



Twitter: @RAAN_BERKS FB: Residents Against Aircraft Noise

Theresa May has been ill-advised regarding a Heathrow third runway.

Mrs May knows the ill effects and strongly opposed the previous plan in 2008/10 for a third runway, making emphatic statements against, **including those shown overleaf.**

But current plans for a Heathrow third runway allow for 260,000 additional flights per annum, 54% more than now, with new flightpaths, noise and pollution over Maidenhead and our surroundings, as shown below.

Since her elevation to Prime Minister **we, her constituents,** no longer have her support against the ill effects of a third runway.



Heathrow jobs promises are a myth. Despite their promises to create 6,000 jobs in 2007 to approve building Terminal 5, by their own figures since then Heathrow jobs have declined by 3,000. Please see more information overleaf.



There has been a recent DfT (Department for Transport) Consultation for the public, which many of you may not even know took place! It was poorly organised and promoted, with wrong and incomplete information - a pure biased “sales promotion” for Heathrow and its foreign shareholders, and it did not enable residents to make properly informed decisions.

Please:

1. Email runwayconsultation@dft.gsi.gov.uk with your concerns about the DfT Consultation **to arrive no later than 25th May. If you didn't know about it, please tell them.**
2. Email your MP, Theresa May at office@maidenheadconservatives.com to voice your disappointment and concerns about her not promoting OUR interests regarding Airport Expansion.
3. Support anyone in the General Election who says **“No to a Heathrow Third Runway”.**
4. **Encourage your family, neighbours and friends to do the same.**

Mrs May knows the ill effects! In 2008/10, amongst many emphatic statements, she said, “I hope that the Government will recognise the widespread hostility to Heathrow expansion and say No to a third runway, noise from Heathrow Airport is a big concern for local residents. I know from the letters and emails that I receive.”, “The Government have now broken their word (on the number of flights). ‘I want there to be a limit on the initial use of the third runway so that the increase in aircraft movements does not exceed 125,000 a year’.” **Now plans are for twice as many, 260,000 additional flights per year. After cancellation of the previous plan, she said “Like many local residents, I strongly welcome the cancellation of the third runway at Heathrow.....and today’s announcement is a victory for all those who have campaigned against it.”**

Some of the many reasons to reject a third runway are:

Noise: Heathrow already overflies 3 times the number of people as do Paris (Charles de Gaulle), Frankfurt or Amsterdam and with a third runway it would be 4 times! To understand about aircraft noise that will come to Maidenhead, just visit Windsor on a day when they are landing from the West (approx 30% of the time). 460 schools already live under Heathrow flightpaths and with a third runway there will be more. Interrupted sleep, noise and pollution retard children’s education by typically 6 months

Pollution: Medical studies increasingly show that noise and pollution lead to bronchial problems, hypertension, early death, slower learning in children and are increasingly linked to chronic conditions such as dementia. For example, health studies show that **people in the south of the Borough of Hillingdon, nearer the airport, die 7 years earlier than those in North Hillingdon.**

Housing: Borough Councils are having great difficulty meeting EXISTING Government housing requirements, with increasingly taller blocks and cannibalisation of the greenbelt (e.g. the joining of Maidenhead/Windsor and Maidenhead/Slough). This is before considering a further 5,000 homes that the Airport Commission determined required in each borough, or the need to re-house around 10,000 people who will be displaced by a third runway. Also of course is the need for new schools, hospital/medical facilities and supporting infrastructure - with additional pressure on land, budgets and taxes.

Congestion: Very many factors have not been decided upon. Will they tunnel the M25 under a new runway (14 lanes by the intersection with the M4 and other junctions)! or will there be a runway bridge over the M25, or a ski-style ramp? Major roadworks will be required to the M25, to the M4 and the A4/Bath Road which must be re-routed, but no one says where! **Imagine firstly the additional congestion and disruption for all the surrounding areas and for a considerable time, then add in the congestion and pollution from 2 ½ times more diesel trucks and vans forecast by Heathrow Cargo, pollution from additional cars, taxis and a 54% increase in aircraft!**

Heathrow make promises about business for Britain and new jobs at the airport and elsewhere, **but they still haven’t fulfilled promises made for jobs at the time of Terminal 5.** And the Department for Transport’s own “Review and Sensitivities report” of last October shows that the Net Benefit for the country from a third runway, after costs for construction etc, **is only £0.2bn to £6.1bn to be DIVIDED BY 60 YEARS – a negligible 0.005% of the UK economy! This amounts to only a cup of tea per annum for each Heathrow passenger or for each head of UK population!!**

We don’t need a third runway – just better use of existing and improved regional airports, road and rail infrastructure, which would also relieve pressure and provide more flexibility at Heathrow.

For more information, visit the following websites - (SHE) www.StopHeathrowExpansion.co.uk
(TAG) www.TeddingtonActionGroup.com
(RHC) www.RichmondHeathrowCampaign.org
(AirportWatch) www.airportwatch.org.uk