

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

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 Committee on Climate Change has advised the Government to limit growth in passenger demand to 25% between now and 2050. The Government currently anticipates twice this level of passenger growth.
- While the CCC model assumes 31 megatonnes of CO₂ by 2050 from aviation, the Government's forecasts are that with Heathrow expansion, UK aviation emissions would be as high as 40 megatonnes annually by 2050.
- 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.

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.

NOISE

- Expansion would result in an additional **285,000 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.
- Transport Select Committee concluded that **323,684 people will be newly affected** by noise from Heathrow.
- Hundreds of thousands of school children across 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.

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 of these are up to £18bn, which could easily overrun. Heathrow has only committed to contributing £1bn.

CONNECTIVITY

- Regional Airports will lose **17 million passengers** by 2050 if Heathrow expands.
- Transport Select Committee found that expansion at Heathrow would result in **170,000 fewer flights at regional airports by 2050.**
- The UK Government currently funds three Public Service Obligations (PSOs) into London airports. The total annual subsidy in 2017 for PSO's was £10,564,194.
- The average annual cost of existing PSOs in 2017 was £480,191. 50% of this cost is met by local authorities.