active travel infrastructure, including walking and cycling links.

The policy also concerns land use efficiency, supporting the consolidation of ancillary infrastructure to create space for other employment-generating uses. In addition, development must mitigate negative impacts - such as increased noise and air pollution - on local residents, and supporting development that facilitates the use of zero-carbon technologies.

2.22 In the plan, locations in proximity to LCY are referenced in connection with development and transport:

- **Land East of London City Airport (LIL5):** This area is designated as a Local Industrial Location (LIL5). Priority uses for this location include transport, freight distribution, and logistics. New training floorspace may be accepted here only if it is ancillary to the function of LCY.
- **The Royal Docks:** Surface access improvements are specifically targeted for active travel (walking and cycling) around the Royal Docks area.
- **ExCeL Conference Centre:** Improvements to surface access and transport connections are sought between LCY and the ExCeL centre and local hotels. Additionally, visitor accommodation (hotels) is supported in areas within a 15-minute walking distance of the ExCeL conference centre.
- **Beckton Riverside:** The Council supports future strategic transport investments, such as the DLR extension to Beckton Riverside and Thamesmead.

## Newham Sustainable Transport Strategy (2024)

2.23 This strategy, adopted in December 2024, details the sustainable transport strategy for LBN for the period 2023 - 2038.

2.24 The key objectives of the strategy include:

- Enable sustainable housing and employment growth
- Improve health outcomes for residents and visitors
- Deliver improvements to the transport network that will help tackle the climate emergency
- Ensure that LBN has an inclusive transport network
- Support measures to deliver a 15-minute network across the borough and improve access to and from the rest of London

2.25 A particular focus of this strategy is the need to respond to future growth in the borough, most notably in the London Legacy Development Corporation (LLDC) and Royal Docks and Beckton Riverside Opportunity Areas.

The strategy notes that while LBN's transport network has strong east-west links into London via rail, Jubilee line, and DLR, north-south and cross-borough journeys depend mainly on buses and face limited capacity. These corridors often create bottlenecks in busy town centres. Consultation feedback supports improving north-south connectivity for better public transport and active travel. The strategy outlines opportunities to address this, including lobbying for improved bus services, and highlighting corridors with high north-south cycling potential, including routes via Connaught Bridge and Woolwich Manor Way.

2.26 The strategy endorses an increased emphasis on the provision of 24-hour or night bus services for industrial zones, including LCY.

## Transport for London Guidance

2.27 This document has been written in accordance with guidance published by Transport for London (TfL) in relation to the production and implementation of workplace TPs.

2.28 TfL Guidance (2013) sets out the requirements for TPs for new developments in London. This guidance includes an explanation of the process, when a TP is required, what it should contain, and how to monitor, secure, and enforce TPs.

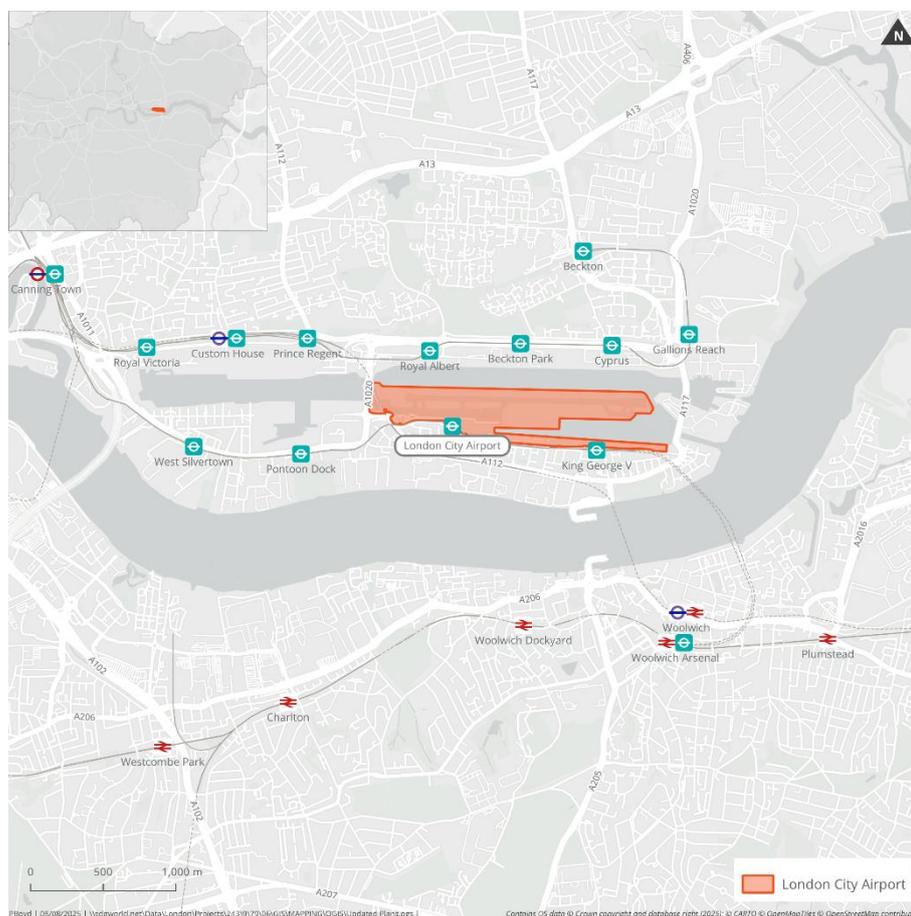
# 3 Site Assessment

3.1 This section summarises the existing conditions in the vicinity of the LCY campus, including details of current operating frequencies for all public transport services.

## Existing Site Description

3.2 LCY is located between the Royal Albert Dock and the King George V Dock, adjacent to Woolwich Reach and Galleons Reach on the River Thames and within the LBN. Its location is illustrated in **Figure 3.1**

**Figure 3.1: LCY Site Location**



## Pedestrian and Cycle Infrastructure

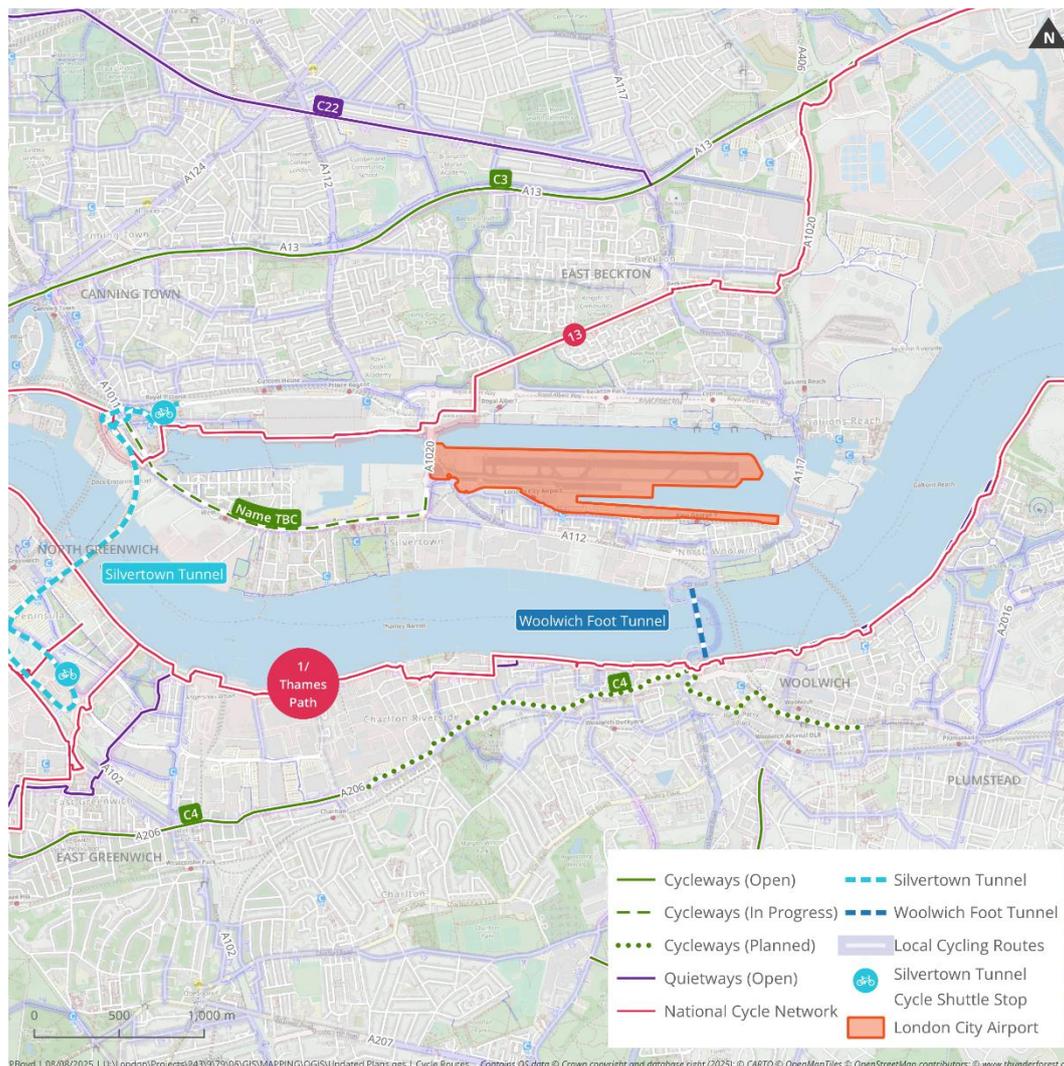
3.3 The Airport is accessible on foot from surrounding residential and commercial areas. The footways on the surrounding highways are lit, well-maintained, and of sufficient width for

their intended purpose. There are defined routes for pedestrian use in and around the Airport with signal-controlled crossings at the intersection of Connaught Road and Hartmann Road. These enable passengers to transfer between the Airport and bus services/DLR.

- 3.4 As part of the larger Cycleway 4 extension, the main works on a two-way segregated cycleway along the A206 from Gallions Road to Woolwich Ferry roundabout were completed in autumn 2025. This route provides a high-quality, segregated cycle lane between Greenwich and Woolwich, linking to the existing route that runs to Tower Bridge. This will provide cycle connectivity to the Royal Docks, and to LCY.
- 3.5 There are 30 sheltered cycle parking spaces (15 Sheffield stands) located beneath the DLR viaduct and adjacent to the motorcycle parking area, which is opposite the passenger drop-off area on Hartmann Road.
- 3.6 Additional secure cycle parking, accessed via Staff ID cards is located at
  - (a) City Aviation House (36 spaces)
  - (b) KGV House (12 spaces)
  - (c) Western Car Park (24 spaces)
- 3.7 Sustrans, the national cycling charity, sets out several cycling routes within the vicinity of LCY. Route 13 travels to the north of the Airport along the Royal Albert Dockside path, connecting to Tower Bridge in the west and through residential streets in Beckton to the east. The existing cycle network is illustrated in **Figure 3.2**.

Local cycling infrastructure is also developing, with ongoing work on the Royal Docks Corridor as part of the Royal Docks Cycling Plan. Improvements between Canning Town and Connaught Bridge were completed in September 2025, providing 6 km of dedicated cycle lanes, wider pavements, and improved crossings. The forthcoming phase, scheduled from Autumn 2025, will concentrate on the redesign of the Western Gateway junction located to the northwest of the Airport.

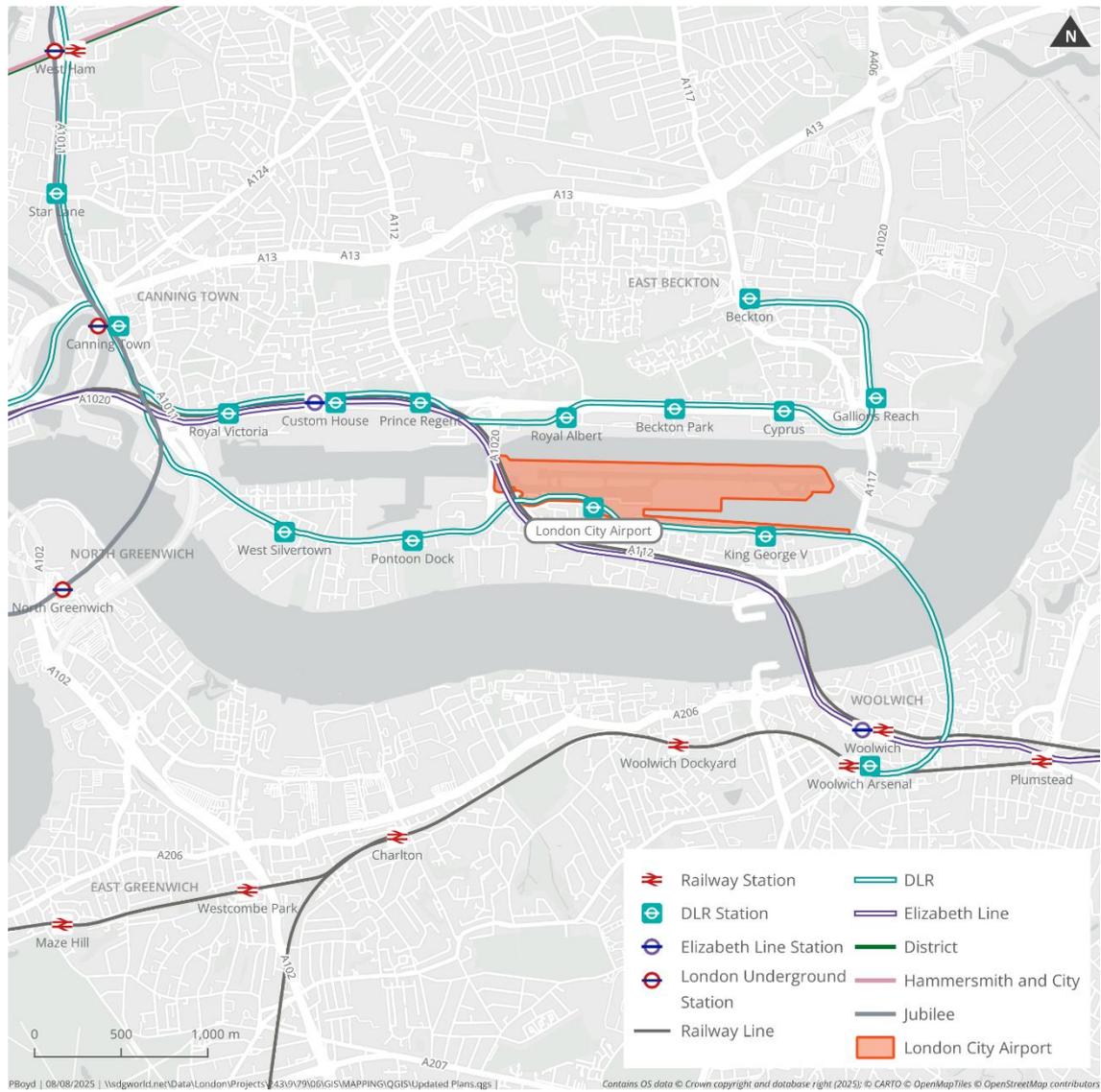
**Figure 3.2: Existing Cycle Network**



## Public Transport

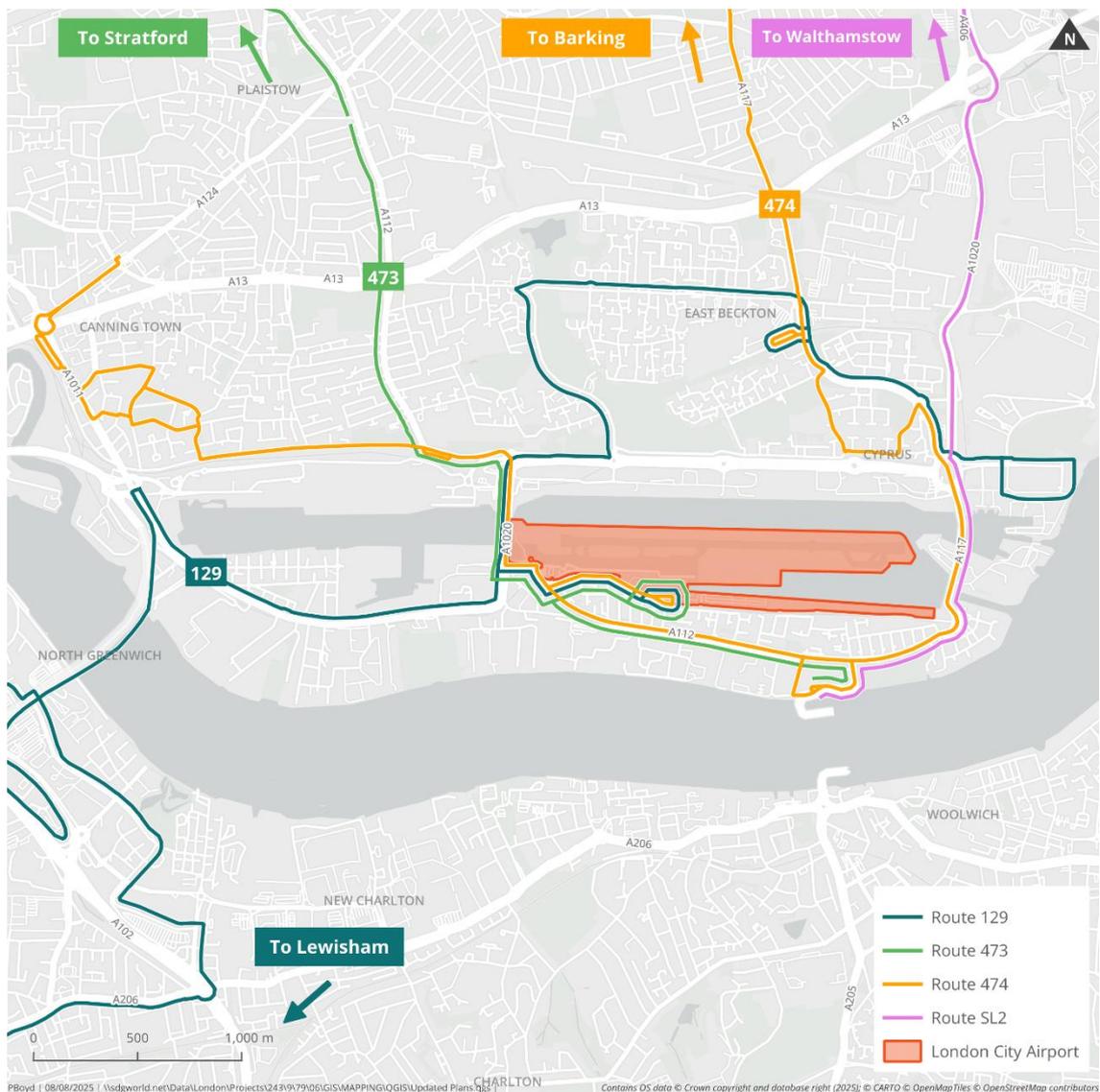
- 3.8 The Airport is served directly by bus and DLR services. LCY is also connected to the London Underground Jubilee Line via the Docklands Light Railway (DLR) at Canning Town Station. The Jubilee Line provides regular service between Stratford and Stanmore, directly serving key interchange stations including London Bridge and London Waterloo en route. The LCY website provides details on how to arrive at the Airport using public transport.
- 3.9 TfL Public Transport Accessibility Level (PTAL) is a measure which rates locations by distance from frequent public transport services, from 0 (worst) to 6 (best), based on projections and forecasting. Across the base year (2011) to future 2031 forecasting, the PTAL ranking for the Airport site is a ‘3’, with the surroundings of the Airport site ranked as a ‘2’. This demonstrates that there is an adequate level of accessibility to public transport (see **Appendix A: TfL PTAL 2023**).
- 3.10 **Figure 3.3** illustrates the location of rail and TfL stations.

**Figure 3.3: Rail and Underground Stations**



3.11 **Figure 3.4** illustrates the locations of bus stops in relation to the Airport.

**Figure 3.4: Bus Routes**



## Docklands Light Railway

3.12 The Airport is directly accessible from London City Airport DLR station, which is managed by TfL. **Table 3.1** presents the current timings of the first and last services calling at London City Airport DLR station on both Monday-Saturday, and Sunday.

**Table 3.1: Docklands Light Rail First/Last Services**

DLR Service	First Train arrives at LCY at		Last Train departs LCY at	
	Mon-Sat	Sunday	Mon-Sat	Sunday
Woolwich Arsenal –Stratford International (Northbound)	05:47	07:19	00:19	23:19
Stratford International – Woolwich Arsenal (Southbound)	05:42	07:13	00:31	23:31

Woolwich Arsenal - Bank (Westbound)	06:00	06:54	00:14	23:14
Bank – Woolwich Arsenal (Eastbound)	05:56	07:25	00:56	23:56

- 3.13 Services arrive and depart London City Airport DLR Station on the DLR network approximately every five minutes during peak hours and every 6 minutes in off-peak hours, however, timings vary by DLR branch.
- 3.14 The DLR provides connections to other rail services, including Canning Town, Stratford, and Woolwich Arsenal. A range of further London Underground, Overground, and National Rail services are available from these stations.

### Elizabeth Line

- 3.15 Elizabeth line services call at Custom House (for ExCeL) station, approximately 2.2km to the north-west of the Airport. This provides a direct, frequent rail service to several Central London rail termini, such as Liverpool Street, Farringdon and Paddington, connecting to many London Underground services along the way.
- 3.16 Current first and last train services on the Elizabeth Line calling at Custom House station are shown in **Table 3.2**.

**Table 3.2: Elizabeth Line First/Last Train Services from Custom House**

Elizabeth Line Service	First Train		Last Train	
	Monday-Saturday	Sundays	Monday-Saturday	Sunday
Paddington – Abbey Wood (Eastbound)	06:06	08:05	00:20	23:05
Abbey Wood – Paddington (Westbound)	05:41	07:05	00:05	22:35

- 3.18 **Table 3.3** shows the service frequencies across the branches of the Elizabeth Line.

**Table 3.3: Elizabeth Line Service Frequencies**

Elizabeth Line Service	Service Frequency (trains per hour)		
	Mon - Fri	Saturday	Sunday
Paddington – Abbey Wood	Up to 12 (AM/PM peak periods)	Up to 8	4
Paddington – Heathrow Airport/Reading	Up to 4 (AM/PM peak periods)	Up to 4	2
Liverpool Street - Shenfield	Up to 12 (AM/PM peak periods)	Up to 8	4

- 3.19 From Custom House, LCY is accessible via the DLR by interchanging to the Beckton Branch at Canning Town. Bus connections are provided by TfL bus route 474, connecting directly to LCY from Custom House, or by TfL bus route 473 which stops at Victoria Dock Road (approximately 0.5km from Custom House), which then serves LCY directly.

3.20 Stratford Station also provides a connection to LCY via the Elizabeth Line. Elizabeth Line passengers can travel to Stratford via the Elizabeth Line and then take the DLR (towards Woolwich Arsenal) to LCY from Stratford Station.

3.21 In addition, the redevelopment of North Quay - the 3.8 hectare site located directly north of Canary Wharf’s Crossrail Place - will see improved links for pedestrians between Poplar DLR station and Canary Wharf Elizabeth line station. Once completed (currently planned for 2028), the site will include:

- A north-south pedestrian route from the end of the Aspen Way Footbridge through Poplar Plaza and the North Quay site to the Canary Wharf Elizabeth line station;
- An east-west pedestrian and cycle route running along the northern boundary of the site adjacent to Aspen Way (Aspen Way Gardens), and;
- Improvements to the Aspen Way Footbridge.

## Buses

3.22 Three London bus services directly serve the Airport. These include:

- 129 (Lewisham – Gallions Reach)
- 473 (Stratford – North Woolwich)
- 474 (Canning Town – Manor Park).

3.23 Routes and their bus stops are shown in in relation to the Airport.

3.24 Figure 3.4 above. Frequencies for these services are shown in Table 3.4.

**Table 3.4: Bus service frequencies**

Time of Day	Bus route and approximate frequency per hour (arriving to LCY)					
	129 (Gallions Reach – Lewisham)	129 (Lewisham – Gallions Reach)	473 (North Woolwich – Stratford)	473 (Stratford – North Woolwich)	474 (Canning Town – Manor Park)	474 (Manor Park – Canning Town)
Overnight (00:00-04:00)	-	Services until 01:35	-	Services until 01:37	2-3	2
Early Morning (04:01-05:59)	3	2	5-6	2	2-3	3
Day (06:00-20:00)	5-6	5-6	5-6	5-6	5-6	5 - 6
Evening (20:01-23:59)	4-5	5-6	4	5	4-5	4

3.25 LCY is also served by connecting bus services, including the Superloop SL2 route. The SL2 from Barking connects to Route 474 at the Pier Road/North Woolwich Ferry bus stop, which then connects directly to LCY.

## River Bus services

- 3.26 The nearest Thames Clipper (Uber Boat) pier is Royal Wharf which is wheelchair accessible and served by RB1. The RB1 route extends to Battersea Power Station in the west and Barking Riverside in the east.
- 3.27 The route travels via Royal Wharf throughout the week, from morning until evening, with a service running approximately every 30 - 60 minutes. The first boat arriving eastbound from Central London arrives at 08:39, and the last boat arrives at 23:04.
- 3.28 The pier is within a short walk of the TfL bus services (129, 473, and 474) that connect directly to LCY.

## Coach services

- 3.29 There are currently no regular coach services running to LCY.

## Accessibility

- 3.30 London City Airport and Custom House DLR stations, as well as the Elizabeth Line station at Custom House are fully step-free and are given the highest accessibility ratings by TfL. This means that the step between the train and the platform is 0-2 inches, while the gap between the train and the platform is 0-3.3 inches.

## Local Highway Network

- 3.31 Vehicle access to the Airport is provided from Hartmann Road. Hartmann Road is a private road with an east-west orientation. It forms a signalised junction with the A112 Connaught Road at its western end, which currently functions as the single point of access to the Airport for the wider highway network.
- 3.32 The A112 Connaught Road runs east-west south of the Airport and parallel to Hartmann Road. It continues to the A112 Albert Road which links with the Woolwich Ferry River crossing.
- 3.33 The main strategic road connections to the Airport are the east-west A13 and the A406 North Circular that connects with the M11 and M25 motorways.
- 3.34 The Ultra-Low Emission Zone (ULEZ) was expanded in October 2021 to cover all areas bordered by both the North and South circular roads, which includes the A117 Albert Road. As such, Hartmann Road and all car parks accessed from it are now covered by the ULEZ.
- 3.35 The public roads within the vicinity of the site are covered by the Controlled Parking Zone (CPZ) in operation 08:00 – 18:30 all week. This includes parking bays on the residential streets of Silvertown and double-yellow lines on Connaught Road/Albert Road and Hartmann Road.

## On-site Parking

- 3.36 Parking is available across the site, for a range of operational purposes.

## Passenger Parking

- 3.37 The Airport charges for on-site passenger car parking. The passenger car park is accessed from Hartmann Road, east of the main terminal building, and has approximately 551 spaces. There is also a temporary ‘premium car park’ facility of 108 spaces located adjacent to the pick up area. There are two rapid and four standard electric vehicle charging points available.
- 3.38 Blue Badge holders are able to park for free for up to 1 hour in the main car park. There are two designated spaces for blue badge holders in the drop-off area, which can be used for drop-offs, but not to park.
- 3.39 Motorbikes and bicycles can be parked at LCY, for free, in the spaces located under the DLR viaduct. Vehicle users can also choose to park in the main car park, and standard charges apply.
- 3.40 Passengers can be dropped off at the Airport either by a friend or family member, or by a London Taxi or minicab. Passengers can be dropped off on the forecourt directly in front of the terminal building.
- 3.41 Passengers being picked up by car at the Airport can either use the London Taxi rank, located immediately outside the Airport terminal, or are directed to the Pick-Up area a short walk away. Private vehicles, or minicabs, can wait here for passengers for up to 20 minutes. They will incur a charge. Vehicles requiring more than 20 minutes for passenger pick-up must move to the Main Stay car park.

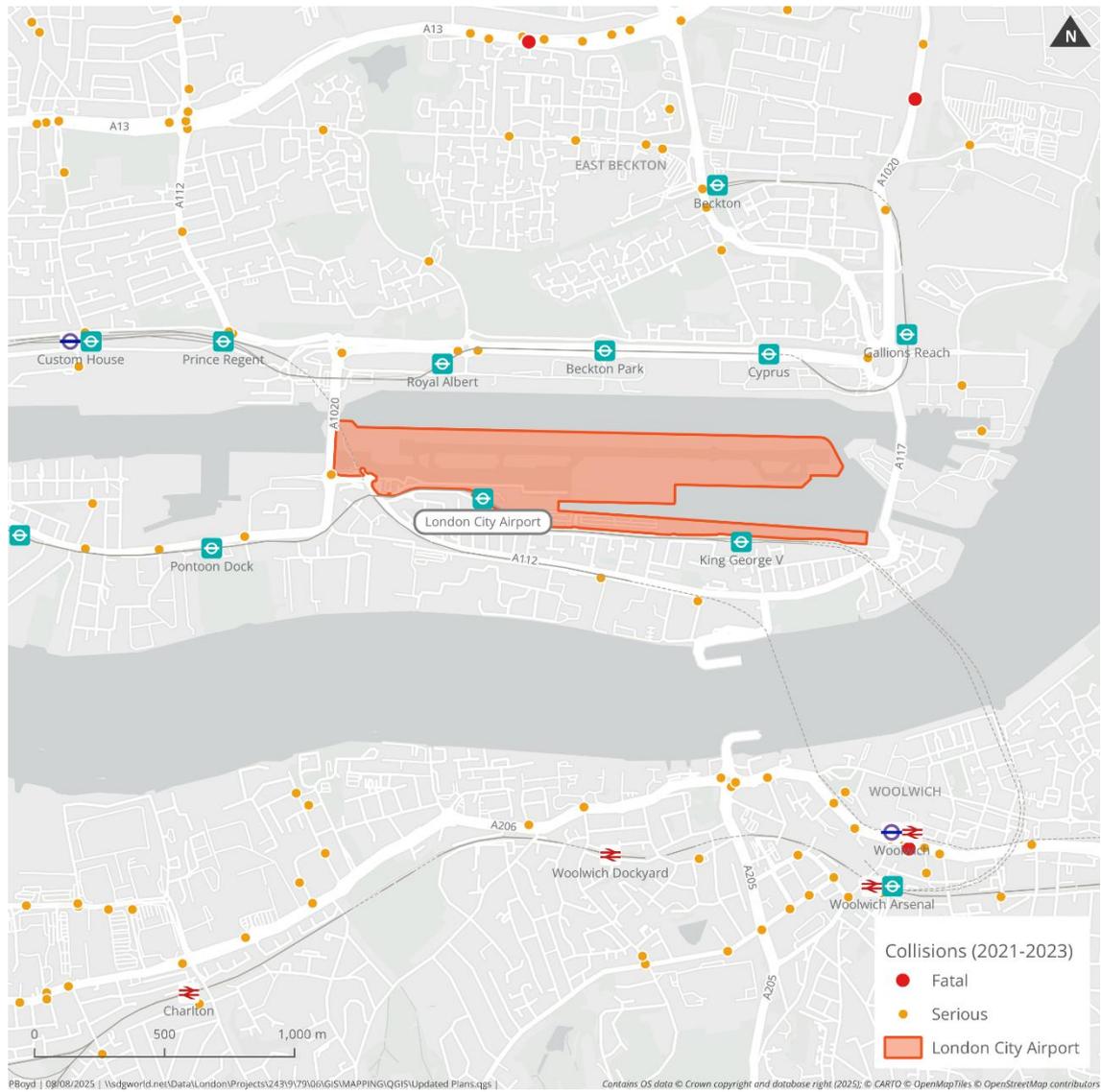
## Staff Parking

- 3.42 Staff car parking is available across the LCY site. There are three main car parks on the main site used by staff:
- Western Car Park (approximately 90 spaces)
  - Blue Car Park (approximately 53 spaces)
  - Green Car Park (approximately 277 spaces)
- 3.43 Four priority parking spaces are available in the Green car park, exclusive for car sharers, and two in the Western car park. There are six electric vehicle charging facilities on the top floor of the Green Car Park, available to LCY staff only, which are bookable in advance.

## Road Collisions

- 3.44 Killed and Seriously Injured (KSI) collisions around the campus for the 2021-2023 period are shown below in **Figure 3.5**. Approximately 15 serious collisions occurred on the roads closest to the Airport during this period.
- 3.45 Further from the immediate surroundings of the Airport, there are some clusters of collisions, including along the A112 Albert Road to the south of the Airport, and the A13 to the north of the Airport. One serious collision occurred at the junction of Hartman Road (the road leading to the Airport terminal) and Connaught Bridge.

Figure 3.5: KSI Collisions



## 4 Proposed Development

### City Airport Development Plan (CADP)

- 4.1 The City Airport Development Plan (CADP) was consented in July 2016 which allows for the delivery of the development programme including new airfield infrastructure and extended passenger facilities. Agreements agreed as part of the consent include:
- Controls on operating hours
  - A limit of 111,000 aircraft movements per year
  - A limit of 6.5 million passengers per year
  - Hourly and daily limits on aircraft movements at the weekend and on bank holidays
  - A noise contour area limit of 9.1km<sup>2</sup> which all aircraft must operate within
  - An Incentives and Penalties Scheme to encourage airlines to fly aircraft more quietly
  - A comprehensive Sound Insulation Scheme for public and residential buildings within our noise contours
  - Air quality Management Strategy
  - Local employment targets
  - Surface access targets
  - Regular reporting of compliance
- 4.2 The 2022/23 Section 73 (S73) application for LCY sought to vary conditions of the CADP's planning permission, seeking to:
- Increase the annual passenger limit from 6.5 million to 9 million
  - Extend Saturday operating hours
  - Increase the number of early morning flights
  - Additional modifications to operations (such as aircraft stand locations)
- In August 2024, the Government approved plans to increase LCY's annual passenger cap from 6.5mppa to 9 million passengers and to fly three extra flights in the first half hour of operations during the week. Proposals to extend Saturday operating hours were not accepted.
- 4.3 The implementation of the CADP will therefore have an impact on transport and movement around the LCY campus. However, the CADP has been paused, and there is some uncertainty around the timing for CADP re-commencement. Nevertheless, growth is anticipated over the travel plan period, an outlook which informs TP measures, targets and actions.

# 5 Mode Shares

## Introduction

- 5.1 For the purpose of this Travel Plan, passenger and staff mode shares and targets have been presented for the years set out in **Table 5.1**.

**Table 5.1: Mode Share Baseline**

Scenario	Year	Rationale
'Normal' pre-Covid-19 pandemic mode share	2019	The Covid-19 pandemic dramatically exhibited a combination of short and long-term impacts on LCA and the wider aviation industry, including how passengers travel to and from airports. Consequentially, it is helpful to understand travel patterns prior to the pandemic.
Post-pandemic mode share	2022	2022 saw both a return in domestic surface travel usage and international air travel as many countries eased restrictions. Furthermore, transport infrastructure improvements both locally and further afield influenced travel patterns, such as the opening of the Elizabeth Line.
'Current' Mode Share	2024	Travel trends in London have largely recovered post-pandemic. Total LCY passenger numbers have not yet recovered to pre pandemic levels; 3.6 million passengers used the Airport in 2024 (compared with 5.1million in 2019).
Travel Plan Target for 2025	2025	The 2022-2025 Travel Plan set these targets to be achieved by 2025.

# Staff

## Staff Baseline

5.2 The 2019, 2022, and 2024 results of the staff travel surveys are shown in **Table 5.2**.

**Table 5.2: Staff Travel Survey Results (2019, 2022, 2024) and 2025 Target**

Mode	2019 Survey (%)	2022 Survey (%)	2024 Survey (%)	Travel Plan Target for 2025 (%)
DLR/Train/Tube	27%	27%	27%	NA
Bus	7%	6%	9%	NA
Walk	3%	4%	5%	NA
Cycle	3%	3%	1%	NA
London Taxi / Mini Cab	0%	0%	1%	NA
<b>Car driver alone</b>	<b>56%</b>	<b>57%</b>	<b>51%</b>	<b>48%</b>
Car with passenger	2%	1%	5%	NA
Motorcycle	1%	1%	<1%	NA
Other	0%	1%	1.5%	NA

5.3 Between 2022 and 2024, there was a reduction in the car driver mode share, decreasing from 57% to 51% of mode share. An increase in bus use (from 6% to 9%) and ‘car with passenger’ (from 1% to 5%) has also been recorded.

### Progress against 2025 Targets

5.4 The staff mode share targets for 2025 aimed to increase the public transport, active travel and lift sharing (car with passenger) mode shares and decrease the single occupancy car mode share. Good progress has been made towards the 2025 target; specifically moving from 57% of staff driving alone to work in 2022 to 51% doing so in 2024. The 2025 staff travel survey results will not be available until the end of December.

### Proposed New Targets: Staff

5.5 To set new mode share targets for staff (see **Table 5.3**), progress against existing targets has been reviewed, as well as the progress needed over the course of the TP to address ongoing challenges such as limited early morning public transport services. Around 50% of staff at LCY need to start work before 6am when public transport service is poor or non-existent.

5.6 The proportion of staff who currently live within a bus, cycle or walk catchment has been considered; the greatest potential for mode shift in the next TP period is to bus and cycle. Car sharing will also play a role in supporting mode shift, but the complex shift times at the Airport can make this challenging for some staff who might otherwise consider car sharing to work. A single target will be adopted for the period to 2028, as set out in **Table 5.3**.

**Table 5.3: Proposed new mode share targets for LCY Staff**

Mode	2028 Mode Share Target
Car (single occupant)	44%

## Passengers

### Passenger Baseline

- 5.7 The 2019, 2022 and 2024 CAA passenger survey final mode share are shown in **Table 5.4**.
- 5.8 The most recent mode share reflects a further increase in DLR use, with over half of passengers (55%) travelling to LCY via this mode.

**Table 5.4: Passenger mode share survey results**

Mode	2019 Survey (%)	2022 Survey (%)	2024 (%)
DLR	50%	49%	55%
Bus	1%	1%	1%
Walk	2%	2%	2%
Cycle	0%	0%	0%
London Taxi	13%	15%	11%
Mini Cab*	12%	23%	13%
Private Hire/Ride Sharing Services (i.e. Uber)*	11%		
Car	11%	10%	10%
Motorcycle	0%	0%	0%

\*Mini cab and ride sharing services are combined in the 2022 and 2024 survey

### Progress against 2025 Targets

The Airport reached its 2025 passenger mode share target in 2024, with 77% of passengers travelling by sustainable modes (public transport, walking, cycling and London Taxi). Passenger mode share for 2025 will be reported as part of the 2025 Annual Performance Report.

### Proposed New Targets: Passengers

In setting a passenger target for 2028, the excellent progress against existing targets has been considered, with the sustainable transport mode share in 2024 being 77%. This very high sustainable transport mode share at LCY, will make further gains more difficult to achieve.

Going forward, for passengers, the focus will be on shifting black taxi, Uber and minicab users to public transport (or walking and cycling to local destinations). There is an ongoing challenge of achieving high public transport use during the early morning, when taxi and minicab use is highest. DLR early morning service is not likely to improve by 2028, and

accordingly barriers continue to exist to moving passengers to rail in the first hours of Airport operation.

Two targets are being set for 2028, to reflect the request by LBN to remove London Taxi from the sustainable transport mode share. Table 5.5 sets out a target which includes black taxi going beyond the current target to 80% of all trips to the Airport. An adjusted target has also been set to achieve a 70% sustainable transport mode share excluding London Taxi.

**Table 5.5: Passenger mode share targets 2028**

Mode	2028 Target
Sustainable Transport (including London taxi)	80%
Sustainable Transport (excluding London taxi)	70%

# 6 Objectives and Targets

## Objectives

- 6.1 The objectives are the high level aims of this Travel Plan (TP) and will help to give it direction and provide a clear focus. The primary objective of this TP is to outline a strategy for handling passenger travel to LCY in line with local, sub-national and national policy aims, to support constituent planning applications and meet statutory surface access requirements.
- 6.2 This TP has been prepared alongside preparation of a revised Surface Access Strategy for the Airport, for the period until 2031. Within the strategy are five Priorities:

ASAS 2026-2031 Priorities	Detail
<b>1. Building and maintaining of habits</b>	<i>Passengers and staff will be encouraged to think of sustainable journey options first, especially for new staff at the Airport, or new passenger clientele who utilise the Airport as it grows in the coming years.</i>
<b>2. Providing sustainable journey options</b>	<i>Sustainable journey options are available for every passenger and staff member.</i>
<b>3. Effective communications</b>	<i>LCY will communicate all the great transport options which are available to our staff and to passengers.</i>
<b>4. Working with partners</b>	<i>LCY will continue to be a key player and leader in the Royal Docks at an exciting time, working with LBN, TfL, developers and the community to ensure that regional transport benefits can be realised.</i>
<b>5. World class sustainable journey experience</b>	<i>Public and sustainable journeys are safe, secure, seamless, sustainable, and easy to navigate.</i>

## Targets

- 6.3 The success of a TP is measured by whether it achieves its objectives through set targets. The targets, which are related to the objectives, can be ‘action’ targets or ‘aim’ targets. Action Targets set out specific commitments to implement measures within certain timescales to ensure delivery.
- 6.4 All Aim Targets will be Specific, Measurable, Achievable, Realistic, and Time related (SMART). In this regard, the primary Aim Target, in line with the Mayor’s Transport Strategy, is to achieve and maintain the proposed mode shares contained within Section 5 of this TP.
- 6.5 These targets will be subsequently monitored over the course of the life of the TP as set out in Section 9 and will be reviewed if necessary.

## Benefits of the Travel Plan

6.6 The achievement of the objectives will bring about a wide range of benefits to staff, passengers, the wider community, and LCY as set out below:

### Staff

- Cost savings associated with using public transport or active travel over single occupancy car travel, potentially reducing the need to own a car
- Opportunity to undertake light exercise as part of their commute to the Airport
- Opportunity to reduce their personal carbon footprint

### Passengers

- Potential cost savings in relation to utilising public transport over personal transportation
- Improved reliability of journeys to and from the Airport through public transport utilisation
- Opportunity to undertake light exercise as part of their journey to and from the Airport

### Wider community

- Lower levels of congestion and delay on the local highway network
- Increased availability and reliability of bus, car, and taxi journeys
- Improved amenability and quality of walking and cycling journeys
- Improvements to air quality and noise levels

### LCY

- Demonstration of the Airport's environmental credentials, alignment with its sustainability roadmap and targets contained within it
- An incentive for passengers to use the Airport, through the financial and sustainability benefits of using public transport over driving or using taxis

# 7 Travel Plan Strategy

## Travel Plan

7.1 An individual will be appointed to take on the responsibility for the TP including implementation, monitoring, and progress reporting. This role is frequently referred to as the Travel Plan Coordinator (TPC) and this person will be the main contact for the TP.

7.2 LCY will:

- Continue to appoint a TPC and provide the TPC with an appropriate annual budget to implement the TP
- Implement physical measures in line with the planning consent
- Actively work towards achieving the TP targets

7.3 The TPC will be responsible for:

- Overseeing the management, development, implementation and monitoring and review of the TP
- Liaison with LBN and TfL
- Managing the development and implementation of the TP measures
- Promoting the objectives and benefits of the TP
- Monitoring the success of the TP against the agreed targets
- Reporting the results of the TP to the stakeholders
- Liaising with public transport operators and other service providers

## Marketing Strategy

7.4 It is recognised that a marketing and communication strategy for passengers is key to the success of the TP. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the TP and in the surrounding area with information disseminated via:

- LCY website.
- Communication with passengers and other visitors after making purchases within the Airport.
- Wayfinding and signage within the Airport.
- Social media strategy, informing followers of travel promotions, new developments, and disruptions.

## Securing and Funding

7.5 LCA are fully committed to the implementation of the TP which will be secured through the conditions associated with the planning permissions and will provide reasonable funding to ensure that the agreed targets are achieved.

- 7.6 This will include funding the TPC, continued undertaking of travel surveys and implementation of measures described in this TP.

# 8 Measures, Initiatives, and Actions

## Overview

- 8.1 This section outlines the measures, initiatives, and actions which will be implemented to achieve the objectives identified within Section 6. The measures which form the core of the TP include:
- General measures that may affect all parties involved in travelling to and around the Airport
  - Staff-specific travel plan measures
  - Passenger-specific travel plan measures
- 8.2 The actions associated with each measure include:
- Actions – an action, either regular or one off, which LCY will internally complete as part of this travel plan
  - Advocacy – an action which LCY will need to make reasonable endeavours in advocating to a third party to complete. These measures are outside of the direct control of the Airport, and therefore the Airport’s role will be one of advocacy.
- 8.3 Further information regarding these measures including responsibilities, actions, benefits, and timescales is presented in **Table 8.1**.

## Monitoring

- 8.4 The progress of the travel plan will be monitored through the CAA passenger surveys, reported quarterly to LCA. A staff survey will be undertaken annually by LCA of all workers at LCY.
- 8.5 The results of the surveys will be used to identify progress and challenges towards the mode share targets.

## Review

- 8.6 The survey results, as well as progress made against the TP measures, will be reported annually to LB Newham officers and at the Airport Transport Forum held twice each year.
- 8.7 If at the end of the monitoring period, the specific targets are not met the measures stipulated in this document should be reviewed and re-implemented if it is deemed necessary.

**Table 8.1: Measures, Initiatives, and Actions**

ID	Category	Relevant Priority	Name	Staff/Passengers	Description	Action
01	Bus	P1	New Starter Public Transport Pass	Staff	Pilot a system of transport vouchers for new employees who live within a reasonable distance of a public transport route, or employees who switch from driving to other modes of transport.	Agree pilot system and conditions and collaborate with HR on best method of implementation
02	Bus	P2	Staff Shuttle Assessment and Trial	Staff	Undertake an assessment of demand for an early morning shuttle to LCY. Design a trial to understand take up and determine potential barriers to future viability.	Undertake assessment and design trial
03	Bus	P2	Monitor demand for bus service enhancements	Staff and Passengers	Monitor potential demand for new routes or earlier services which could be operated by TfL to inform future advocacy.	Monitor demand for new routes, and advocate to TfL
04	Car	P1	Deter passengers dropping off	Passengers	Introduce a drop off charge for passengers being dropped off at the airport from private vehicles and monitor impacts.	Implement drop off charges at the airport and monitor their impact
05	Bus	P2	Advocate for improved bus service provision to LCY	Staff and Passengers	Continue to meet regularly with TfL to discuss opportunities for enhanced routes, visibility, extended times of operation or higher frequency of existing routes, as well as monitor day to day issues at the campus.	Meet with TfL

ID	Category	Relevant Priority	Name	Staff/Passengers	Description	Action
06	Bus	P4	Provide enhanced bus connectivity between LCY and Custom House station	Staff and Passengers	Continue to progress the business case for a shuttle between LCY and Custom House.	Implement recommendations subject to financial viability
07	Bus	P4	Shuttle bus to local hotels	Passengers	Monitor demand for a shuttle serving local hotels to enquire about potential demand for guests, and request relevant information to understand the volume and patterns of their guests' inquiries about transportation to LCY. Produce a report of findings at the end of the travel plan period.	Monitor demand and produce report
08	Car	P1	Sustainable transport incentive programme	Staff	Design an incentive programme for current car drivers, such as the existing monthly prize draw for car sharers, for those who occasionally or always switch to public / active transport. Trial the system at least once in this travel plan period.	Design and trial programme
09	Car	P1	Site Wide Parking Strategy	Staff	Undertake a Site Wide Parking Strategy in line with the Airport Surface Access Strategy	Undertake Site Wide Parking Strategy

ID	Category	Relevant Priority	Name	Staff/Passengers	Description	Action
10	Car Sharing	P2	Car Share Programme	Staff	Operate LCY's car share programme which includes helping staff to find a car share partner, maintaining the Guaranteed Ride Home policy and incentivising car share through a monthly prize draw.	Continue to operate the car share programme
11	Car Sharing	P2	Expand priority car parking to meet demand	Staff	Undertake a review of car share parking supply to confirm if additional capacity or other infrastructure (e.g. enforcement cameras) is required. Implement the findings of the study.	Undertake a review of car share supply. Implement review recommendations
12	Communications	P3	Develop Sustainable Travel Communications Plan	Staff	Develop a plan with the Communications team to ensure optimal communication channels to reach different staff groups.	Develop internal plan
13	Communications	P3	Identify a suitable forum to initiate a Sustainable Travel Working Group/Committee	Staff	Engage a staff working group comprised of varied transport mode users, either incorporated within existing channels of engagement, or as a separate group, to help inform sustainable travel initiatives and communications. Meet bi-annually.	Identify forum and meet regularly
14	Communications	P3	Provide additional Live Travel Information	Staff and Passenger	Undertake a site-wide review to confirm potential locations for additional live transport information at the site (e.g. signs, displays). Consult TfL on any proposed locations to ensure alignment in message and content.	Undertake review, consult with TfL

ID	Category	Relevant Priority	Name	Staff/Passengers	Description	Action
15	Communications	P3	Marketing sustainable travel options to passengers	Passengers	Promote sustainable transport to passengers via a social media post at least once per year.	Post on social media
16	Communications	P3	Review of website content	Passengers	Review surface access website content at least once per year, to ensure up to date and relevant.	Review website content
17	Communications	P3	Personal Travel Planning Drop-ins	Staff	Hold Personal Travel Planning drop in sessions for staff at least twice per year to understand employee barriers to travelling by other modes of transport and what could overcome them.	Hold PTP sessions twice per year
18	Communications	P3	Sustainable transport bulletin board	Staff	Identify a specific location in CAH, Terminal and KGV (e.g. bulletin board) to communicate key transport updates to operational staff.	Identify a suitable location for the bulletin board
19	Communications	P3	Once a week e-bulletin update	Staff	Continuing to publish a weekly e-bulletin that promotes sustainable commuting, and upcoming sustainable transport measures, promotions, schemes, and relevant news/developments.	Publish weekly e-bulletin in the weekly LCY communications (outside of holiday periods)
20	Communications	P3	Staff Travel Week	Staff	Hold an annual promotional week for staff travel, to encourage different commute options (can be combined with other actions in this plan).	Host promotional week, communicate internally

ID	Category	Relevant Priority	Name	Staff/Passengers	Description	Action
21	Cycling	P1	Bike Mechanic support for staff cycling to work	Staff	Implement a regular bicycle mechanic day on site, where staff are able to bring bikes in for tune up / servicing.	Implement bicycle mechanic day on site
22	Cycling	P4	Safe cycle routes to the airport	Staff/Passengers	Collaborate with Newham and RoDMA to improve cycle routes to and near the airport, including the upcoming Connaught Bridge safety upgrades.	Advocate to LB Newham and RoDMA to improve cycle routes
23	Cycling	P2	Ensure adequate provision of shower and changing facilities for cyclists	Staff	Review current access arrangements and staff pass categories, to identify potential gaps in shower access arrangements.	Review current provision
24	Cycling	P2	Cycle Parking Upgrade (Public)	Passengers	Improve the cycle / motorcycle parking area under the DLR corridor for use of the public and staff.	Explore possibility improving cycling parking area
25	Bus	P5	Bus Stop Wayfinding	Passengers	Review and update the wayfinding information at the LCY bus stop including live information update (subject to TfL approval).	Review and update existing information (subject to TfL approval)
26	General	P2	Install drying wardrobes	Staff	Explore providing drying wardrobes for clothes near showers which are able to be used by cyclists.	Identify product and location for installation subject to feasibility
27	General	P2	Open KGV Station exit to airport staff	Staff	Enable access to and from KGV DLR Station for staff to facilitate easier sustainable journeys	Facilitate access for staff (subject to TfL approval)

ID	Category	Relevant Priority	Name	Staff/Passengers	Description	Action
28	General	P4	Improve onward travel information for passengers using local hotels	Passengers	Develop a Spider Map showing walking and public transport routes to local hotels for Airport use and use of surrounding stakeholders (e.g. hotel operators).	Develop map
29	General	P4	Regular engagement with other airport employers on sustainable travel	Staff	Maintain attendance of the Employers Forum, as well as at least bi-annual meetings with large employers on the campus to disseminate travel information and understand their travel challenges.	Attend / host meetings
30	Cycling	P2	Facilitate shared e-bike usage to LCY	Staff and Passenger	Identify a e-bike hire storage preferred location (on or off-site) working with stakeholders on site and in the surrounding area, noting that the delivery of operating areas for shared bikes is outside of LCY's control.	Facilitate delivery of improved cycle facilities as part of the CADP Identify e-bike hire storage preferred location
31	General	P3	Monitor staff mode share	Staff	Undertake and report on the annual Staff Travel Survey in the Annual Performance Report each year.	Undertake and report survey
32	General	P3	Monitor passenger mode share	Passengers	Collect and report the CAA passenger surveys on a quarterly basis to understand changes in passenger mode share	Collect insights from passenger survey
33	General	P5	Regular site reviews	Passengers / Staff	Undertake physical site inspection of sustainable transport facilities (at least quarterly) to ensure facilities remain in good condition, identify any issues, and monitor	Maintain internal review log

ID	Category	Relevant Priority	Name	Staff/Passengers	Description	Action
					ongoing usage of sustainable transport facilities.	
34	Communications	P1	New Starter Travel Information	Staff	Develop a Sustainable Transport Employee Guide for new starters. Review annually.	Develop guide
35	Communications	P3	Maintain sustainable travel information on LCY Central	Staff	Provide sustainable travel information on LCY Central. Review and update annually.	Provide relevant information
36	Cycling	P3	Encourage wider adoption of Cycle to Work Scheme	Staff	Encourage all employers at the airport to operate a cycle to work scheme, via the Airport Employers Forum.	Promote at Airport Employers Forum
37	Rail/DLR	P2	On Train Diagram Updates	Passengers	Advocate TfL for updates to all connecting rail services which allow interchange for LCY (e.g. tube, national rail).	Advocate to TfL
38	Rail/DLR	P2	Early DLR Operations	Passengers / Staff	Continue to advocate for the rollout of earlier DLR services to LCY.	Advocate to DLR
39	General	P2	Review of Rail and Coach Integration	Passengers / Staff	Establish relationships with rail and coach operators, where there is potential to interchange to LCY. Explore potential opportunities where beneficial (e.g. LCY staff discounts, wayfinding).	Initiate discussions with operators







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