



Air Pollution

- 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.
- The Government admit that if expansion proceeds there is a **high risk** of Heathrow not complying with legal air quality limits.
- There are currently no enforcement methods should Heathrow not meet legal requirements.
- The Transport Select Committee recommended that Government adopt a more stringent interpretation of air quality compliance. This was ignored and Government has provided no evidence to show how Heathrow can expand and comply with legal limits.
- The Government appears content to leave it to Heathrow to demonstrate compliance in the planning process.



- TfL estimates that even if Heathrow meets its mode share targets there will still be **40,000- 60,000 additional cars** on the roads every day as a result of an expanded Heathrow.
- The Government accepts Heathrow expansion would have **“significant negative”** effect on Air Quality.
- The Government also accepts that **expansion will increase congestion** on local roads.
- Government should provide updated mapping of air pollution levels around UK airports with respect to legal limit values and WHO recommended maximum levels for pollutant concentrations.
- This should also include an assessment of how any increase in aircraft emissions or airport-related emissions affects National Emissions Ceiling Directive (NECD) limit values.
- **Airport development should not proceed** if there is a significant risk of either causing or exacerbating any breaches of air pollution legal limits, either now or in the future.

For more information please contact
info@no3rdrunwaycoalition.co.uk