

## *Is there an alternative?*

Yes. Bristol Airport should:

### \* **Plan sustainable expansion**

A sustainable Airport will grow in lockstep with aviation technology and public transport provision

### \* **Invest in public transport, not parking sites**

The Lulsgate site, smack in the Green belt, has minimal public transport and inadequate road access. The Airport should invest in sustainable transport links to reduce the need for car access.

### \* **Rediscover its regional roots**

Instead of sucking in passengers from Wales the Airport should become part of a network of sustainable regional transport hubs including Cardiff, Exeter and other airports.

## *What can you do?*

Write to the newly-elected North Somerset councillors and planning officials. Over 2000 objections have been made to the Planning Department. You can still submit a comment to the website or by snailmail (not email) until a few days before the application is considered by the Council in July. Even if you live elsewhere. Our website and facebook sites have the latest details.

### **We are...**

The Stop Bristol Airport Expansion alliance. For more information about our work, or if you'd like to join our campaign, visit us on the web: [www.stopbristolairportexpansion.org](http://www.stopbristolairportexpansion.org) on Facebook: [stopbristolairportexpansion](https://www.facebook.com/stopbristolairportexpansion) or contact us via email: [stopBAex@gmail.com](mailto:stopBAex@gmail.com)



## What's the plan for **Bristol Airport?**

8 million passengers  
used the airport in 2017

Bristol Airport now  
plans to add **24,400  
more flights** every year  
to service 12 million  
passengers

...and then increase to  
20 million.

## ***What will all this mean?***

Within 5 years, the people of North Somerset and Bristol will be dealing with:

- \* **increased air pollution** with 59% more carbon emissions from 24,000 more flights over the region planes
- \* **gridlock** on the A38 with traffic up by 9,000 cars daily from airport traffic alone
- \* **destruction of the Green Belt** to create an additional 2,700 Airport parking spaces
- \* **creeping parking sprawl** from illegal parking sites serving the airport
- \* **pervasive noise**, and other health hazards. Plans to lift restrictions with 4000 night flights during the summer will effect the whole region
- \* **environmental damage** to wildlife and landscape

***All to create bigger profits for the Airport's Canadian owners.***



## ***So why is the airport so keen to expand?***

To make more money. Part of answer is surprising but simple:

- \* Bristol Airport loses money on its aviation operations...
  - \* So it depends on some profit by renting space to retail and food outlets...
  - \* ... but most of all it makes shedloads of money from its car parks. Remember, with no rail links and only one significant bus service 87% of airport passengers arrive by car. So its secret business model sees expansion as the key to profit from shopping and, above all, increasing the number of cars parking at the Airport.
- Simple but not so obvious ...

## ***Who benefits..and who pays?***

Whatever the Airport fat cats say the communities of North Somerset and Bristol won't benefit from airport expansion.

- \* 85% of Bristol Airport passengers fly for leisure rather than business ...
- \* so the Airport funnels over £2 billion spending power out of the region every year!
- \* expansion will not significantly increase job opportunities
- \* The only beneficiaries of expansion will be the Canadian investment fund that owns the Airport and will continue to enjoy 10-15% annual returns on their investment, see an inflated asset price and pay minimum UK tax contributions.

***Bristol and the regional communities pay the cost through damage to health, well being and the environment.***