



HEATHROW EXPANSION

Economic Cost

1

REDUCED BENEFITS

New evidence from the Department for Transport shows the gross economic benefits of Heathrow expansion are half the figure estimated by the Airports Commission.

2

MINIMAL NET PRESENT VALUE

The Net Present Value (all costs and benefits) range from just £3.3bn (over 60 years) to a negative figure of minus £2.2bn.

3

COSTS OVERRUN

An overrun in Heathrow's costs of just 1% would be enough to negate the overall benefits of the scheme.

4

IMPACT ON REGIONS

The revised NPS shows that airports outside of London will on average handle 8.5% fewer passengers in 2050 with a third runway. The total number of destinations served by Heathrow would also fall.

5

NO JOBS GUARANTEE

14,000 long-term jobs were promised when Terminal 5 opened in 2008, yet Heathrow failed to provide figures in 2016 to show how many were actually created.

6

COST TO TAXPAYER

Estimates of the final cost of the road and rail infrastructure improvements range from £5.5bn to £15bn. Heathrow have only committed to contributing £1.1bn which could leave taxpayers picking up the shortfall.

