

# MAYOR OF LONDON

**Lillian Greenwood MP**  
Chair  
Transport Select Committee  
House of Commons  
London SW1A 0AA

**Date:** 5<sup>th</sup> March 2018

Dear Lillian,

Thank you for the opportunity to present evidence to the Transport Select Committee's inquiry into the National Policy Statement (NPS) on aviation. The GLA and TfL have been following the other evidence sessions with interest, in particular those of Heathrow Airport Limited (HAL) and DfT, when they appeared before the Committee at the start of February. I would like to provide clarification on some of the issues discussed.

I remain concerned that DfT and HAL's evidence justifies expansion by relying on measures that are intended to improve the health and quality of life of Londoners and support the growth of the city. This includes the use of air quality measures that the Mayor of London is implementing to improve public health, the reduced noise exposure that will result from the introduction of new navigation technologies as part of the London Airspace Management Programme (LAMP), and reliance on existing rail schemes such as the Elizabeth line and the Piccadilly line Upgrade, which are key to meeting our housing and growth forecasts.

When challenged by the Transport Select Committee, both DfT and HAL played down the impacts that Heathrow expansion will be responsible for. As a matter of principle, public action and investment in London should accrue benefits to Londoners, not be diverted to enable a private developer's scheme. We continue to believe that Heathrow should be responsible for mitigating its own impacts.

In addition, without sharing or publishing the analysis underpinning their own conclusions, both HAL and DfT's criticism of TfL's analysis and findings is difficult to understand. We would welcome discussion of these findings to understand the differences in our results, but to be meaningful, we require detailed information on the methods and data used to reach their conclusions, something that has been lacking to date.

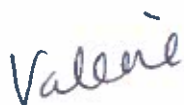
Given the lack of transparency, it is concerning that many of the pledges that HAL is making are not secured in any meaningful way in the NPS. There is precedent for an NPS to require a planning consent to be refused where particular thresholds or goals are not met, and I believe this should be systematically applied to the pledges made by both HAL and the Secretary of

State. A clear enforcement mechanism should also be included for imposing a cap on flights when such pledges are breached.

This letter outlines some of my overarching concerns. However, within evidence sessions both HAL and DfT made a number of statements which specifically comment on the evidence provided by TfL and I would like to provide clarification in these instances. Please find enclosed a technical note prepared by TfL which addresses these comments directly and in more detail.

I wish you a smooth conclusion to your work on the NPS and my officers and I are ready to assist if you require further information.

Yours sincerely,

A handwritten signature in cursive script that reads "Valerie".

**Valerie Shawcross CBE**  
Deputy Mayor for Transport