

Response of Burrington Parish Council to Bristol Airport's Public Consultation on Preparing a New Master Plan, agreed at the meeting on 15th January 2018

Thank you for the opportunity to comment on your expansion plans. We have not used your online form as it is not really appropriate for our response as a parish council. The parish of Burrington is between 4 and 5 miles from Bristol airport and has experienced impacts from the recent growth of the airport, especially in the growth of road traffic on local roads, the spread of off-airport car parking (mostly unauthorised) and some over-flying.

Unfortunately, the parish is just outside the area of operation of the Local Community Fund and has been unable to benefit from financial contributions that are made available in the parishes of Winford, Wrington, Backwell, Brockley, Cleeve and Barrow Gurney towards mitigating impacts of the airport from the Fund, including road safety measures such as traffic speed signs. Our applications for assistance have been rejected as we are outside that core area.

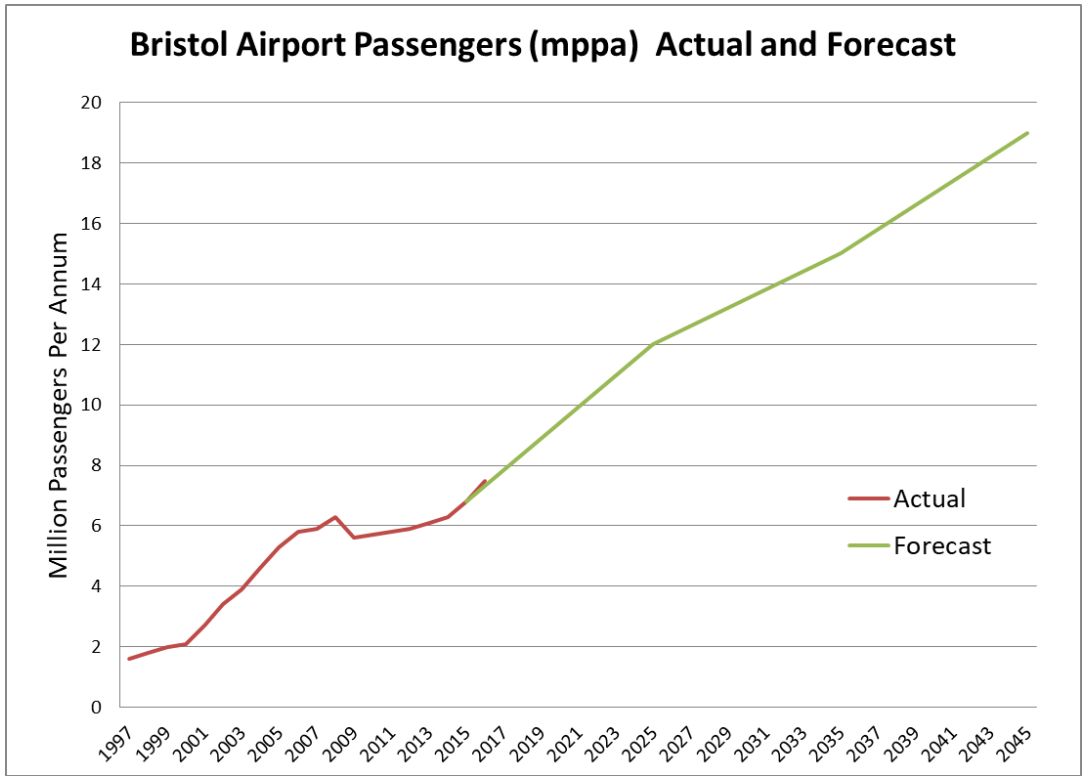
Our main concerns about the projected growth of the airport are the environmental impacts of its physical expansion, especially to the south where it could become increasingly intrusive visually and in terms of lighting; the continuing growth of road traffic through the parish generated by the airport and, to a lesser extent, over-flying.

Your consultation document, '*Your Airport: Your Views*' asks what aspects of the airport experience we should like your plans to focus on. Our answer is definitely on the environmental impacts of your expansion, including surface access and, in particular, road traffic and car parking. We should like your plans to focus more precisely on the reasons and justification for the planned expansion of the airport, the implications of accommodating that growth and how you will mitigate the adverse impacts of expansion.

You say in your consultation document that '*demand is expected to increase to around 15 million passengers a year by 2036, and up to circa 20 million a decade later*'. More evidence is needed in support of that projection, taking into account the Airports National Policy, including the planned expansion of Heathrow, and explaining the role of regional airports and role of Bristol Airport in particular, as part of the national picture and in relation to other regional airports like Cardiff and Exeter.

The approach to future plans in the current consultation appears to be one of '*predict and provide*', which is an approach that has been rejected in other areas of transport planning for many years. The following graph compares your forecast with recent rates of growth (from York Aviation's Economic Impact Report of 2016). It appears to project

a continuation of recent rates of growth (from before the recession of 2007); a period that was associated with the emergence and rapid growth of the budget airlines which are the predominant operators at the airport. Do you expect growth in that sector of the market to continue over the next 25 to 20 years or do you expect growth to come from other sectors of demand and other geographical areas beyond the West of England?



York Aviation’s report shows that only about 17% of passengers in 2015 were travelling for business, of whom 45% were from the Bristol City Region and 29% were from the adjoining counties of Somerset, Dorset, Devon and Wiltshire.

These statistics highlight some questions about the economic impacts of the airport and probably explain why you have not progressed with development of the planned, multi-storey car park and transport interchange next to the terminal. Only around 16% of passengers were foreign residents visiting the UK. As the predominant use of the airport is for foreign travel by UK holidaymakers, the economic impacts of the airport are likely to be very localised and to some extent transferred from Heathrow and other larger airports.

Figures for the origins of passengers in your consultation document also indicate a predominantly sub-regional catchment area:

Where passengers currently come from:

West of England	35%
South Wales	20%
Devon	14%
Somerset	10%
Gloucestershire	7%
Wiltshire	7%
Cornwall	5%
Dorset	2%

Do you expect projected growth to follow a similar pattern or do you expect to achieve a higher penetration of regional or national markets? It would be helpful to know where your projected growth in passenger numbers is expected to come from as it obviously has implications for priorities in surface access improvements.

There has recently been a consultation on the West of England Joint Spatial Plan, supported by the Joint Transport Study, which makes assumptions about the highway implications of airport growth with proposals for a number of improved routes to the airport by road and public transport: from the North via the South Bristol Link Road, a new Southern Orbital Route from the A4 to the A37 and A38, and improvements along the alignment of the A38 to the airport; from the West along the Nailsea Corridor from the M5 at Junction 20 and Clevedon via Backwell, the A370 and A38; and from the South along a new route from a new Junction 21A on the M5 to the A38 and A368 at Churchill.

It would be helpful to know which, if any, of these routes is essential for the expansion of the airport, the threshold numbers of passengers at which these improved routes become necessary, and implications south of the airport for the A38, the A368 and routes across the Mendips, including the B3134 through Burrington Combe.

Our view is that expansion of the airport should not be driven by a '*predict and provide*' model based on unsubstantiated forecasts, but by a clear justification in terms of economic benefits; by information on the environmental implications of the physical expansion of the airport and increasing numbers of flights; and by clear proposals to mitigate adverse environmental impacts including the growth in road traffic and car parking. You should also indicate your programme for completing plans that have already been permitted like the multi-storey car park and transport interchange.

We hope to see these concerns addressed in your next Master Plan consultation.