

NO 3RD RUNWAY COALITION

PRESS RELEASE

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For immediate use

IS HS2 ANNOUNCEMENT HINT ON HEATHROW FUTURE?

In announcing that the government is giving the green light to HS2, the Prime Minister spoke of the importance of delivering prosperity to every part of the country. Mr Johnson also stated that HS2 would mean that it will be quicker to get from London to Birmingham, than from London to Heathrow by taxi.

Was this a subtle alert to the negative impacts on every part of the country (save the South East) of expanding Heathrow?

For, even when the Parliament approved the government's Airports National Policy Statement (ANPS) in 2018, the Department for Transport's Aviation Forecasts showed that regional airports would lose significant volumes of flights if Heathrow were to be expanded (1).

The Prime Minister also said that he sees "no bulldozers at present, nor any immediate prospect of them arriving" at Heathrow, in reply to a question during the HS2 statement to Parliament on Tuesday (2).

Further, in September 2019, in a letter to the Chair of the Committee on Climate Change (Conservative Peer, Lord Deben wrote: "*Current planned additional airport capacity in London, including the third runway at Heathrow, is likely to leave at most very limited room for growth at non-London airports*" (3).

Paul McGuinness (Chair, No 3rd Runway Coalition) said:

"Back in 2018, even the DfT's own figures showed that at 17 million of the 43 million extra passengers projected to pass through an expanded Heathrow's shopping malls would be at the expense of regional airports.

"And in 2019, the Committee on Climate Change declared that any additional aviation capacity in London will all but kill off any prospect of growth at regional airports. By all accounts the expansion of Heathrow will be an assault on the regions, locking in South East advantage, at the expense of every other part of the country."

ENDS.

Notes:

1. Department for Transport's Aviation Forecasts 2018 said that Manchester Airport is set to lose 20,258 ATMs per year by 2030 with that figure increasing to 27,063 lost movements by 2050. The Yorkshire & Humberside region, which includes Leeds/Bradford, Doncaster and Humberside airports, are set to lose 5,862 ATMs per year by 2030 and the South West region, including Newquay, Bournemouth, Exeter and Bristol airports set to lose a total of 33,726 movements by 2050.

Scotland also loses out, with 20,705 fewer ATMs by the year 2030 if Heathrow is expanded. That figure rises to 23,785 per year by 2050. Scottish airports include Aberdeen, Edinburgh, Glasgow, Inverness and Prestwick.

2. Reply from Prime Minister Boris Johnson to a question put by Munira Wilson, MP for Twickenham, House of Commons, 11 February 2020.

<https://hansard.parliament.uk/Commons/2020-02-11/debates/9160CC0E-C4BB-4D51-8CD9-93EB9D76F644/TransportInfrastructure>

3. Letter from Lord Deben, Chair of the Committee on Climate Change <https://www.theccc.org.uk/wp-content/uploads/2019/09/Letter-from-Lord-Deben-to-Grant-Shapps-IAS.pdf>

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