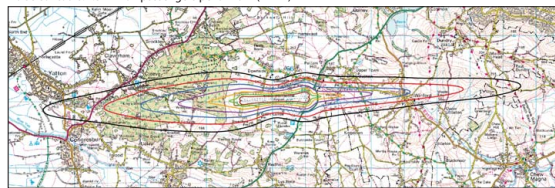


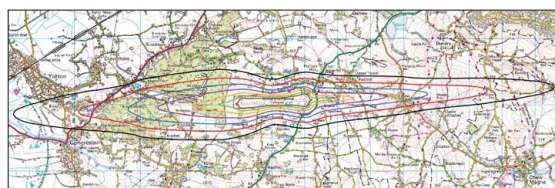
The impacts of expansion 2 of 2

Noise *(continued from previous display board)*

Noise contours: 7.3 million passengers per annum (MPPA)



Noise contours: 10 MPPA



— 54.dBLAeq, 16hr
— 57.dBLAeq, 16hr
— 60.dBLAeq, 16hr
— 63.dBLAeq, 16hr
— 66.dBLAeq, 16hr
— 69.dBLAeq, 16hr
— 72.dBLAeq, 16hr

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Ground noise

Ground noise is generated by airport activities that occur on the ground. This includes aircraft taxiing; aircraft on stand; road traffic noise and car parking. Detailed modelling of ground noise is being carried out to study any potential effects and will consider details such as individual aircraft noise emissions, road traffic flows, schedules and stand use. The modelling incorporates the proposed terminal design which includes a landscaped 5 metre high noise barrier to reduce the spread of noise from the new eastern aircraft apron, planned for where the old terminal building is currently located. The new piers and walkways will also serve to reduce the effects of ground noise on nearby properties.

The following impacts have been considered:

- Potential changes in road traffic noise level due to increase road traffic on local and airport roads;
- Potential changes in noise levels due to taxiing aircraft, aircraft at stand and airside operations; and
- Potential change in noise due to additional car parks and increased car park capacity.

Transport Impacts

Transport and surface access

The majority of passengers travel to and from the airport by car, with 8% of people using public transport. The main road access is provided by the A38. Access is also provided, but not encouraged, by the rural road network - in particular the B3130.

A detailed Transport Assessment has been prepared to accompany the planning application, using data from Local Authority traffic models. More passengers result in an increase in the daily number of vehicle trips to the airport. Traffic studies show that the peak hours for traffic flows in the local area, including the A38 and B3130 are the morning peak (0800-0900) and evening peak (1700-1800) when the majority of users are commuters. Most passengers travel to the airport outside these highway peak hours.

The proposals seek to significantly improve public transport with a target of 15% of passengers using public transport at 10 MPPA. This

would mean that four times as many passengers would be using public transport compared with 2007. We will take the lead in delivering improved public transport, which will be achieved through increased services on the Bristol International Flyer into Bristol and new services to Weston-super-Mare and Bath as demand grows. We will be working with local authorities to integrate airport services into their proposals for wider public transport improvements.

The proportion of staff using their car alone will be reduced to 75% through the implementation of a 'staff travel plan' which will encourage car sharing and use of public transport.

Car parking will be provided for those passengers for whom public transport is not an attractive option. The car parking is concentrated on the airport site to limit its impact with as much car parking as possible located near the terminal building. The number of spaces has been constrained consistent with the public transport targets. By providing affordable parking at Bristol International Airport the number of drop-off trips, and hence total car trips can be reduced.

The Transport Assessment has identified highway improvements that should be implemented in conjunction with the development of the Airport. If planning consent for the development is granted, we will make a contribution to improvements to the transport and surface access infrastructure. Improvements to junctions on the A38 have been identified as a priority. The improvements will provide additional capacity, resulting in less congestion compared with the predicted traffic flows were the development not to take place.

The transport work shows that the highway network can safely accommodate the increase in traffic.

The bigger picture

Airport traffic and access must also be considered in the context of wider traffic issues in the region.

The four Councils in the West of England are working together to tackle congestion, improve air quality and attract major investment in public transport. Proposals are being developed for the first stage of a rapid transit project (Ashton Vale to Temple Meads via Bristol City Centre) and ways of linking the Hartcliffe Roundabout with the A370 Long Ashton bypass. There is an opportunity to extend the rapid transit route to Bristol International Airport and the proposals also consider ways by which the A38 and the A370 could be linked including a possible new road. There is therefore potential to improve access to Bristol International Airport and to reduce the effects of traffic on local villages. We have been working with the study team and we will play a key part in delivering solutions to traffic problems in the area. Good surface access links are important to the future success of the airport.

