

# **Air Quality and Heathrow Local Authority Perspective**



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# This morning we will consider....



- Policy Context
- Air Quality Situation at Heathrow
- Mechanisms for addressing problems

# Why are we here?



- EU Framework and Daughter directives
- Mayors Air Quality Strategy
- Environment Act 1995



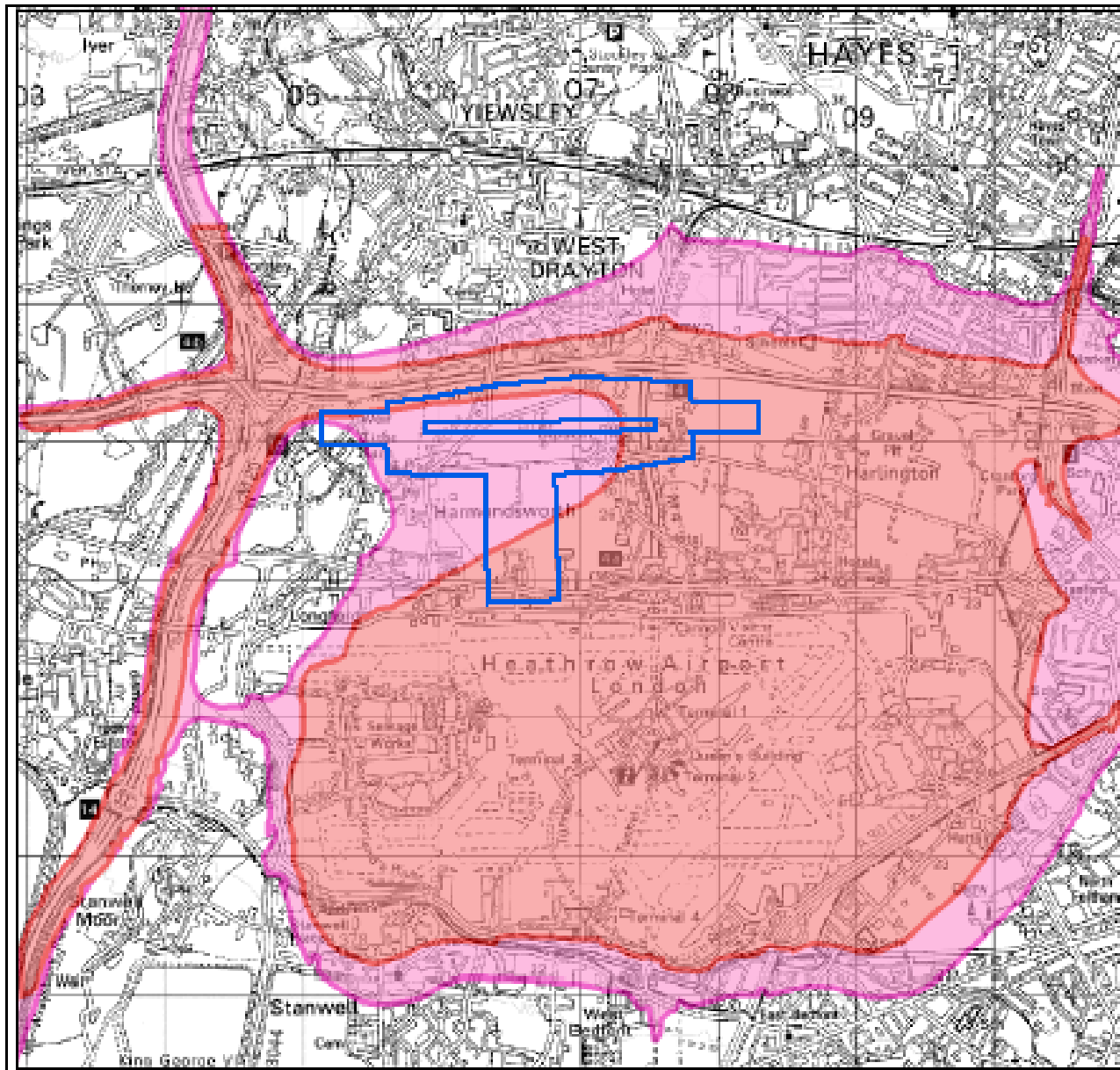
*“This bit of Leon works better because the Sampson family use their car less which reduces the pollution that can aggravate asthma”*

are you doing **your bit?** to safeguard the future: making awareness of climate change.

# European Directives



- Framework Directive (96/62/EC)
- Daughter directives
  - The first Daughter Directive (1999/30/EC)
  - The second Daughter Directive (2000/69/EC)
- Set “Limit Values” on air pollution levels
- UK Government’s responsibility



## AIR QUALITY CONTOURS WITH AND WITHOUT THE 3RD RUNWAY

Contours showing areas predicted to be above the EU limit values for Nitrogen Dioxide

Contours taken from "The Future Development of Air Transport in the United Kingdom: South East"

Department of Transport, A National Consultation"

### Legend

 Proposed runway 3 & satellite airport

EU Limit contour

 with runway 3

 without runway 3



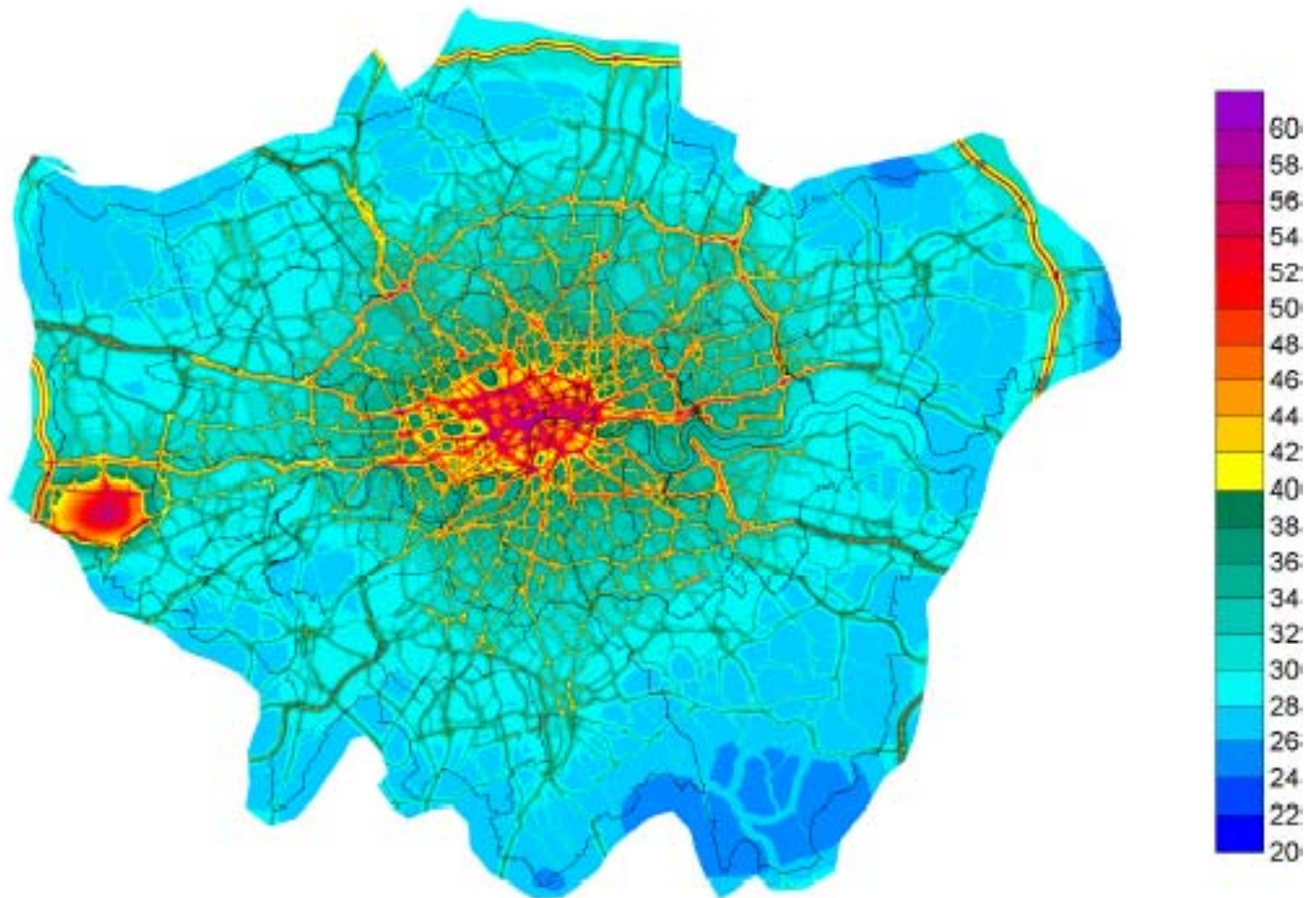
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London Borough of Hillingdon 08/4/05 2005  
Produced by London Borough of Hillingdon  
Environmental Services Map Resource - map team

# Mayoral Air Quality Policies



- Some 430 pages
  - Urge those responsible to reduce emissions
  - Urges Heathrow to adopt measures in the strategy
  - Encourages Govt. to include measures to mitigate the effects of aviation

# Predicted Annual Average Nitrogen Dioxide Level (2005)



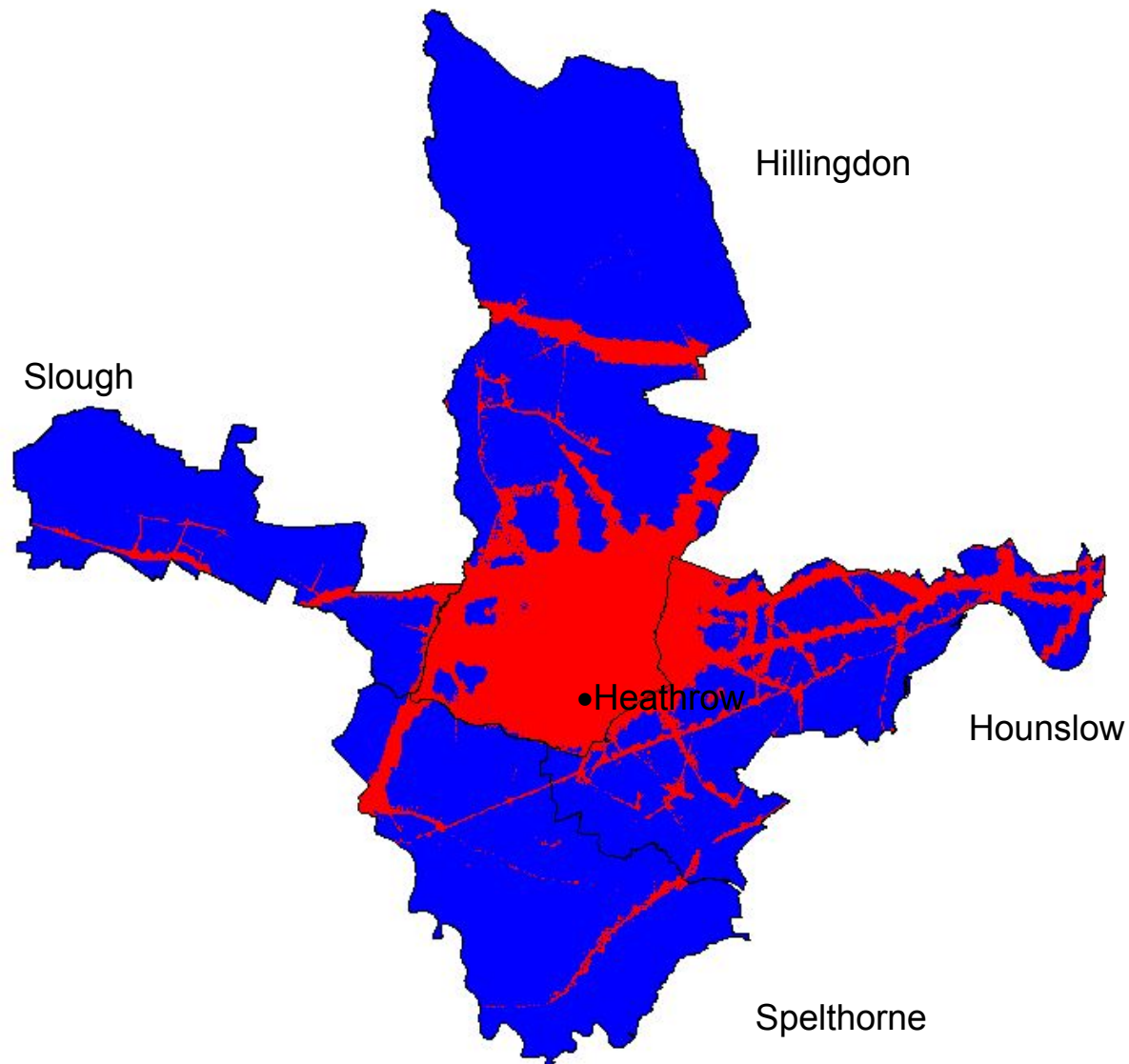
# Review and Assessment of Air Quality



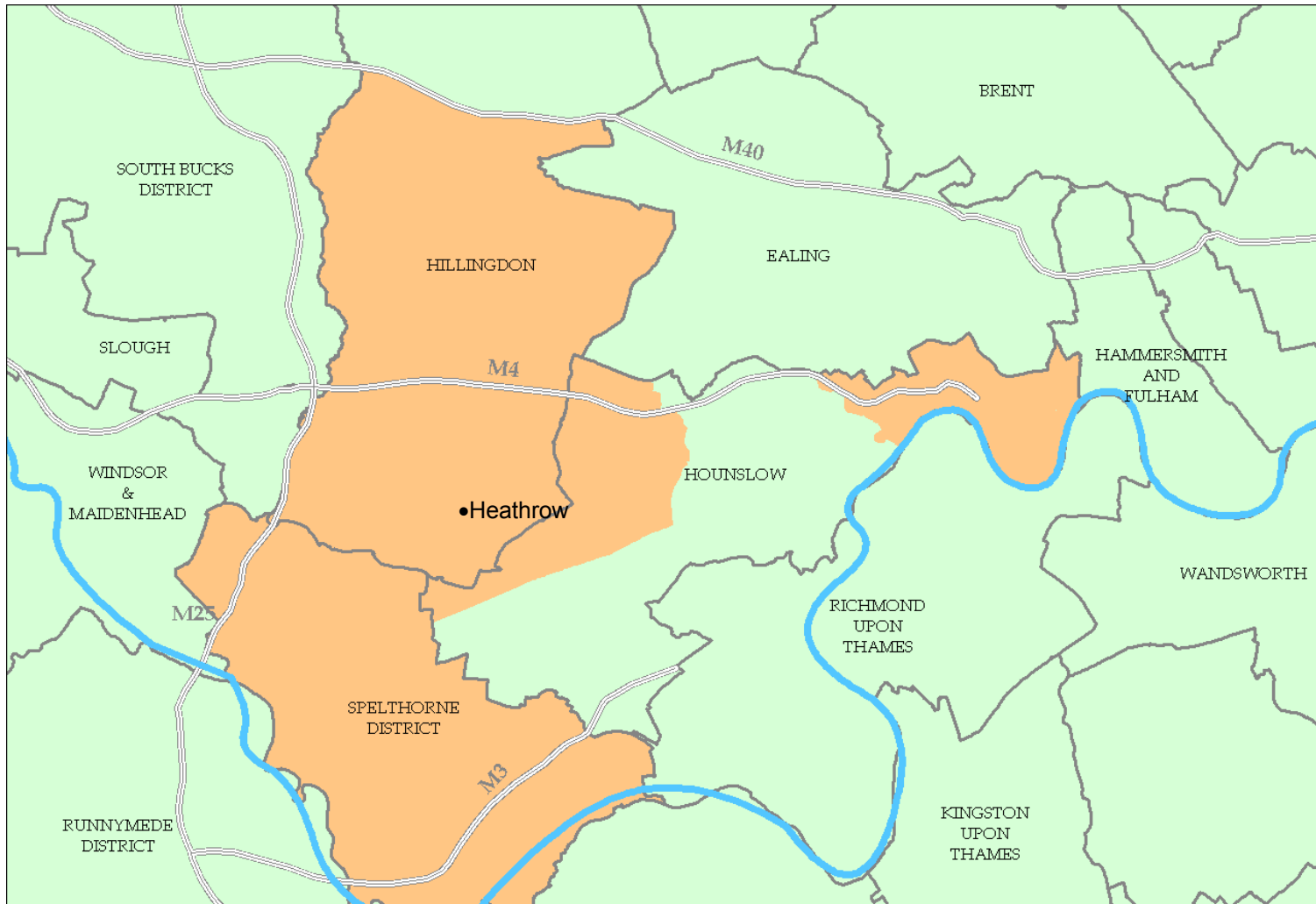
EA 1995 Requires Local Authorities to

- Look at sources (emissions)
- Look at concentrations
  - base line (Monitoring / Modelling)
  - future (Modelling)
- Designate Air Quality Management Areas if Exceedances are predicted

# Predicted Annual Average Nitrogen Dioxide Level (2005)



# Air Quality Management Areas



# Determine what comes from where



- Road Vehicles / HGV / LGV / BUS
- Aviation
- Boiler plant / other industry
- Staff Vehicles
- Airside Vehicles

# Determine who is responsible



- Heathrow Airport
- Aviation Industry
- Highways Agency
- Transport for London
- Local Authority



**TAKE ACTION!**

# Context For Action



- Sustainable Development
- Aviation Policy
- Transport Policy
- Climate Change Programme
- Demand For Travel
- Planning System

# Stakeholders



- BAA / Airlines
- UK plc
- HA
- Transport Operators
- UK Government
- European Union
- GLA
- Local Authorities
- Community

# Partnerships / Fora



- BAA / LA Air Quality WG
- BA Emissions WG
- Heathrow Area Transport Forum AQWG
- West London AQWG
- West London Transport and Air Quality WG

# Possible Actions - Local / Regional



- Improve modal split of travel to and from Heathrow
- Traffic Restraint, Congestion Charging, Traffic Reduction, Road Pricing, Introduction of a Low Emission Zone etc

# Possible Actions - Industry



- Pay for transport improvement (PPP)
- Ban or restrain traffic on the perimeter roads
  - Congestion charge
  - LEZ
- Introduce differential landing charges i.e. charging more for the more polluting aircraft.

# Possible Actions - Airlines



- Introduction of technological improvements (modernise the fleet)
- Change operating practices
  - Taxiing, APU use, Landing / Take off Procedures (cf noise)

# Possible Actions - Govt.



- **Movement Limit**
  - Enforceable? - Yes by ODPM
  - Sustainable - Dependent on Figure Set
  - Less than 460,000 (current)
- **Passenger Limit**
  - Enforceable? - Not easily
  - Practical?

# Use of the Planning System



- Revise UDPs, Consider London Plan
- Restrict New Off Airport Parking
- Control Development on the Site
- Control Adjacent Development
- Control Major Expansion and Mitigate

# Where Do We Go From Here?



- Refine and work up the options
- Use Available Fora to Raise Awareness

# Conclusions



- Air Quality At Heathrow Is Poor and is predicted to remain so
- Heathrow will not contract in response to this
- Future mitigation must be commensurate with the environmental damage

# Conclusions



- All sectors of society must contribute to the future well being and
- where it is necessary the environmental cost.
- All parties cannot duck the issue or give up

# Conclusions



In action planning partnerships  
relationships are key

[www.heathrowairwatch.org.uk](http://www.heathrowairwatch.org.uk)

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