



What if Heathrow expansion *doesn't* deliver for Scotland?

The Airports Commission recommended a third runway at Heathrow earlier this year largely on the basis of the economic benefits it would bring to the UK. However, evidence has now emerged that the economic case for a third runway is much less convincing than it appeared, particularly for Scotland.

We now know:

A 3rd runway will provide no more than **12** additional long-haul destinations by **2050**

AND

The number of domestic airports linked to Heathrow will fall from **7** to **4**.

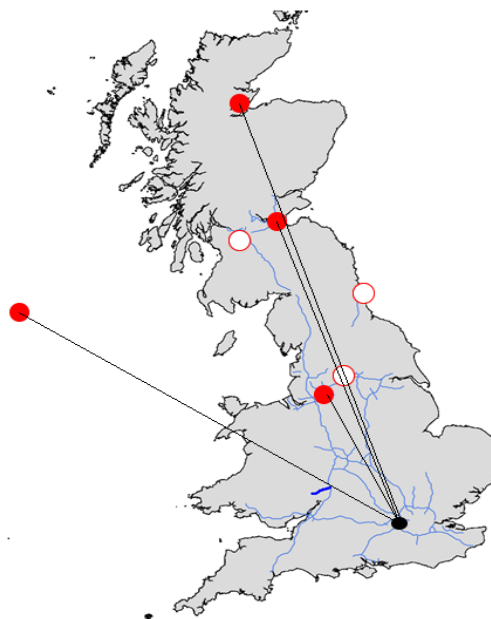
The case for a new runway at Heathrow always rested on the fact it would significantly improve connectivity to the emerging economies of the world and that it would connect more UK airports to Heathrow. The facts suggest otherwise. Indeed, a second runway at Gatwick would add 10 new long-haul destinations at a fraction of the cost to the taxpayer



Domestic links with a third runway



7 Domestic routes 2015



4 Domestic routes 2025

Alex Salmond is more open to expansion at Gatwick

“Earlier this summer, the Airports Commission chose expansion at Heathrow – despite a massive cost to the taxpayer.

“Like so much else of London-centric policy, **Scotland is facing all of the pain and none of the gain from a third runway at Heathrow.**

“Our priority should be to protect Scotland’s position and boost direct Scottish flights to and from international destinations for the benefit of travellers, tourism and our exporting industries.

“However, if new capacity is needed in London then at least Heathrow’s rival Gatwick have pledged they would build a new runway there at no cost to the public purse and guarantee proper access to the capital from Scottish airports.

“The Heathrow option is the worst of all worlds – taxpayers, including in Scotland, would have to stump up over £5 billion of construction costs to create a virtual aviation monopoly of international connectivity.

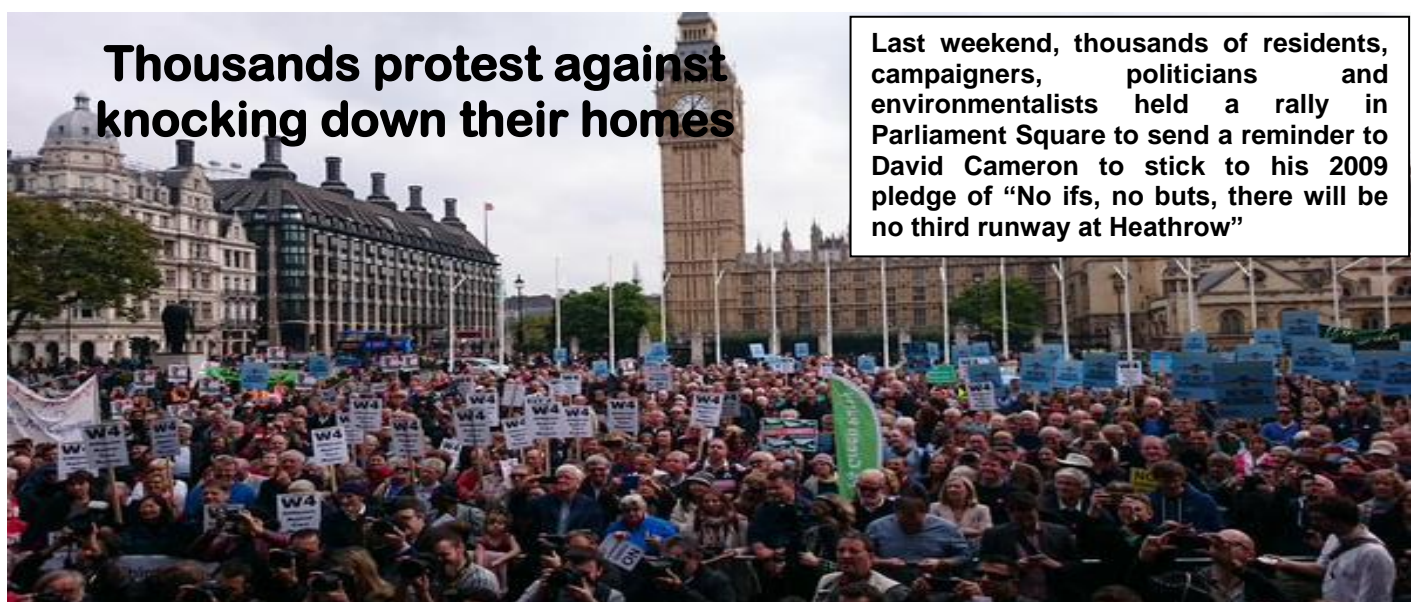
“And just like other London-based spending, our friends in the Treasury would deem public cash for Heathrow as a “UK-wide strategic project” – in other words, no Barnett consequential money to invest in infrastructure in Scotland, Wales or Northern Ireland.”

Alex Salmond, 31 August 2015



The UK Government has recently stated it will not fund a 3rd runway

This is a huge blow to Heathrow whose so-called access costs were more than five times those of Gatwick’s proposal. Surface access costs for Heathrow expansion are estimated at £5 billion by the Airports Commission, although Transport for London had put the predicted figure at £15-20 billion. It is likely to be somewhere in between these figures. In response to a parliamentary question tabled by Adam Afriyie MP, Transport Minister Robert Goodwill said: **“In terms of surface access proposals, the Government has been clear that it expects the scheme promoter to meet the costs of any surface access proposals that are required as a direct result of airport expansion and from which they will directly benefit.”**



Thousands protest against knocking down their homes

Last weekend, thousands of residents, campaigners, politicians and environmentalists held a rally in Parliament Square to send a reminder to David Cameron to stick to his 2009 pledge of “No ifs, no buts, there will be no third runway at Heathrow”