

Say NO to the Heathrow Expansion

- An additional 281,000 flights a year which amounts to 700+ flights a day
- Increased jet noise, day and night - NO SLEEP
- Increased AIR POLLUTION
- Protect us & our children, elderly, ill and the vulnerable



IT'S NOT A DONE DEAL. ACT NOW!

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www.StopHeathrowPollutingUs.org

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If you think the expansion of Heathrow won't turn your world upside down, then think again, because once it happens it is irreversible.

What does building a 3rd runway and introducing the proposed Independent Parallel Flight Paths (IPAs) mean?

- Volumes of flights over London will increase from 475,000 to 756,000 flights a year = 700+ additional flights per day.
 - The introduction of new flight paths - which will run directly over a greatly increased number of local areas - implies significant additional noise from 5.00 am every morning. Heathrow Airports Ltd is particularly interested in increasing the volume of early morning flights.
 - The indicated noise level of 51-70 db significantly exceeds the World Health Organisation (WHO) guidance on maximum levels of 45db day time and 40db night time. Levels above this can lead to increased blood pressure, cardiovascular disease, strokes and sleep deprivation and stress. How can this be allowed?
 - Our air quality will be seriously impacted by a massive increase of air pollution. This is in clear breach of governmental Co2 emission targets agreed upon in the Paris agreement. Air pollution can lead to reduced lung function, lung cancer, respiratory infections and aggravated asthma, and will significantly effect all Londoners, in particular the children, the elderly, the ill and vulnerable.
 - Air quality is already very poor in London. A number of initiatives, including ULEZ aim to improve this. An increase of flights over the city goes completely against the objective of these initiatives.
- Heathrow wants to offset the pollution it will generate, by buying credits in other countries/industries. However, we want a reduction in the absolute level of noise and air pollution in London, not just financial/ carbon off-setting.
 - A 3rd runway will add 3Km2 to the current site, taking the total surface area to approximately 15km2, consuming 1,000 acres of greenbelt land, housing the world's largest carpark for 50,000 vehicles. This will cause 750 houses to be demolished and the displacement of thousands of people because 5,500 homes will be deemed too noisy or polluted.

Interesting additional facts - did you know that Heathrow Airports Ltd is a 100% private and profit maximizing consortium?

- As a private company Heathrow wants to increase its revenue and keep costs down, and one of its drivers for the Heathrow expansion is its strategy to double its cargo business from 1.7m tonnes to 3.4m tonnes per year.
- Can it really be right to expand Heathrow and cause misery to the London population now and in the future, in order for Heathrow to grow its cargo business? It is madness that cargo traffic should be allocated to a city-based airport. There are numerous more suitable airports, which would also avoid the need to carry out years of costly work to the M25.

The UK Taxpayers will have to fork out billions.

- An estimated £18 billion tax payers' money will be spent on the required expansion of road and rail networks, whilst Heathrow Ltd say they will contribute £1 billion. Like Crossrail these tax payer funded costs could skyrocket.
- The Heathrow business case assumes a significant volume of regional flights. These flights have previously proved to be commercially unviable due to lack of demand, and the Government has therefore ended up subsidizing them with tax payers money. These journeys should be completed by train and tax payers money should not be used for this.
- The increased NHS bill to treat mental and physical health issues caused by noise and air pollution.

Any UK infrastructure initiative will generate jobs for the UK.

- There is talk that 114,000 jobs UK-wide will be generated in connection with Heathrow, primarily through the construction phase. This job creation is just for 10 years and not sustainable. All regions should directly benefit from the tax payer funded infrastructure budget. NOT only Heathrow. It is also estimated that regional airports will miss out on 170,000 flights a year as a result of the Heathrow expansion.

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