

STOP HEATHROW POLLUTING US

From the Campaign Group

We are a local group of all ages and backgrounds who are campaigning to raise awareness and oppose the increase in flights to and from Heathrow as a result of the introduction of a 3rd runway and Independent Parallel Approaches (IPA).

Heathrow is proposing a 700+ increase in flights a day over London, and its suggested new flight paths will cover areas which have previously not had flights directly overhead, including Bayswater.

StopHeathrowPollutingUs are concerned about the impact the plans will have on the health and well-being of current and future generations living, working and visiting London.

Visit stopheathrowpollutingus.org for further information:

- **WATCH** our 'Noise Impact Demo' showing the real impact of living directly under a flight path
- **SIGN** our petition (link on website)
- **EMAIL** us on contact@stopheathrowpollutingus.org to join our mailing list

THE HEATHROW EXPANSION:

- Is economically questionable, with ill-conceived financial incentives.
- Is based on artificially inflated demand projections.
- Puts London at risk from a health and security perspective.

THE HEATHROW EXPANSION WILL CREATE:

- Excessive noise pollution (an indicated 60dB which far exceeds the WHO's guidance of 40-45dB).
- Toxic air pollution (NOx, CO, HC, SOx, PM).
- Irreversible damage on the environment and peoples' health.

Important developments since the Independent Airports Commission report (2015), make the Heathrow expansion even more unjustifiable:

HEALTH

- There is now a much greater understanding of the adverse impact of aviation on the environment and people's mental and physical health. Recent research has provided frightening proof that aviation noise and air pollution cause depression, anxiety, heart disease, increased

blood pressure, asthma, respiratory complications and cognitive impairment.

- Air quality is already very poor in London. A number of initiatives, including ULEZ, aim to improve this. The UK government and the London Mayor have also made firm commitments to address climate change. Increasing flights over the city completely sabotages these endeavours.

ECONOMICS

- The Department for Transport (DfT)'s Updated Appraisal Report (2018) shows that the Net Present Value (NPV) of the 3rd runway ranges from £3.3bn to negative £2.2bn over a 60 year period.
- Furthermore the DfT has recommended that Heathrow's economic forecasts should be reduced to reflect the expectation that 75% of the 3rd runway's capacity will be taken up by international transfer passengers who will not contribute to the UK economy, resulting in an NPV of negative £2.2-7.7bn.
- Heathrow's business plan assumptions are unconvincing. Its volumes are based on its desire to: 1) double its cargo business (ludicrous to expand cargo in a capital city); 2) hugely increase the volumes of passengers that use London for connecting flights only (earning Heathrow Ltd landing and take-off fees and airport revenue but not generating any financial benefit to the UK); and 3) operate regional flight routes (neither commercially nor environmentally justifiable).
- According to Transport for London, the cost of the surface access improvements required to accommodate Heathrow's expansion could rise to £18.4bn (rather than the £3.9bn estimated by Heathrow). The tax payer will have to fund this, along with the NHS costs of treating the health ramifications of noise and air pollution, and government subsidies for commercially unviable regional flights.

EMPLOYMENT

Construction Phase

We are in the midst of a serious skills shortage in London. As a consequence, some 60% of Heathrow's construction procurement will be through off-site hubs outside of London. The building of increased capacity at regional airports, rather than in the South-East, would be a

better way to address this skills shortage and deliver permanent economic benefits to all of the UK.

Permanent Employment

Automation, self-service, AI and productivity improvements mean that the expansion is unlikely to create many permanent jobs. Revised figures from the Department of Transport indicate that many jobs created by expansion will have disappeared by 2040, and that the jobs remaining would be mainly low wage jobs in retail outlets in the terminals. As regards to the indirect expansion of jobs at new businesses in the vicinity of an airport, expansion of regional airports would be as effective or even more so.

THERE'S A MUCH BETTER WAY...

- **Reduce demand by increasing use of technology which offers real alternatives to business travel.** Multinationals including Vodafone and CapGemini have committed to WWF's 1 in 5 Planes initiative, reducing their business flights by 20%.
- **Introduce the new Regional Hub model in place of the proposed, outdated Central Hub model and Heathrow Expansion.** Enabling the UK to benefit from a fairly distributed, well integrated and sustainable transport infrastructure that distributes cargo to suitable airports, avoids the draining of business from regional airports (approx. 170, 000 flights per annum), supports nationwide economic growth, and allows all airports rather than only Heathrow to prosper within the Climate Change CO2 target envelope.
- **Reduce regional flights by investing in and incentivising more sustainable rail travel.**
- **Increase passenger numbers rather than flight numbers** by maximising existing and future spare airplane capacity across the South East through improved slot allocation/usage and penalties for ghost flights/under-utilised flights.
- **Commit to policies and tax payer funded investments that champion the health, well-being, safety and prosperity of Londoners and the rest of the UK,** rather than irreversibly increasing flight volumes directly over London, guided by the commercial interests of a 100% privately owned company with 90% foreign ownership, who could pull out of London anytime.