

Supporting Heathrow Expansion comes at the expense of the regions and to the UK as a whole. Here's why it should be opposed.

TRANSPORT IMPACTS

- Expansion would result in a total of **175,000 additional daily trips on local transport networks**.
- Heathrow has to increase the proportion of passengers accessing the airport by public transport from 40% today to 50% in 2030 and 55% in 2040. However, it has only increased this figure by 1% since 2009.
- It is **unclear what the cost to the taxpayer** of the road and rail infrastructure will be. Estimates range from £5bn to £15bn. To date Heathrow has only committed to contributing £1bn.
- Both the Western and Southern Rail Access schemes to Heathrow are required now to help increase public transport access to the airport. Neither scheme has a clear funding path and both have suffered from multiple delays.
- Similarly, both Crossrail and the Piccadilly Line upgrades have been designed to support the growth of London's population.
- TfL analysis shows that a 3rd runway would increase delays at road junctions and reduce average traffic speed.
- The Airports Commission found that to deliver no increase in airport related traffic (as promised by Heathrow), road user charging – of the order of £40 – would also be required.

NOISE

- Expansion would result in an additional **260,000 flights** each year or over 700 extra flights per day.
- Data from the Civil Aviation Authority reveals that 2.2 MILLION people experience an increase in noise from an expanded Heathrow.
- Parliament's Transport Select Committee concluded that **323,684 people will be newly affected by noise** from Heathrow.
- Hundreds of thousands of school children across London and the South East are already exposed to aircraft noise above 54 decibels, the sound level threshold which has a negative effect on children's behaviour, memory and learning

AIR POLLUTION

- The Government accepts Heathrow expansion would have a **"significant negative" effect on Air Quality**.
- Government has provided no evidence to show how Heathrow can expand and comply with legal limits and there are currently no enforcement methods should Heathrow not meet legal requirements.
- The area around Heathrow is the second **major hot spot for nitrogen dioxide (NO₂)** pollution in London, with breaches of legal limits having been recorded close to the airport for many years.

ECONOMIC COSTS

- The Government's own economic analysis found that once all negative impacts are monetised, a third runway could bring net **NEGATIVE** economic benefits to the UK overall in the long term.
- There is no explicit job model and no clear job creation analysis included in the Airports National Policy Statement. Many of the few jobs created will be low-skilled and short term.
- The costs of the project are now expected to rise to over £31bn, increasing Heathrow's debt from £11bn (2014) to over £40bn in 2028. This could still increase further.

CLIMATE CHANGE

- Heathrow is already the biggest single source of carbon emissions in the UK and expansion will add an extra 8-9 megatonnes of CO₂ per year. Thus, a third runway is not compatible with the UK's legally binding climate targets.
- The Government has accepted the CCC advice to include international aviation emissions in the 6th Carbon Budget. Heathrow's expansion plans were based on the exclusion of those emission in order to be compliant with UK climate law.
- The CCC balanced pathway to Net Zero anticipates that aviation will still be emitting 23 megatonnes of CO₂ by 2050. A third runway at Heathrow would increase the airport's emissions to 27 megatonnes of CO₂.
- Consequently, growth would need to be curbed at all other UK airports if a third runway is built in order for the UK not to breach its carbon targets.