



London City Expansion

How it would impact the Borough of Southwark

(covering the constituencies of [Dulwich & West Norwood](#), [Bermondsey & Old Southwark](#) and [Camberwell & Peckham](#))

In its draft Master Plan London City proposed to:

- **Almost double the number of flights from their current level.** At present there are around 80,000 flights a year. There is an annual cap of 111,000. London City wants that lifted to 151,000.
- **Get rid of the 24 hour weekend break.** Currently no flights are permitted between 12.30pm on Saturday and 12.30pm on Sunday.
- **Bring in more early morning and late night flights.** But the night flight ban would remain.

Its final proposals will be revealed in its Master Plan expected to be published late 2019/early 2020.

The current situation

Southwark is the 5th most overflowed borough in London. 89% of the aircraft are Heathrow; 11% London City - <https://hacan.org.uk/wp-content/uploads/2019/11/Most-overflowed-boroughs-in-London-2017-analysis.pdf>. Heathrow planes land over the borough during a west wind (about 70% of the time in a typical year). London City planes land over the borough during an east wind (about 30% of time in a typical year). But there are days when the west wind is less than about 5 knots when both Heathrow and London City aircraft land over the borough.

You can see the Heathrow planes on this map:

http://www.heathrow.com/file_source/HeathrowNoise/Static/arr_west_2015b.pdf

London City does not produce a map but its aircraft can be tracked at <https://travisley.topsonic.aero/>

Heathrow planes are more dispersed over the borough but London City concentrated its flight paths in 2016 which means that certain communities get all the planes. City aircraft land from the east over Sidcup, Mottingham, Catford, Forest Hill before turning over **Dulwich**, **Herne Hill**, Stockwell and **the Oval** (close to the Lambeth/Southwark boundary) to cross the Thames north of the Imperial War Museum. Because the planes landing over the southern part of Tower Hamlets, they can be heard **south of the river** as well.

In the future

Heathrow, with or without a third runway, is undertaking the biggest reorganisation of its flight paths since it opened in 1946. The result for Southwark is likely to be narrower, more concentrated flight paths but rotated each day to give all communities a break from the noise.

London City is in the process of reviewing its flight paths. Options will go out to public consultation for revised flight paths in 2021. City is under pressure to follow Heathrow's example of rotating flight paths in order to give people a break from the noise. That is likely to be one of the options put out for consultation.

If London City's proposals for expansion go ahead:

- There will be a near-doubling of City aircraft over the borough
- There will be planes throughout the weekend
- There will be more planes in the early morning and late evening

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