

RICHMOND HEATHROW CAMPAIGN

Thursday 27th February 2020

FOR IMMEDIATE RELEASE

Court of Appeal rules government plans to expand Heathrow are unlawful

Richmond Heathrow Campaign (RHC) welcomes the Appeal Court's decision that the Aviation National Policy Statement approved by parliament in 2018 is unlawful because it does not adequately take into account the UK's commitment to the Paris Agreement on Climate Change that requires signatories to demonstrate how they will reduce carbon emissions. The case was brought by environment groups, five local authorities and the Mayor of London.

RHC has argued over many years that there should be no more runways in the UK. We have researched the evidence in great depth and made the case that the benefits from Heathrow as a hub airport are non-existent and that not expanding Heathrow is positive economically for the UK as a whole but especially for economic distribution across the UK.

Not to concentrate expansion at Heathrow also reduces the environmental cost in terms of health impact of noise and air pollution and surface access congestion. The Appendix attached summarises some of the key findings, which are based on evidence prepared by the Airports Commission and the Government in its submission to parliament in 2018.

Heathrow has said it will appeal the decision to the Supreme Court and will work with Government to fix the issue and demonstrate how Heathrow's expansion will satisfy UK policy on climate change. But today's decision is a major blow to the project and will at the very least delay any expansion at Heathrow.

Delay will increase the net zero carbon imperative. The Committee on Climate Change in its submissions to Government in 2019 demonstrated how difficult it would be to reduce carbon emissions from aviation.

The United Nations Climate Change meeting in Glasgow in November 2020 (COP26) will place the Government's decision on Heathrow at the centre of the UK's commitment to reducing climate change. Not expanding Heathrow with a 3rd runway would be a major step in reducing the UK's carbon emissions.

ENDS

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NOTES: RHC represents three amenity groups in the London Borough of Richmond upon Thames: The Richmond Society, The Friends of Richmond Green, and the Kew Society, which together have over 2000 members.

Appendix
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The following DfT and CAA evidence collated by Richmond Heathrow Campaign does not support a 3rd runway at Heathrow. There is absence of need for a 3rd runway and a 3rd runway harms the aviation market and in turn UK air passengers and the UK economy.

a. Even without a 3rd runway, the number of passengers terminating their journey at Heathrow will grow by 55% to 89 mppa by 2050 from increased aircraft loads and reduced international-to-international transfers.

Heathrow is not full.

b. Future growth in demand by 2050 is capable of being served many times over by UK spare capacity equivalent to 6 runways in 2050. Unused spare runway capacity in 2050 comprises (mppa):

- i. London airports (Stansted 8, Luton 7),
- ii. Larger regional/national airports (Manchester 31, Newcastle 22, Liverpool 24, Bristol 19, Glasgow 18 and Edinburgh 10),
- iii. Other regional/nation airports (95 mppa).

A two-runway Heathrow and other capacity is well able to satisfy UK demand to 2050.

c. A 3rd runway results at the UK level in not a single additional long-haul or domestic business passenger by 2050. The major economic benefit from additional business travel claimed by Heathrow, the Airports Commission and the Government is non-existent. **The beneficiaries of a 3rd runway are international-to-international transfer and UK resident leisure passengers. A 3rd runway is of no benefit to Business travel.**

d. The 43 million passengers per annum (mppa) served by a 3rd runway is comprised of:

- iv. 17 mppa cannibalised growth from other UK airports. Manchester loses 5 mppa, Birmingham 2 mppa and smaller airports lose 10 mppa by 2050.
- v. 16 mppa international-to-international transfers of no economic value to the UK (see g below),
- vi. Just 10 mppa additional mostly short-haul terminating passengers. These represent only 2.3% of UK passengers by 2050 and can be served by other UK airports.

A 3rd runway harms the regional balance and is used inefficiently.

e. Heathrow's 3rd runway expansion results in not a single additional destination from the UK. Heathrow's increased frequency of flights to already popular destinations is offset by loss of frequency at other UK airports. **UK connectivity is impaired by a 3rd runway.**

f. There is a turnover in destinations at Heathrow of around 10 (5%) a year. Opportunities for new beneficial routes are available if needed. **A two-runway Heathrow can serve new destinations.**

g. 37% of Heathrow's additional 3rd runway passengers are international-to-international (I-I) transfer passengers but only 300,000 out of 24 million I-I transfers are on less viable or thin routes. I-I transfers do not support otherwise unviable thin routes. They represent 94% of additional passengers on UK long-haul routes, which is highly inefficient use of runway capacity. I-I transfers do provide income for the airlines but the income would be preserved or increased by replacement with terminating passengers, for example as in the two runway case. **Heathrow's hub value is a myth.**

h. The UK Committee on Climate Change estimates the need for a cap of 368 mppa at the UK level by 2050 (cf 267 mppa in 2016), compared to the estimated 435 mppa served assuming a 3rd runway. This cap still results in UK aviation's 37.5 MTCO_{2e} in 2050 which may be far too high if the UK is to achieve net zero carbon. If the speculative carbon abatement and carbon trading fail to bridge the gap, the necessary demand management will have a substantial negative impact on the regional airports in the case of a 3rd runway, as was demonstrated by the Airports Commission. **The carbon risks to the UK and regional airports of a 3rd runway are considerable.**