

## Heathrow Expansion NPS: Factsheet

# AIR QUALITY

**The Mayor is strongly opposed to Heathrow expansion, recognising the unacceptable noise, air quality and surface access impacts, with serious consequences for public health and quality of life.**

**Whether or not you accept the case for Heathrow expansion, the National Policy Statement (NPS) presented by Government fails to credibly and comprehensively address its impacts. Moreover, it has substantively ignored almost every recommendation of the Transport Select Committee (TSC). The result is a final NPS for Heathrow expansion which is not fit for purpose.**

### Why is air quality important?

Addressing air pollution remains a key priority for the Mayor, to achieve legal compliance as soon as possible and reduce its short- and long-term health impacts including respiratory and cardiovascular issues and reduced lung growth in children.

Heathrow has significant impacts on air quality as result of its flights, its airside (operational) vehicles and the vehicles carrying passengers and staff to and from the airport. Air quality around Heathrow is already some of the worst in London and already exceeds legal limits.

## Non compliance

### What the NPS says

NPS analysis shows that if the third runway opens before 2030, there is a high risk of delaying London's compliance with legal limits.

This is despite including the National Air Quality Action Plan in its analysis – relying on the difficult measures the Mayor is taking to improve public health to instead allow expansion.

### What the TSC report says

It calls for stricter interpretation of air quality compliance including appropriate headroom.

### The Government response to the TSC

It declines to follow the Committee's recommendation on the basis of the "conservative nature" of its analysis, and reiterates that it will be for HAL to demonstrate compliance as part of the DCO process.

**The Government has failed to demonstrate that Heathrow expansion can be delivered without jeopardising London's compliance with legal limits.**



## Overall worsening

### What the NPS says

The NPS focuses on compliance with legal limits but there is no requirement to prevent an overall worsening of air quality.

### What the TSC report says

It requested a condition that expansion can only go ahead if the promoter can prove that the scheme can avoid adverse impacts on health and quality of life from air quality.

### The Government response to the TSC

Its response has been to add a sentence to the NPS which links protecting health to meeting legal obligations.

**The Government has failed to acknowledge that significant increases in air pollution, even if the overall level is below the legal limit, can have detrimental impacts on health – and that this should be encapsulated in a condition.**

### What is the Mayor doing about air quality in London?

The Mayor has a comprehensive plan to tackle air pollution in London. He is introducing a wide range of measures which aim to address poor air quality and improve the health of Londoners across the city as quickly as possible. These measures include:

- A toxicity charge (T-Charge) has been introduced for the most polluting vehicles in central London
- An Ultra Low Emission Zone (ULEZ) will be introduced in 2019
- Strengthening the Londonwide Low Emission Zone standards for the most polluting buses, coaches and HGVs from October 2020
- Extending the Ultra Low Emission Zone to the North and South Circular roads from October 2021
- Investment in cleaner buses and low emissions bus zones
- New zero emission taxis
- A fund to help protect schools from pollution
- Promotion of active travel through the Mayor's Transport Strategy

It is not acceptable that the NPS seeks to rely on these difficult measures the Mayor is taking and others yet to be identified – designed to secure vital improvements in public health for London – instead to enable a third runway at Heathrow.