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