

Heathrow expansion a blow to the regions

NOW the UK Government has adopted the Climate Change Committee's recommendations on carbon targets, they have accepted that any expansion of Heathrow will need to be offset by restrictions and closures of regional airports.

The UK Government's carbon policy advisers had already stated that there would be no room for a net expansion of aviation in the sixth carbon budget.

Yet now, the UK Government has not only committed to reducing carbon emissions by 78% (against 1990 levels) in advance of 2035, but, for the very first time, it is demanding that aviation emissions are included within targets for reductions.

So any future expansion of Heathrow, in the already economically advantaged South East, would need to be offset by restrictions, such as reductions in operations, or closures at regional airports across the UK.

The carbon budget's mathematics confirms Heathrow expansion will render it necessary.

Such a policy would of course represent an abandonment of the UK Government's levelling-up agenda.

And who, other than Heathrow's foreign-based shareholders, is likely to advocate for a relegation of economic opportunity in the regions and nations outside London?

Paul McGuinness
Chair,
No 3rd Runway Coalition

Western Mail, 28 Apr 21

Heathrow expansion will crush levelling up agenda

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This could include airports in the Midlands. The carbon budget's mathematics confirms Heathrow expansion will render it necessary.

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And who, other than Heathrow's foreign based shareholders, is likely to advocate for a relegation of economic opportunity in the regions and nations outside of London?

Paul McGuinness, Chair, No 3rd Runway Coalition

Sunday Mercury, 2 May 21

Heathrow expansion may hit Scotland

SIGNIFICANT tightening of UK carbon emissions policy (net zero for Scotland by 2045, 78 per cent of the way to net zero across the rest of the UK by 2035) and the inclusion of aviation among the targets for cuts, could well impact upon Scotland were Heathrow expansion to proceed.

Because, in confirming that there can now be no net expansion in UK aviation capacity, the UK Government's Climate Change Committee has now stated that expanding Heathrow – in the already economically advantaged south-east of England – would need to be offset by restrictions, and quite possibly closures, at other UK airports. And this could

include those in Scotland.

Other than Heathrow's foreign-based shareholders, who might advocate for such a relegation of economic opportunity?

Paul McGuinness, Chair, No 3rd Runway Coalition,
The Herald on Sunday, 9 May 2021

Heathrow plans could hurt north

Paul McGuinness, chairman,
No 3rd Runway Coalition

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So any future expansion of Heathrow, in the already economically advantaged South East, would need to be offset by restrictions, such as reductions in operations, or closures at regional airports across the north of England,

including in Yorkshire. The carbon budget's mathematics confirms Heathrow expansion will render it necessary.

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And who, other than Heathrow's foreign based shareholders, is likely to advocate for a relegation of economic opportunity in the regions and nations outside of London?

Paul McGuinness, Chair, No 3rd Runway Coalition

Yorkshire Evening Post, 29 Apr 21

What future for regional airports?

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Glamorgan Gazette, 29 Apr 21

Airport takes night

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Huddersfield Daily Examiner, 29 Apr 21

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So any future expansion of Heathrow, in the already economically advantaged South East, would need to be offset by restrictions, such as reductions in operations, or closures at regional airports across the UK. This could include airports in the Midlands.

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Chair, No 3rd Runway Coalition

South Wales Echo, 28 Apr 21

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Bigger Heathrow could hit Midlands

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Birmingham Post, 6 May 21

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So any future expansion of Heathrow, in the already economically advantaged South East, would need to be offset by restrictions, such as reductions in operations, or closures at regional airports across the north of England – including in Yorkshire.

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Paul McGuinness,
via email

Heathrow growth will affect regional airports

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Paul McGuinness
Chair, No 3rd Runway Coalition

Western Daily Press, 29 Apr 21
Western Morning News, 29 Apr 21



Could a third Heathrow runway see airports in the Midlands closed to offset carbon

Airport policy at odds with levelling-up agenda

From: Paul McGuinness, Chair, No 3rd Runway Coalition, Middlesex

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Yorkshire Post, 30 Apr 21

Third Heathrow runway could put EMA at risk through regional offsets

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Paul McGuinness,
Chair, No 3rd Runway Coalition

Burton Mail, 3 May 21

Heathrow expansion

Significant tightening of UK carbon emissions policy (Net Zero for Scotland by 2045) and the inclusion of aviation among the targets for cuts could impact upon Scotland, were Heathrow expansion to proceed.

Because expanding Heathrow would need to be offset by restrictions, and possibly closures, at other UK airports. And this could include those in Scotland.

Paul McGuinness, Chair, No 3rd Runway Coalition, Teddington

Edinburgh Evening News, 3 May 21

Heathrow expansion hits regional airports

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Newcastle Chronicle, 3 May 21

offset by restrictions, such as reductions in operations, or closures at regional airports across the UK. This could include airports in the North East. The carbon budget's mathematics confirms Heathrow expansion will render it necessary.

Such a policy would of course represent an abandonment of the Government's levelling-up agenda. And who, other than Heathrow's foreign based shareholders, is likely to advocate for a relegation of economic opportunity in the regions and nations outside of London?

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Climate plan just won't fly

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The Journal, 3 May 21

What will carbon aims mean for our airports?

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Leicester Mercury, 28 Apr 21
Loughborough Echo, 5 May 21
Nuneaton News, 5 May 21