



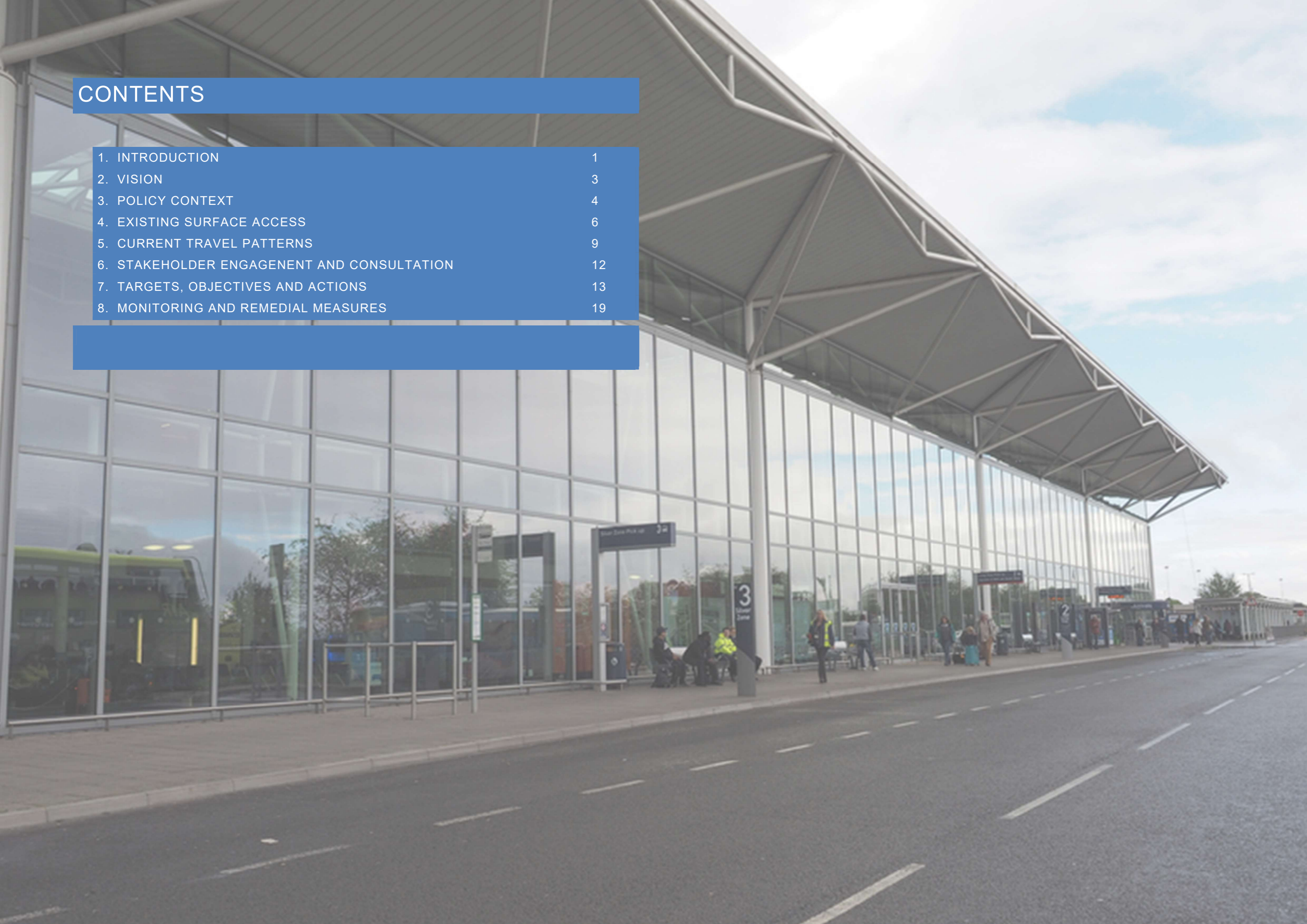
Surface Access Strategy

2023-2028



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1. INTRODUCTION

1.1 INTRODUCTION TO BRISTOL AIRPORT

Bristol Airport is located within North Somerset, approximately six miles south west of the Bristol conurbation. Bristol Airport is the major regional airport for the south west of England as well as South Wales and is the 8th largest airport in the United Kingdom, handling 7.9m passengers in 2022¹. A majority of these passengers travelling from Bristol Airport do so for leisure purposes, although the Airport also has a strong base of business passengers. The Airport has also cemented itself as a gateway for a significant number of overseas visitors to come to the region².

In 2020, the Covid-19 pandemic had a substantial worldwide impact on the aviation industry, not least at Bristol Airport. In 2021, passenger numbers at Bristol Airport decreased by a further 5% on 2020 levels to just over 2m, as restrictions on passenger and aircraft movements were implemented globally.

However, Bristol Airport has experienced a swift recovery from the impacts of the pandemic, with 2022 passenger data demonstrating that Bristol experienced the best post-covid recovery of UK airports in comparison to pre-pandemic passenger levels.



Airport	Passengers (2022)	% Passenger numbers vs 2019
London Heathrow	61,596,618	76%
London Gatwick	32,831,088	70%
Manchester	23,340,418	79%
London Stansted	23,289,652	83%
London Luton	13,322,236	73%
Edinburgh	11,248,549	76%
Birmingham	9,595,557	76%
Bristol	7,945,038	89%
Glasgow	6,516,029	74%
Belfast International	4,818,214	77%

Source: [2022 in review: UK air travel reaches 75% of pre-pandemic levels as Spain tops most popular destination list | Civil Aviation Authority \(caa.co.uk\)](#)

The Airport already benefitted from a planning consent for expansion to handle up to 10 million passengers per annum (mppa) and, since March 2023, has consent for expansion to handle up to 12mppa. Each of these consents includes provision for comprehensive improvements to surface access.

¹ [2022 in review: UK air travel reaches 75% of pre-pandemic levels as Spain tops most popular destination list | Civil Aviation Authority \(caa.co.uk\)](#)

1.2 WHAT IS A SURFACE ACCESS STRATEGY?

All forms of transportation used to carry passengers, workers, and goods to and from Bristol Airport are collectively referred to as surface access transport. This includes travel by rail, coach, bus, taxi, private hire vehicle (PHV), car, motorbike, lorry, bicycle, and on foot.

An up to date Airport Surface Access Strategy (ASAS) is a requirement of National Policy for airports. An ASAS should be produced by Airport transport Forums (ATF's), and set out the overall strategy, targets for increasing the proportion of journeys made to the Airport by public transport, and associated implementation measures.

1.3 ASAS 2023-2028

This 2023 ASAS is a replacement that will supersede the current Bristol Airport Surface Access Strategy 2012-2016. Until this ASAS is finalised, the actions and measures contained in the current ASAS will continue to be pursued. Since 2016, Bristol Airport has continued to work with the ATF and delivery partners to implement further measures to improve surface access and increase public transport mode share. This long-term focus on bus and coach services has been effective in making public transport an attractive option for passengers who are within the area covered by the services run by the ATF partners.

How passengers travel to and from Bristol Airport can directly impact the level of congestion on internal airport roads, the local road network and the Strategic Road Network (SRN). We also understand that local congestion and parking is a key issue for our nearby communities.

Surface access also plays a vital role in the regional economy, enabling employees to travel effectively to and from the Airport in order to support the businesses operating here. We are therefore committed to widening and enhancing the range of options for passengers and staff travelling to and from Bristol Airport.

This ASAS focuses on encouraging greater use of public transport, walking and cycling to for both passengers and staff, and to reduce the impact of deliveries, supporting the growth of Bristol Airport to 12mppa.

It establishes the context, strategy, objectives, targets and implementation measures to achieve a headline absolute increase in public transport mode share of 2.5% for all passenger trips, over and above the current 15% public transport mode share target to 10mppa.

Bristol Airport and its partners in the ATF are committed to achieving this increase of 2.5% as the Airport increases it's throughput from 10mppa to 12mppa. The measures in this ASAS will provide opportunities for passengers from the key areas which the Airport serves to be better informed and have a better choice about the way which they choose to travel to the Airport, with incentives to travel more sustainably.

² York Aviation (2018) 'Development of Bristol Airport to accommodate 12 million passengers per annum: Economic Impact Assessment

Many of the measures set out in the ASAS will benefit staff as well as passengers, assisting in achieving an employee non-single occupant car mode share target of 30% by the time 12mppa is reached.

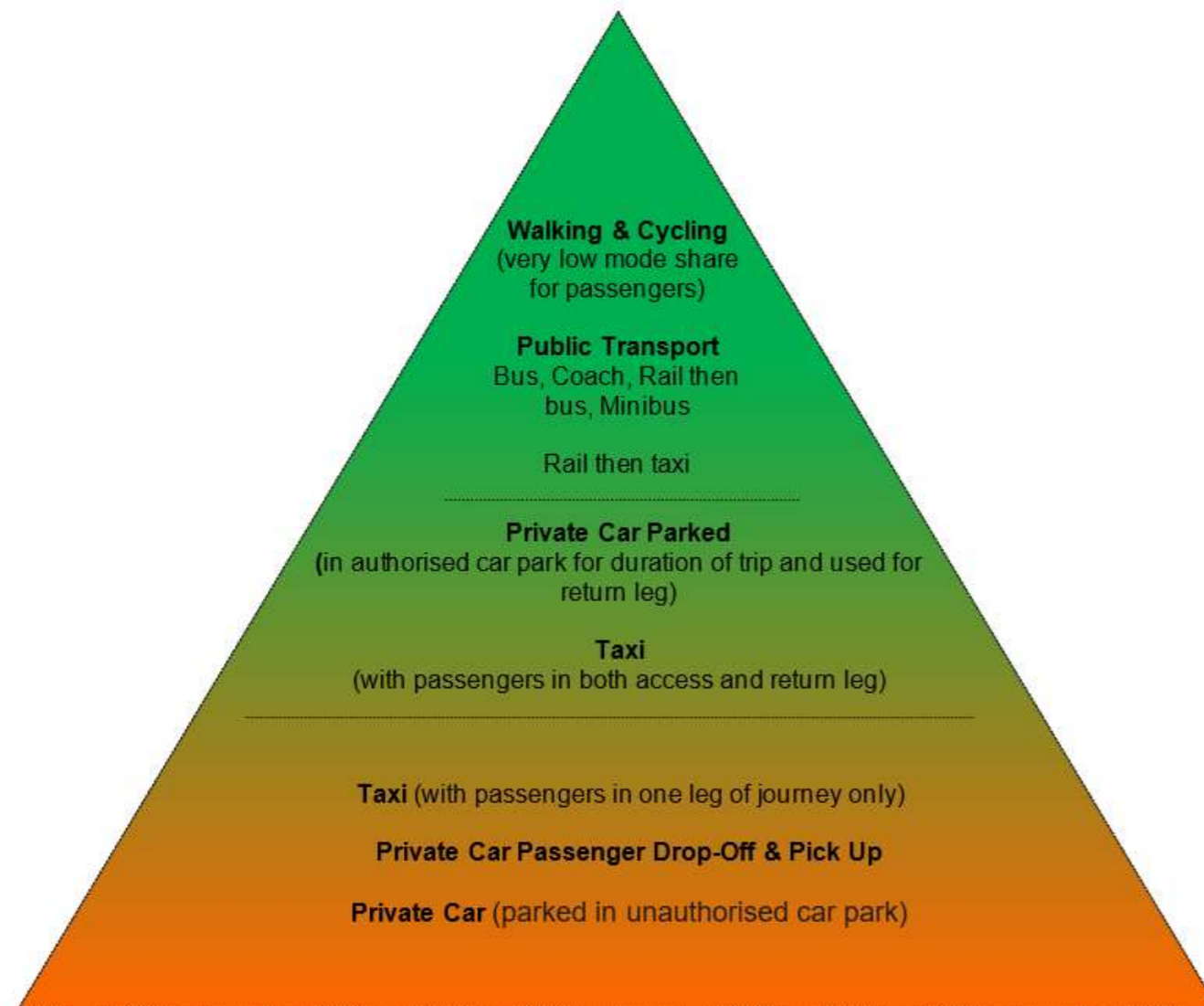
It is intended that the suite of measures in this ASAS will provide benefit not just to passengers and staff, but also to the local community and the wider environment.



2. VISION

2.1 THE ROLE OF THE ASAS IN ACHIEVING THE VISION

The primary aim of the ASAS is to reduce the proportion of car trips made to the Airport. This has the direct effect of helping tackle congestion, improving air quality, reducing traffic noise and reducing our carbon footprint. A pyramid hierarchy of trips from encouraged/preferred (public transport) to least encouraged (private car drop-off) is summarised below.



The hierarchy is set up in such a way that measures which have a lower carbon impact per passenger and which will reduce the impact of traffic and parking on the communities surrounding the airport are set higher up. Public transport, walking and cycling are set at the top of the hierarchy since a single bus or rail journey has the capacity to move many passengers to and from the airport, or on part of a journey to the airport. Whilst walking and cycling sits at the top of the sustainable transport hierarchy, the location of the airport and the fact that passengers will typically have some type of luggage with them means that there is limited scope to increase trips made by these modes, and therefore public transport is the priority for passengers. Walking and cycling is however a key part of the workplace travel plan.

Coach, bus and minibus services relate to the main part of a trip, rather than a shuttle from a nearby car park.

Further down the hierarchy, the impact of each passenger movement increases. Passengers driving and parking at the Airport will create two trips on the highway network per return journey, as will a taxi with passengers in each leg of a trip, whilst passengers travelling by taxi as a one-way fare or a car passenger drop-off will create four, potentially doubling vehicle mileage and having a greater impact on congestion the environment.

As can be seen, the ASAS hierarchy aims to reduce the number of two-way taxi and private car drop-off trips to the Airport in favour of one-way taxi/'self-park' or, better still, public transport trips. A key target of this 12mppa ASAS is to increase public transport use from the 10 million passengers per annum (mppa) target baseline of 15% by 2.5% once 12mppa is reached.

As part of the 12mppa planning consent, BAL is committed to implementing measures and monitoring to aim to achieve a target 0.5% increase in public transport use year on year.

Private car trips utilising unauthorised car parks (ie those without planning consent or any form of management or connection to the ASAS), are not supported by the strategy and are placed at the bottom of the hierarchy. This is because they can cause direct harm to local communities and make no contribution towards the implementation of ASAS measures.

The Airport is, in parallel, implementing an Emissions and Climate Change Action Plan (ECCAP), which includes measures to reduce the carbon impact of travel to the airport. Whilst carbon reduction is not the only aim of the ASAS, it's implementation will clearly deliver benefits in terms of carbon reduction, and the Airport's wider Net Zero Carbon target.

2.2 PARTNERSHIPS

The success of the ASAS will be driven by existing partnerships, as well as potential new partnerships which could form. Bristol Airport is at the centre of a number of private and public organisations who work together to deliver the day to day operations of the Airport, but are constantly seeking to make improvement for passengers, staff and the local communities.

As the operator of the Airport, Bristol Airport Limited (BAL) has taken the lead in preparing the ASAS, but it is jointly owned and to be implemented through the ATF. Responsibility for delivering the ASAS successfully falls on all of the partners of the ATF. The contribution which each partner will make, whether they have a small part to play in one improvement measure or a significant part to play in many, will all support the wider strategy and contribute towards meeting our targets.

The Airport's partners in the ATF are listed in Section 6 of the ASAS, and each has contributed to the development of this strategy including some of the individual measures that are likely to be required and has agreed to be an active participant in the delivery of the ASAS.

3. POLICY CONTEXT

3.1 INTRODUCTION

Bristol Airport's ASAS has been prepared with due regard to national and local policies and guidance. The ASAS must provide positive contributions towards environmental, economic and social objectives of the local and regional community.

3.2 NATIONAL

3.2.1 AVIATION POLICY FRAMEWORK

The Aviation Policy Framework (APF) was adopted in March 2013 and is underpinned by two core principles:

“Collaboration – By working together with industry, regulators, experts, local communities and others at all levels, we believe we will be better able to identify workable solutions to the challenges and share the benefits of aviation in a fairer way than in the past; and

Transparency - To facilitate improved collaboration, it is crucial to have clear and independent information and processes in place. Those involved in and affected by aviation need to have a clearer understanding of the facts and the confidence that proportionate action will be taken at the international, national and local level.”

It seeks to maintain a balance between the benefits of aviation and its costs, particularly its contribution to climate change and noise.

In the context of surface access, the APF notes that high quality, efficient and reliable road and rail access to airports contributes greatly to the experience of passengers, freight operators and people working at the airport, and that greater use of low carbon modes to access airports also has the potential to reduce CO₂ emissions, as well as leading to less congestion and improved air quality.

For the development of surface access strategies, it states that:

“We recommend that Airport Transport Forums (ATFs) produce Airport Surface Access Strategies to set out:

Targets for increasing the proportion of journeys made to the Airport by public transport for both workers and passengers;

The strategy to achieve those targets; and

A system whereby the forum can oversee the implementation of the strategy.”

APF – Paragraph 4.20.

3.3.2 THE FUTURE OF UK AVIATION

The Green Paper published by the Department for Transport (DfT) in 2018 emphasises the significance of the aviation industry to the UK economy and sets out the challenges and opportunities to 2050 and beyond.

“Existing government policy states that Airports are recommended to produce and keep updated master plans and Airport surface access strategies. Airports with more than 1,000 passenger air transport movements a year are also advised to hold Airport transport forums (ATFs) which develop and oversee implementation of plans for future surface transport provisions.”

The Future of UK Aviation – Paragraph 4.34

3.3 LOCAL & REGIONAL

3.3.1 WEST OF ENGLAND JOINT LOCAL TRANSPORT PLAN

The JLTP 4 was adopted in March 2020 by the West of England Combined Authority (WECA), working with Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire councils – it explores and sets strategic transport plans up to 2036. It sets out a strategy for improving connectivity for the West of England, noting that for trips beyond the West of England the focus is primarily on:

“Strategic road and rail networks, including the role of coaches

Supporting the role of the port and Airport, for both passengers and freight” (page 34)

And under Policy B1 to:

“Enhance competitiveness of major gateways and improve connectivity to international markets”

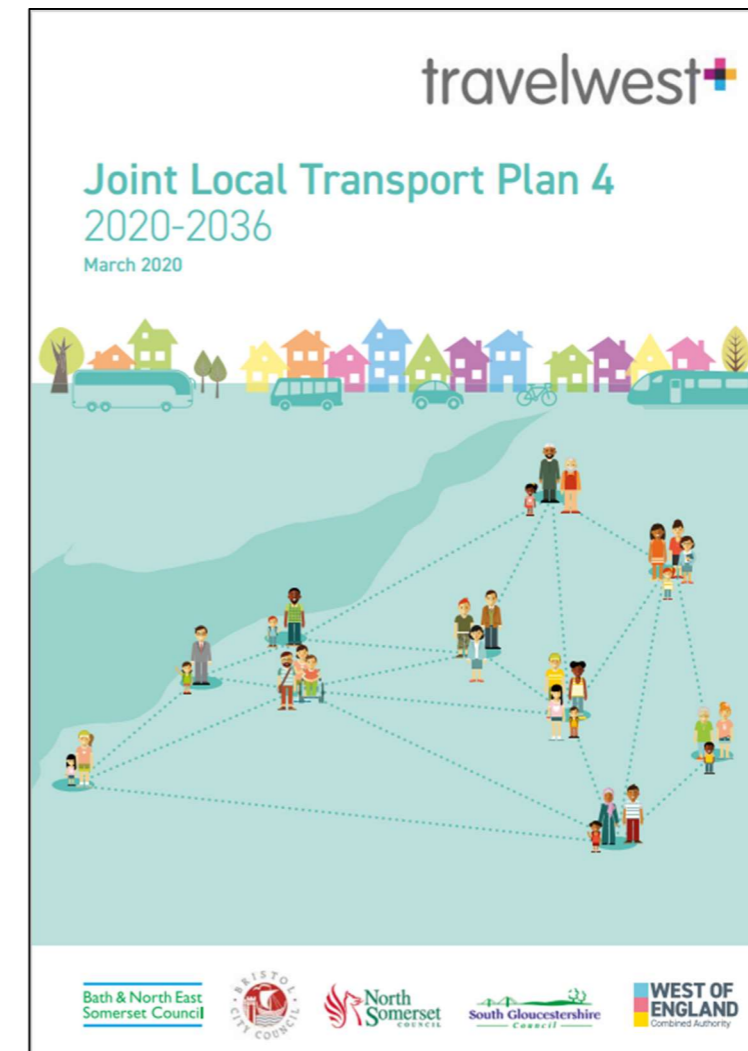
By means of a main intervention to:

“Work with Bristol Airport to maximise the airport’s transport connectivity as a local, subregional and regional transport interchange” (page 37-38)

and

“In particular, we will work to increase public transport in the short term, with improvements to bus and coach services serving the airport, and in the long term through a high-frequency mass transit corridor.”

Bristol Airport fully supports the principle of a high frequency mass transit scheme to connect the airport to Bristol and will continue to engage with the ATF and other partners to seek to enable such a scheme to come to fruition.



4. EXISTING SURFACE ACCESS

4.1 INTRODUCTION

Bristol Airport is served by an extensive network of public transport routes, as well as local roads linking to key regional routes. This section provides a summary of the current transport infrastructure available to passengers and staff for their journeys to and from the Airport.

4.2 BUS & COACH

Bus and coach access to Bristol Airport plays an integral role in our access strategy. The Airport is served by a broad and diverse range of frequent and direct bus routes to Bristol, Bath and Weston-super-Mare. The main bus stops are currently located in the coach park area. There are also additional stops in the coach station which is approximately a 100 metre walk north of the terminal.

The Airport also acts as a hub for several local bus routes in North Somerset, where local buses from surrounding villages connect with frequent services to Bristol City Centre. The Airport has good level of sub-regional coach services which complements the local bus network providing connections to the wider Southwest and South Wales from Bristol.



Bus and Coach Service frequencies (Sept 2023) are summarised below.

Service	Operator	Route	Typical Frequency			Hours of Operation (to Bristol Airport)
			Monday - Friday	Saturday	Sunday	
A1	First	Bristol Airport – Bedminster – Temple Meads – Bristol	12 mins	12 mins	15 mins	02:10 – 00:45
A3	First	Weston-super-Mare – Worle – Congresbury – Bristol Airport	Hourly	Hourly	Hourly	02:05 – 23:05
A4	Bath Bus Company	Bath – Saltford – Keynsham – Brislington – Hengrove – Bristol Airport	Hourly	Hourly	Hourly	03:00 – 00:00
U2	First	Clifton – Lulsgate – Upper Langford	Hourly	2 Hours	2 Hours	07:00 – 23:00 (weekdays) 09:00 – 23:00 (weekends)
216	National Express	Cardiff – Newport – Bristol Airport	10 Services	10 Services	10 Services	02:30 – 22:10
Falcon	Stagecoach / Megabus	Bristol – Bristol Airport – Bridgwater – Taunton – Cullompton – Exeter – Plymouth	60 mins	60 mins	60 mins	01:00 – 23:00

In addition to the services outlined above, a new WESTlink 'on demand' service has been operational since the start of April 2023 and operates in the vicinity of the Airport. The Airport is situated in WESTlink's southern zone, as shown on the opposite map.

The service runs without a fixed timetable or route and is booked on demand by users directly through the WESTlink app or by phone. Passengers can use existing bus stops to access the service providing a point of interchange between the WESTlink service and existing bus and rail services.

4.3 ON-SITE SHUTTLE BUS

A minimum frequency 15-minute shuttle bus service is currently in operation at the Airport and provides access between the main terminal building and other key locations including the Silver Zone Car Park and the Long Stay Car Park, as well as free drop-off zone. The bus transfer time between the Silver Zone Car Park and the airport terminal is approximately 7-9 minutes.

4.4 RAIL

Whilst Bristol Airport does not have a direct rail connection, there are a number of railway stations which are connected to the Airport by bus interchange services.

Bristol Temple Meads railway station is identified by the Department for Transport (DfT) as a national hub. The A1 Airport Flyer provides a frequency of up to five services per hour connecting the station to Bristol Airport. Rail services frequently arrive at this station from most major key destinations both regionally and nationally, including Cardiff, London, Exeter, Plymouth and Birmingham. Bristol Temple Meads also serves as a hub for more local services to destinations including Bristol Parkway, Gloucester, Bath and Swindon.

The A4 bus also provides a link between Bristol Airport and Bath Spa Railway Station which the DfT has identified as an important feeder station. Services frequently arrive at this station from various locations including London, Chippenham, Westbury and Southampton.

Weston-super-Mare railway station is also recognised as an important feeder station by DfT and is accessible to / from Bristol Airport by the A3 bus. Rail services frequently arrive at this station from various locations including Bridgwater, Taunton, Exeter and Plymouth. Additionally, the A3 serves Worle railway station with recently improved service branding and marketing for access to Bristol Airport. Both Worle and Bristol Temple Meads benefit from tickets which integrate the rail and bus services, improving options for travel to the airport throughout the southwest.



Credit: Geof Sheppard

4.5 WALKING & CYCLING

The hilly nature and relatively rural location of the site means that walking trips to and from the Airport are most likely to be made by staff from the nearby hamlets of Downside, Lulsgate Bottom, Potters Hill and the village of Felton.

For those travelling from further afield from locations including Nailsea, Portishead, Blagdon, and Bristol, some Airport staff cycle to work on an occasional or regular basis. However, there are some constraints to cycle opportunities such as the busy nature of the A38 and the long hill through Brockley Combe.

There is, however, provision at the Airport for passengers and staff to travel by bike. Cycle parking is provided outside of the terminal and at staff arrival hubs. Additionally, the Administration building benefits from secure cycle parking and showers. There are also showers and cycle storage facilities within Aviation House, for staff employed within the Terminal or other northside locations.

It is recognised that other than passengers carrying small hand luggage there is unlikely to be much demand for passengers to cycle.

4.6 TAXI & DROP-OFF

The Airport taxi service is operated under a concession arrangement with Arrow Cars. This allows Arrow Cars sole rights to provision of private hire services taking bookings and sole use of the terminal forecourt at the Airport but does not exclude other operators using the drop-off (£5 charge) and short stay car parks (standard tariff) to set down or pick up pre-booked passengers.

The concession is operated to ensure a strict set of service standards laid down by the Airport are met, the objective of which is to ensure that private hire vehicles are readily available to passengers 24 hours a day. The agreement covers a range of issues including availability of taxis, quality of vehicles, maximum waiting time, driver standards and, where possible, avoidance of the B3130 through Barrow Gurney.

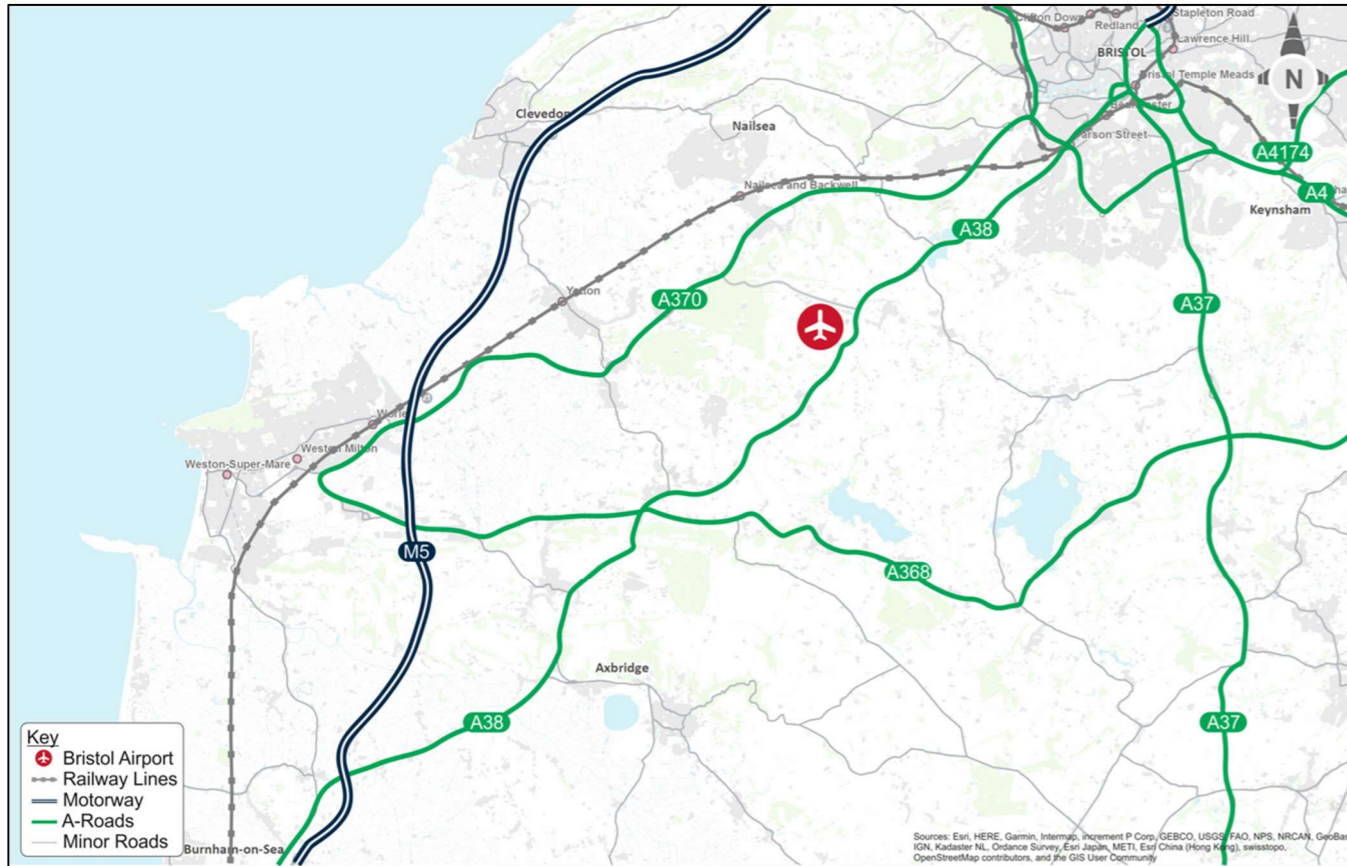
The airport promotes increased efficiency in the licensed vehicle operation by combining outward and inward journeys and use of licensed vehicle sharing.

Adjacent to the terminal is a Drop & Go car park for quick drop-offs, with a minimum cost of £5 for 10 minutes' wait (40 minutes for Blue Badge holders). Opposite the terminal is a Short Stay and Pick-Up car park which has a minimum cost of £5 for 20 minutes. There is also a waiting zone located close to Silver Zone that provides a waiting facility for taxis and people picking up for up to an hour before the proceed to the pick-up points.



4.7 ROAD ACCESS

The primary vehicle access to the Airport is via the A38. An application for funding a scheme to improve the A38 corridor has been made to the Department for Transport as part of the Major Road Network upgrade programme; this is a government funding channel to improve the middle tier of the busiest and most economically important local authority 'A' roads. The A38 is a strategic route between Bristol and Taunton, connecting to the M5 at Junction 22 and enabling connections to Somerset, Devon and Cornwall. It also forms a link to Weston-super-Mare via the A368 and A370, in addition to providing connections to many North Somerset villages. The section between Bristol and the Airport is typically single carriageway.



4.8 CAR PARKING

There are currently five on-site parking locations, with some 18,000 spaces available during the summer. These vary in price and offer from Silver Zone (lowest cost with shuttle bus) through to Meet & Greet (typically highest cost with terminal drop-off), as summarised below:

1. Silver Zone. Located to the south of the site, Silver Zone is the largest car park by number of spaces with a maximum of 11,400 'block parked' spaces during the summer months (May to October). Silver Zone is a lower priced parking option for passengers using the BAL car parks. Passengers drop off their car to be parked by BAL staff into the nearby block parking area, and are transported to the main terminal by a frequent shuttle bus. In the winter months, the silver zone capacity is reduced by c. 3650 spaces to 7,750 spaces due to a previous planning restriction on year round use;

2. Long Stay Car Park. Located to the north of the terminal, this 'self-park' car park has 3,500 spaces and is a 5-15 minute walking distance to the terminal;
3. Short Stay Car Park. Located to the north of the terminal, this more premium 'self-park' car park has 600 spaces and is a 2-3 minute walking distance from the terminal;
4. Multi-Storey Car Park (MSCP1). Opened in 2019, this more premium 'self-park' car park located to the north of the site has 1,900 spaces and is a 2-3 minute walking distance from the terminal; and
5. Meet & Greet. The drop-off and collection point is located to the west of the terminal, with the black parking area adjacent to Silver Zone; this car park has 600 spaces. This premium option is for passengers who drop their car off at the Airport to be parked by an approved operator staff, and is a 1 minute walking distance from the terminal.

The Airport also benefits from car rental facilities, which are served by six approved rental companies. Located near to Silver Zone, the car rental facilities can be accessed from the terminal by the shuttle bus.

The figure below shows the location of the facilities at the Airport for various modes of travel as they currently stand.

Ongoing and future projects as part on the implementaton of the permitted development will mean that changes to the location of certain facilities will need to be made. A new multi-storey car par and public transport interchange is due to be constructed from 2024 leading to some disruption. BAL has permission to provide up to c.22,300 parking spaces at the Bristol Airport site. Any such changes will be reflected in future ASAS reporting through the ATF.



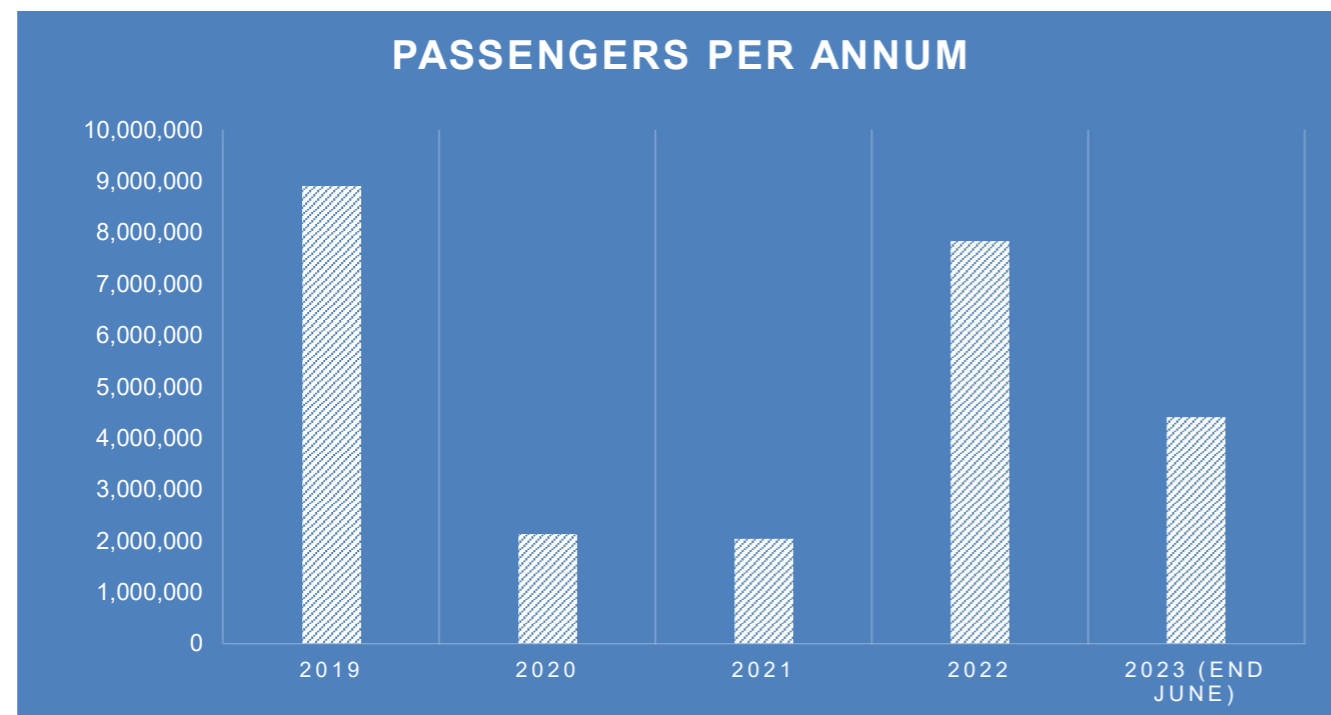
5. CURRENT TRAVEL PATTERNS

This section sets out the travel patterns associated with the Airport, based on the most recently available full dataset. Data regarding passenger origins and mode shares is from the most recently completed Civil Aviation Authority (CAA) surveys, collected in 2019. CAA surveys have commenced again in 2023, and it is expected that the updated data will be used to inform the evolution of the ASAS in future years.

5.1 PASSENGER NUMBERS

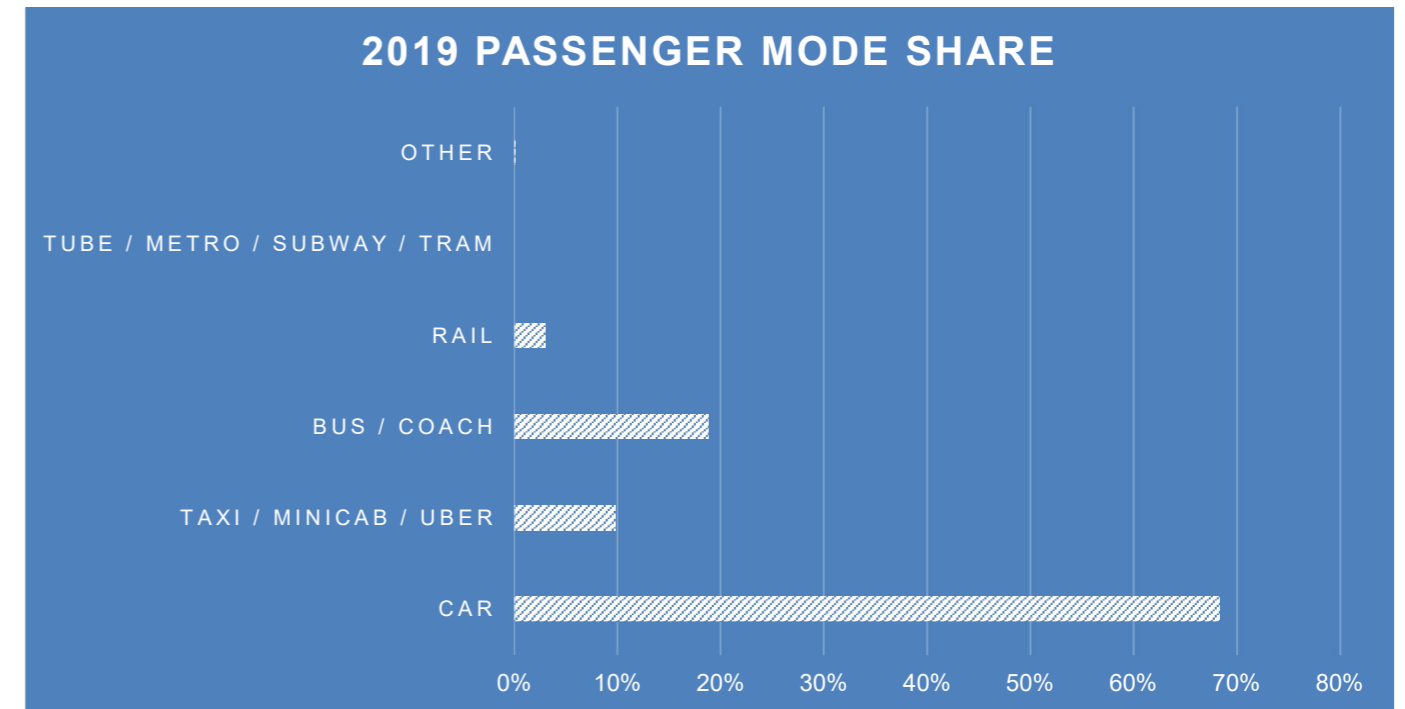
As can be seen from the chart below, passenger numbers before the Covid-19 pandemic were at 8.9mppa. Following a significant drop in passengers over the course of 2020 and 2021, the annual passenger numbers in 2022 saw a strong recovery, increasing to 7.8mppa.

From the passenger numbers available covering the period to the end of June 2023, this first six months of the year has recorded over 4.4mppa. It is expected that passenger numbers will exceed 9mppa by the end of 2023.



5.2 PASSENGER MODE SHARES

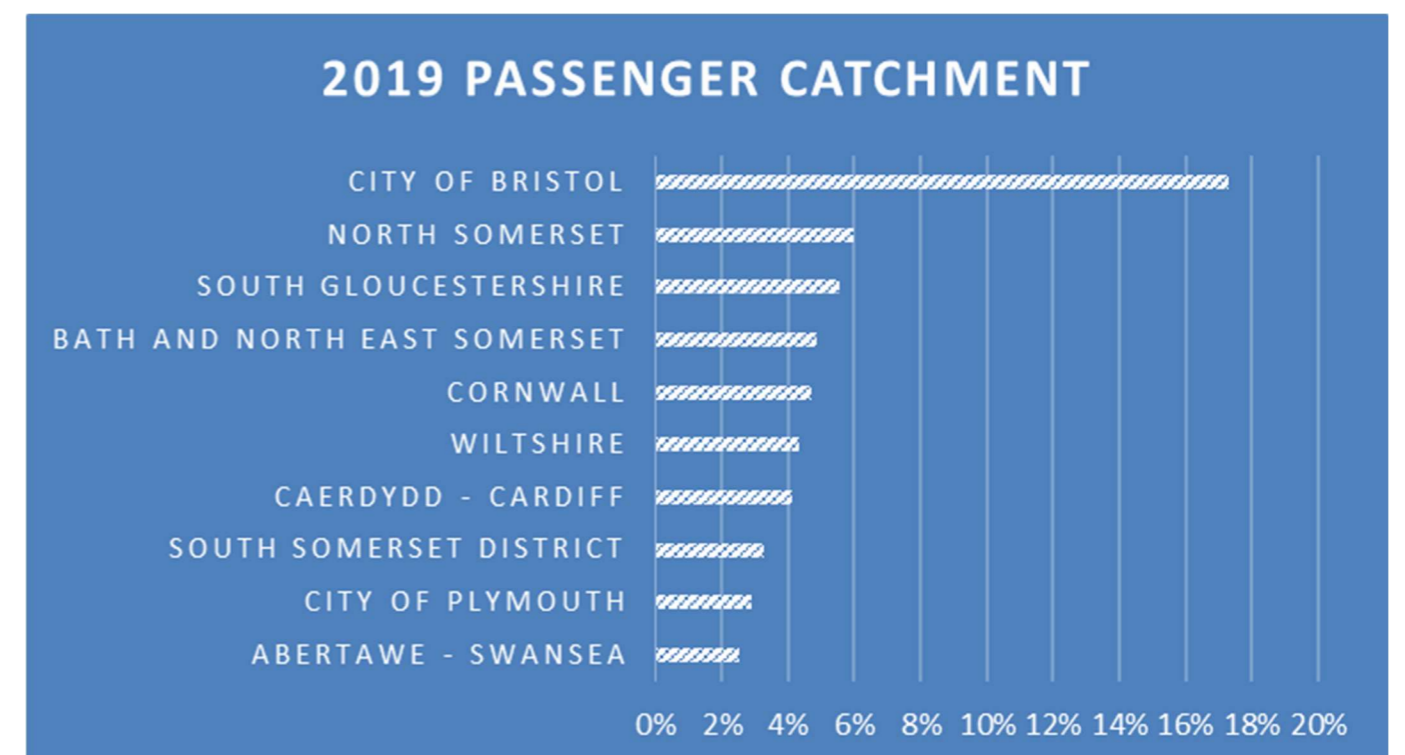
Passenger mode share information has been determined using information from the CAA's 'main mode' dataset. This data may differ from the Bristol Airport Limited (BAL) bus ticket data, which was used as the basis for the 10mppa public transport mode share target of 15%.



The majority of passengers used a car as their main mode to get to the airport. However, the proportion of passengers arriving by bus or coach is material, with almost 20% using these as their main mode. Rail is the main mode for some 3% of passengers, who are then reliant on another transfer mode to complete their trip to the Airport.

5.3 PASSENGER CATCHMENT & MODE SHARE

The CAA data gives the locations below as the top 10 catchments for Bristol Airport passengers. In total, these locations comprised 56% of the total passengers using the Airport. (Note that South Somerset District is now part of Somerset County Unitary authority)



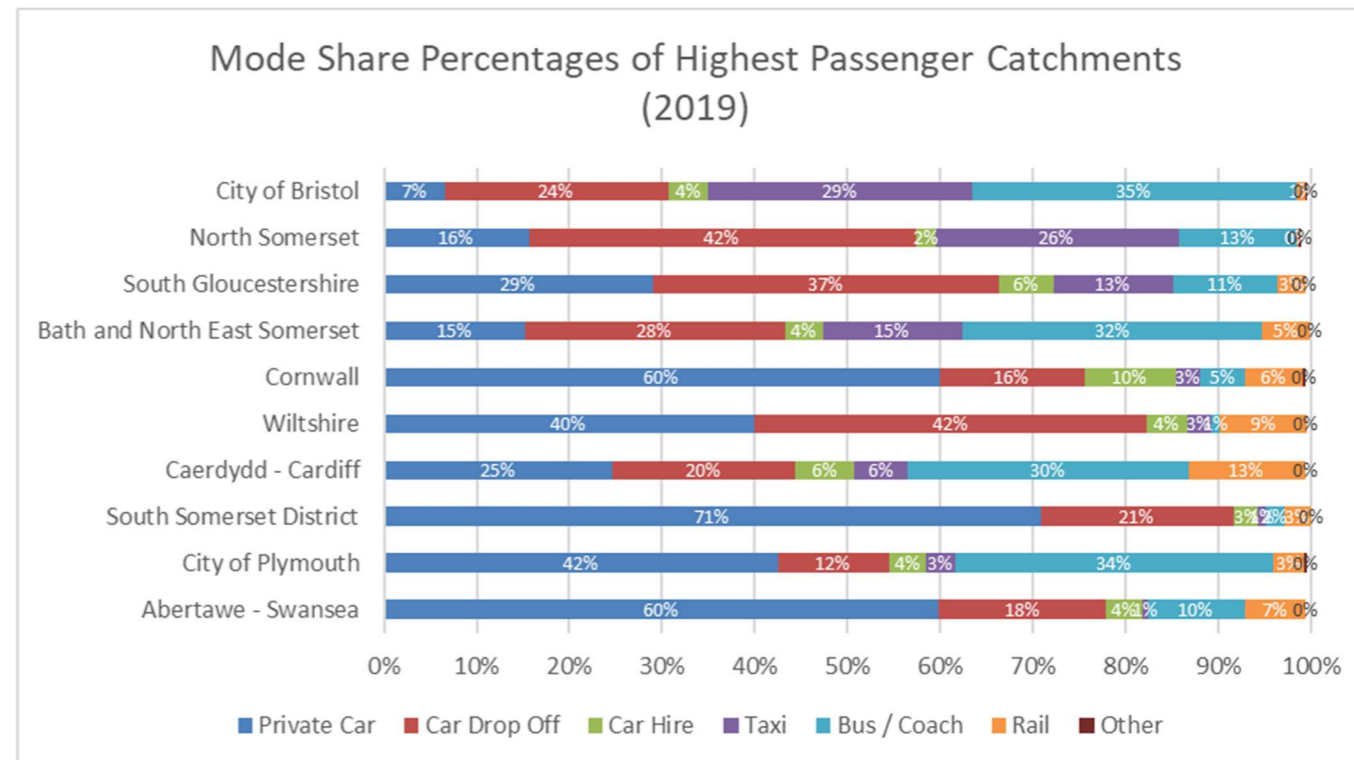
The overall passenger catchment distribution is demonstrated in the heat map below.



By far the largest catchment for the Airport is the city of Bristol which accounted for 17% of the 2019 passengers. The next largest catchment was North Somerset with 6% of passengers.

On a wider scale, the south-west region as a whole represented 76% of the Airport's passenger usage in 2019, with a further 21% of passengers being from Wales.

Reviewing the associated mode share percentages for each main catchment area set out below, private car makes up a low proportion of passenger trips from the City of Bristol. Whilst Bus/Coach travel has a large mode share percentage for this location (35%), cumulatively Drop Off and Taxi represent a higher percentage. These latter modes are lower down the ASAS hierarchy, and this ASAS includes measures to seek to address this.



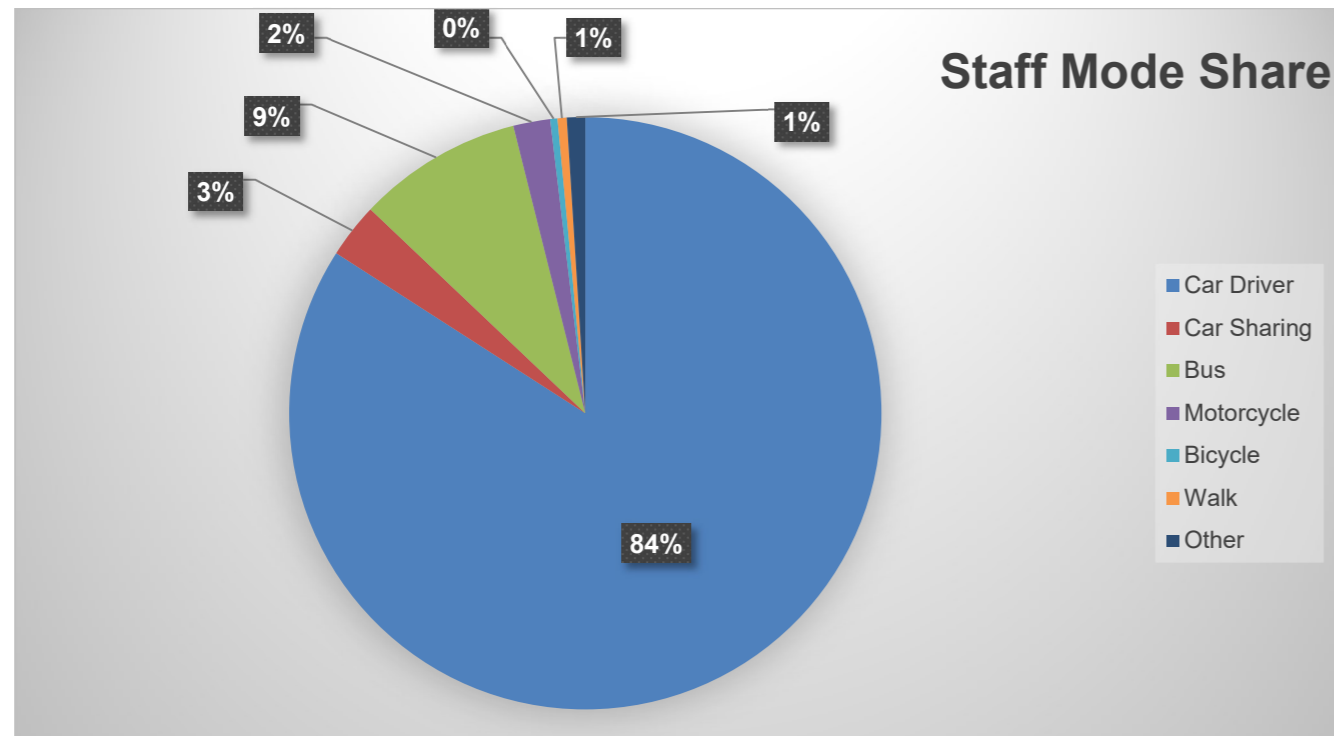
In other catchments, those with a higher bus mode share are typically locations where there is already a specific service provided connecting those locations with Bristol Airport. For example, Plymouth, Cardiff and Bath each have the Falcon, 216 and A4, respectively.

For all airports, there is typically a correlation between the proportion of passengers from outside the UK and public transport use. A non-UK based passenger is less likely to have access to a car and is therefore more likely to be reliant on public transport to get to and from the Airport, so airports with a higher non-UK based passenger throughput can achieve a higher public transport mode share.

Bristol only has 14% non-UK based passengers, which is lower than all other major UK airports and presents a challenge in achieving the target PT mode share.

5.5 STAFF TRAVEL

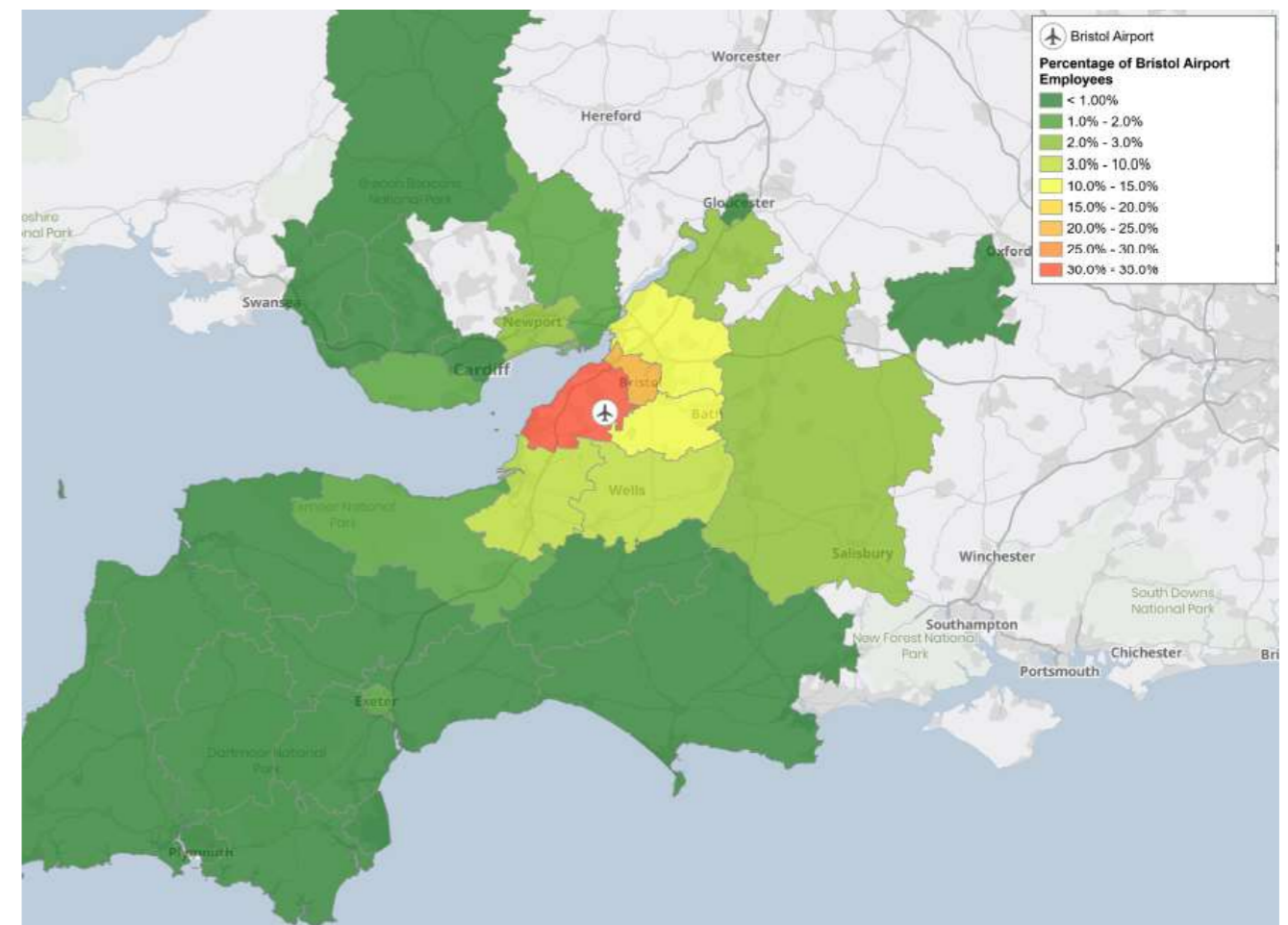
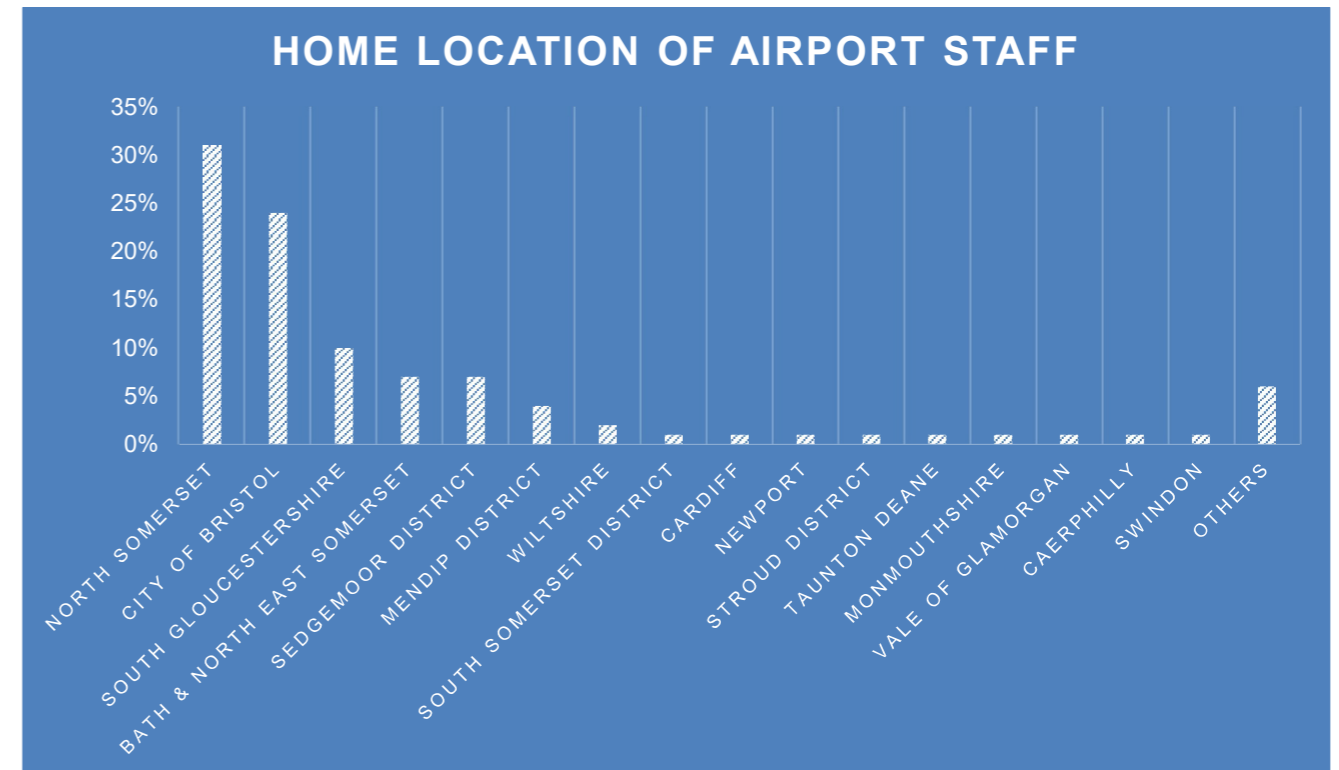
The airport is a key employer in the region providing c.3500 jobs. The majority of these are in the North Somerset and City of Bristol catchment, but a significant proportion are from the wider region. The most recent comprehensive staff travel survey with a representative response rate was in 2017. The resultant staff mode shares were as below:



This data will be refreshed, with the results of a new staff travel survey that is due to take place in 2024. The 2024 travel survey data will inform a new staff Travel Plan which will act as an update to the Travel Plan which has been in place since 2018.

Bristol Airport holds records of staff travel surveys dating back to 2004. During that 2004 travel survey, the percentage of respondents who drove to work on their own was recorded at 93%, and the percentage using the bus was 2.5%. Over time it is evident that there has been an improvement in the use of more sustainable modes, with the respective 2017 figures being 84% and 9% of respondents.

The home locations of staff, as surveyed in 2017 are summarised below. Over 55% of staff are based in either North Somerset or City of Bristol, and 79% of staff overall are from North Somerset, City of Bristol, South Gloucestershire, Bath and North East Somerset or Sedgemoor. There is an opportunity to review how staff in these locations can travel to work without having to be dependent on travelling by car.



6. STAKEHOLDER ENGAGEMENT & CONSULTATION

6.1 STAKEHOLDER ENGAGEMENT AND CONSULTATION

The objective of the ASAS engagement was to gather information from key stakeholders on current travel to and from the Airport, how transport and movement affects the local area and local communities, how operations are affected, and to seek views on potential measures to feed into the development of the ASAS.

Engagement was primarily conducted via online feedback forms and promotion to staff through existing channels such as staff intranet, emails and posters in rest areas, as well as air transport forum (ATF) engagement. Different survey questions were used to capture information from the following groups:

- Bristol Airport Staff & Business Partners
- Public Transport Operators
- Supply Chain Owners
- Local Authorities
- Parish Councils

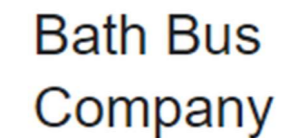
Information was gathered on how staff at the Airport currently travel to work and any issues that they face. Engagement and data capture was carried out from 20 April to 31 May 2023.

From the responses received to the consultation it is evident that whilst a material proportion of staff currently access the Airport by car, there is a strong desire to use public transport. At this stage however, for some, it is not viewed as a viable option for several reasons, including bus routes not being available to some staff home locations, and timings and frequencies not corresponding well with shift patterns or night working. It is possible that redressing these could have an impact on moving people away from single occupancy vehicle trips. In turn this could assist in addressing the other main concern of respondents, namely road traffic and congestion issues.

These concerns are mirrored by representatives of the Parish Councils in the area who are mainly concerned with the impacts that traffic travelling to the Airport has on the local road network and the effects to their communities.

6.2 AIRPORT TRANSPORT FORUM

The Bristol Airport Transport Forum (ATF) is comprised of BAL and key stakeholders who have an interest in the operations of the Airport, from one or more perspectives. This could be as a national or local authority, public transport provider or nearby parish council. Participants of the ATF include:



The ATF meets a minimum of twice per year, in addition to any separate meetings which are held between forum members on specific issues. The ATF represents a collaborative environment where stakeholders work together to deliver for the benefit of airport passengers, staff and the local communities.

All members of the ATF have had the opportunity to participate in the preparation of the ASAS, whether through the engagement process, or in the preparation and review of the strategy.

7. TARGETS, OBJECTIVES & ACTIONS

This section sets out the objectives for the ASAS. The objectives are each broken down into a smaller set of actions related to particular topics. Cumulatively, these form part of the overarching strategy for trips to be moved higher up the pyramid hierarchy of trips, with the core objective of achieving a greater proportion of trips made by public transport.

The proposed targets and actions will provide benefit for not just the Airport's passengers, but also staff, neighbouring communities and the wider environment.

7.1 TARGETS

The primary targets which the overall success of this ASAS will be measured against is:

For Passengers
An increase in public transport mode share of 2.5% from the 10mppa 15% target level

For Employees
An increase in non-single occupant car mode share to 30%

The targets are a key part of the planning consent for Bristol Airport's expansion to 12mppa, with the intention that, wherever possible, public transport forms an attractive option for staff and passenger journeys.

The 2.5% increase is a stretch target for passengers given that significant investment has already been made to achieve an increase in public transport mode share of some 18% since 1985 (CAA data), but this increase has levelled off since 2015.

For employee travel, in 2017, 84% of staff typically travelled to the Airport as car drivers, with 16% of staff using other options including bus, car share and home working. Bristol Airport is committed to increasing the latter 16% up to 30% by the time that passenger levels reach 12mppa.

The objectives below and the associated actions provide the foundation for achieving the targets. Through continual review of the ASAS and associated actions, there will need to be some flexibility over the actual measures implemented to achieve the most successful outcome, but always with a focus on achieving the target increase in public transport mode

share. It should be noted that the construction of the planned new multi-storey car park and public transport interchange in 2024 may cause some interim disruption to facilities and services, which may affect the success of the below measures to be implemented.

7.2 OBJECTIVE 1: INCREASE PUBLIC TRANSPORT USE

To significantly increase the use of public transport for surface access to and from the airport for passengers and staff

ACTIONS TO ACHIEVE OBJECTIVE 1

i. Establish Public Transport Improvement Fund (2025 to 2028)

Bristol Airport currently makes a substantial contribution each year to a Public Transport Fund which is used, under the direction of the Surface Access Steering Group (SASG) to provide improvements to the public transport network serving the Airport.

The contributions have been used towards a number of different improvement measures to improve public transport, which include, for example, improved bus frequencies, bus priority measures and ticketing improvements.

A new public transport improvement fund will be established once 10mppa has been reached, replacing the existing public transport fund. The fund will be set up so that contributions towards improvements will continue for a period of 3 years beyond the 10mppa trigger point.

ii. Improve Key Bus Services Serving the Airport (2025 to 2030)

Bristol Airport and the partners who operate the key bus services will seek to provide an improvement to existing services. In the case of the A1 Bristol Flyer, it is proposed to increase the frequency of the service to six services per hour by the time that the Airport reaches 10mppa; this equates to one service every 10 minutes. Beyond 10mppa, it is intended to increase the frequency to eight services per hour, or one approximately every seven to eight minutes.

The A3 Weston Flyer will continue to run to the current frequency of one per hour until 10mppa is reached. Beyond this, it is currently planned to improve this to a 30 minute frequency.

Both of these bus services are already effectively providing attractive options for passengers travelling sustainably to the Airport. An increased frequency will enhance this further, providing greater reliability and certainty when interchanging by rail from Bristol Temple Meads station and also better integration at Worle stations.

Improvements will also be sought to the Bath hourly service.

iii. Public Transport Interchange (2025)

A high quality public transport interchange is to be provided. The interchange will deliver a significant enhancement to the Airport's bus and coach interchange capacity and passenger experience. The interchange will be situated on top of a new multi-storey car park connected directly to the terminal building by a covered walkway. The interchange has been designed with consideration of how to increase attractiveness of public transport and account for longer term growth in bus and coach service provision.

iv. Multimodal Pricing Review (2023)

The multimodal pricing review will be a study undertaken to assess the costs of different transport access options to Bristol Airport to and from key destinations in the surrounding area. This analysis will help to identify destinations and passenger group types where travelling to the Airport by car is currently a more cost-effective solution, with the objective of introducing measures to rebalance the costs in favour of public transport, whenever possible.

v. Marketing (2024 to 2030)

An annual marketing programme by BAL and the airport's partners will be undertaken to raise awareness of and promote all more sustainable means of travel to the Airport. The annual marketing campaign will not be fixed to one topic or service but is anticipated to vary from one year or next to focus on specific travel modes or measures which are newly introduced or would benefit from wider promotion.

Such campaigns could, for example, promote the increase in frequency of existing bus services, the provision of new routes, or new fare offers.

One of the important measures from the campaign will be the development of a facility on the Bristol Airport website to enable customers to make a comparison of journey times and associated costs of each of their different travel mode options to promote the use of more sustainable travel options at the time of flight booking.

vi. Metrobus Service Integration (2025 to 2027)

The Airport will work with the West of England Combined Authority to understand whether it is feasible to integrate Bristol Airport into the Metrobus network in the Greater Bristol area. Such integration, if achievable, could ultimately provide a Bus Rapid Transit link to central Bristol.

vii. Long Distance Services (2023 to 2025)

As well as having a significant passenger base located in Bristol and the immediate locality, Bristol Airport also benefits from strong demand from passengers across the wider South West England and South Wales regions.

A study will be undertaken to review existing services from those regions, and the associated patronage of those services which is made up of Bristol Airport passengers. Through engagement with the relevant ASAS partners, the study will determine which of the existing

services could potentially deliver an increased uptake in passenger numbers, as well as considering the potential for new services.

viii. Develop Local Bus Services (2024 to 2030)

A large proportion of local employees choose to drive to work at the Airport. From staff surveys, we know that this is for a multitude of reasons including a lack of suitable bus services to the Airport where they live and lack of a service which suits their shift working.

Bristol Airport and the bus operators within the ASAS partnership will continue to work together to understand the demands for staff travel and to determine whether it is possible to provide any improvements to local services which can better serve staff, including night services. Such improvements will be balanced against the viability of implementing them, so as not to put existing, or more effective services at risk.

ix. Workplace Travel Plan (2024 with annual reviews to 2030)

Many of the measures set out in this ASAS will benefit staff as well as passengers, assisting in achievement of the employee mode share target. Additionally, the Airport will prepare an updated Workplace Travel Plan (WTP) to be implemented across all BAL staff and business partners. The Travel Plan will use as its mode share baseline the results of a new comprehensive staff survey which is due to be undertaken in 2024.

Based on the survey analysis, the Travel Plan will be prepared to include some of the relevant ASAS measures, plus additional measures which will be developed in order to directly influence the travel habits of staff. The success of the travel plan will be based on monitoring of staff mode shares, as set out further in Section 8 of this ASAS. The Travel Plan monitoring will set out specific measures which have been implemented over the previous monitoring periods, reporting on the effectiveness of those measures, and any additional measures that may be needed to achieve the target mode share.

Future iterations of this ASAS will list the individual targets that will be set for the Travel Plan.

Summary of Actions and Timeline – Objective 1

Action	Target Date/Criteria
i. Public Transport Fund (PTF) & Public Transport Improvement Fund (PTIF)	PTF ongoing with PTIF set up once 10mppa is reached (assumed 2025) with annual contribution for 3 years thereafter to 2028
ii. Improve Key Bus Services Serving the Airport	10mppa and beyond (2025 to 2030)
iii. Public Transport Interchange	Open Summer 2025
iv. Multimodal Pricing Review	End 2023
v. Improved Marketing	By 10mppa onwards (late 2024/early 2025 through 2030)
vi. Metrobus Service Integration	Q2 2025 for completion of the study Measures introduced by Q2 2027
vii. Long Distance Services	Study by the end of 2023. Changes to services by mid-2025.
viii. Develop Local Bus Services	Ongoing review and improvement from 2024 to 2030
ix. Workplace Travel Plan	Q3 2024 & Annual Review

7.3 OBJECTIVE 2: REDUCE ENVIRONMENTAL IMPACTS OF ROAD TRAFFIC

To minimise the environmental impact of surface transport associated with Bristol Airport

In addition to a strong promotion and measures aimed at shifting trips to public transport, it is important to acknowledge that there will continue to be a significant number of trips made to and from the Airport by private car. With the measures subsequently set out, we aspire to make interventions which will reduce the environmental impact of vehicle trips to the Airport, providing a benefit not just at Bristol Airport and the immediate vicinity, but also on the wider routes and communities which those vehicles pass by.

ACTIONS TO ACHIEVE OBJECTIVE 2

i. Contracted Taxi fleet to be 100% electric or equivalent zero emission (2030)

In order to improve the environmental impact of taxi trips, Bristol Airport will work with the contracted taxi partner to ensure that over the course of the next few years, all taxi vehicles used for transporting passengers to the Airport will be hybrid or preferably electric. In addition, taxi's will be expected to carry a 'return fare' from the Airport rather than having an empty leg of their journey.

ii. Electric Vehicle Charging Hub (Q2 2025)

An electric vehicle charging hub is an important part of the Airport's commitment to reducing the environmental impact of taxi and private car trips. The hub will be developed in the near future.

By creating a central charging hub near to the Silver Zone, this will make the facility conveniently available to taxis and all of the Airport's car based passengers requiring a 'top up' before departure. The provision of fast chargers will assist in providing a higher turnover of vehicles, allowing people to charge and be on their way with minimum delay.

The charging hub will also benefit from toilets and refreshment facilities, allowing people to use their charging time more efficiently.

iii. Ultra Low Emissions (2025)

To consider how the impact on the environment from vehicle trips can be lessened further, the Airport and its partners will undertake a review to understand the wider benefit available from an Ultra Low Emissions vehicles as part of the ECCAP. The provision of an EV hub and requirement for taxis to be EV (or hybrid in the short term) only will make a good contribution to this, but there are further measures that will be considered.

This could include, for example, specific low emission requirements for the vehicles used by partners in the supply chain, or who provide public transport options.

iv. Airport Environmental and Amenity Improvement Fund (2025 to 2030)

BAL will establish an Airport Environmental and Amenity Improvement Fund (AEAIF), which will be administered by the Airport and North Somerset Council. As part of the process of establishing the fund, the area to which is applicable will be defined and agreed between the Airport and North Somerset Council.

The purpose of the AEAIF is for the mitigation of any unforeseen environmental impacts or adverse impacts on the amenity of the local community arising from the Airport, which are not included, or which go beyond those which are already addressed within the ASAS.

Summary of Actions and Timeline – Objective 2

Action	Target Date/Criteria
i. Contracted Taxi fleet to be 100% electric (or equivalent zero emission)	75% Electric/Hybrid by end 2025 Min 25% electric by end 2025 100% electric by 2030
ii. Electric Vehicle Charging Hub	Open by Spring 2025, Annual Review
iii. Ultra Low Emissions	Mid-2025
iv. Airport Environmental and Amenity Improvement Fund	Ongoing until 2032

7.4 OBJECTIVE 3: REDUCE LOCAL COMMUNITY IMPACT

To reduce the impact of surface access modes of transport on local communities

As an international airport with permission to grow to 12mppa, we believe the Airport brings a number of benefits to our nearby communities including employment opportunities at the Airport and supply chain opportunities for local businesses. However, we also know that sometimes passenger demand for the Airport can exacerbate existing issues for the local community. This includes traffic on local roads and waiting vehicles causing obstructions.

We also know that there are a number of unlicensed parking operators in the area, and are therefore endeavouring to use measures within our control to make our parking offer attractive to more passengers and so reduce the use of this sometimes unauthorised and uncontrolled parking.

ACTIONS TO ACHIEVE OBJECTIVE 3

i. Traffic Regulation Orders (2024 to 2028)

Passenger drop-offs can and do take place within local areas nearby. One such reason for this is that drivers dropping off passengers can avoid paying drop-off parking charges at the Airport. This can have an impact on local areas due to an influx of vehicles which can increase congestion and noise. Parking can also be undertaken in an unsafe way which can also be a concern for local residents.

We will work with local parish councils and stakeholders to understand locations which are particularly affected by these issues. Where it is deemed an appropriate course of action which will not disadvantage residents, we will work with authorities to implement Traffic Regulation Orders to introduce parking restrictions.

ii. Parking Demand and Capacity Report (2023 & annually thereafter)

As Bristol Airport grows, it will be important to understand how new and existing parking demand evolves. For example, should public transport measures be more successful than envisaged, it could mean that the necessity to provide some of the additional permitted parking lessens, or can be delayed. On the other hand, increased demand for parking will be important to recognise and to understand if it is resulting in an impact on local communities through unlicensed parking if new consented parking is not provided swiftly. An ongoing review of parking demand and use will be undertaken by the Airport, and a report will be prepared to report on knowledge gained, lessons learnt and proposed approach to any additional parking, if required.

After the initial parking Demand and Capacity report is prepared, it will be updated annually thereafter.

iii. On Site Car Parking (2024 to 2030 based on monitoring and ASAS targets)

Provision of sufficient official car parking at the Airport which is attractive to passengers is a measure which will benefit the local community as well as the Airport, as it will discourage the use of unauthorised parking, and reduce the necessity for people to drop-off and pick-up outside of the Airport.

Over the period towards the Airport reaching 12mppa, there are a number of schemes proposed which could deliver additional car parking spaces, subject to a demonstrated need in the context of achieving the wider public transport mode share aims of this ASAS. The delivery of these schemes will be linked to the analysis contained in the Parking Demand and Capacity report, to ensure that available parking capacity is sufficient, and that there is not an over provision of parking which may reduce passenger demand for sustainable modes.

The second multi-storey car park at the Airport is expected to be operational by the second quarter of 2025, at which point the total passenger car parking availability at the Airport will be 18,700 spaces, a small increase in current capacity.

In the longer term, the Airport will look to introduce the Silver Zone extension and to construct a third multi-storey car park prior to reaching 12mppa, should demand necessitate it, providing a total capacity of c.22,300 spaces.

iv. Concessionary Bus Fares for Local People (2023 to 2030)

The local area in the vicinity of Bristol Airport is home to many staff who work direct for the Airport and also for our business partners. We are conscious that many of these colleagues choose to drive to work, adding to the volume of traffic driving locally. Free bus travel is already provided to airport staff using the A1 and A3 services to get to the airport, and many staff take up this option.

In order to improve the attractiveness of wider bus travel locally, concessionary bus fares will be provided for residents living within BS40, BS48 and BS49 postcodes. The concession will offer travel on the A1 Bristol Flyer at a significantly reduced rate (at least a 50% discount). This will benefit residents in these areas, either for travel to the Airport as a passenger or for all destinations along the route, meaning that residents will be able to use their concessionary fares for travel to central Bristol.

When the concessions are first implemented, these will be backed by a marketing campaign to raise awareness in the local community of these measures. The initial campaign will continually be reinforced.

There will also be a detailed marketing plan to raise awareness of the local community concessionary fare arrangements in the local community, which shall be retained as long as the Bristol Flyer service or any such replacement of this service is in operation.

v. Delivery Consolidation (mid 2025)

Deliveries and servicing trips to the Airport comprise a material proportion of trips made each day. The volume and type of these trips potentially present the opportunity to try to consolidate deliveries and reduce the number of local lorry trips made.

Bristol Airport will work with and encourage operators of retail and catering concessions to consolidate goods for delivery to the Airport off-site to help reduce the numbers of vehicles making deliveries to the Airport.

vi. Drop Off Zone Charges (Review 2024)

As shown by the position within the ASAS hierarchy, Drop Off trips are amongst the higher impact trips made to the Airport involving passengers. Whether it is passengers being dropped off or being picked up, there is an inherent inefficiency in these journeys as there are only passengers present for one leg of the journey.

At present, the Drop Off Zone charges start at £5 for up to 10 minutes, increasing to £20 for 40 to 60 minutes and then an addition £20 for each hour or part of an hour afterwards. These charges will be reviewed and modelled to determine the impact that adjustments to the charging scale will make on use of the drop off facilities, and how this may move passengers up the ASAS hierarchy.

vii. A38/ Downside Road/ West Lane Improvement Scheme (end 2025)

A highway improvement is proposed on the A38 next to the Airport, to deal with a section of the road which can sometimes be a pinch point, creating delays for airport traffic and other road users. This improvement is expected to be implemented by North Somerset Council (NSC) as part of the Major Roads Network (MRN) programme of improvements, although the scheme may also be implemented by BAL should NSC fail to secure MRN funding.

The improvement will see traffic lights installed at the A38 junctions with Downside Road and West Lane with the introduction of new controlled pedestrian and cycle crossings. Both of these junctions will use a technology called MOVA which will constantly analyse the volume of traffic arriving on each arm of the junction and dynamically adjust the amount of green signal time which each arm gets in order to optimise the operation of the junction and reduce queues and delays.

As part of this scheme, the A38 will also be widened to provide two lanes in each direction, further improving the flow of traffic.

Summary of Actions and Timeline – Objective 3

Action	Target Date/Criteria
i. Traffic Regulation Orders	Commencing in 2024
ii. Parking Demand and capacity report.	First report by the end of 2023, annually thereafter until 2030.
iii. On site car parking	Phased as required based on monitoring and target KPI's up to 12mppa
iv. Concessionary Bus Fares for Local People	Retained - ongoing
v. Delivery Consolidation Proposals	Mid 2025
vi. Drop-off zone charges review	2024
vii. A38/ Downside Road/ West Lane Improvement Scheme	Completion by End 2025

7.5 OBJECTIVE 4: INCREASE SMART MOBILITY MEASURES AND USE

To facilitate the use of smart mobility services available to passengers and employees

As technology evolves, Bristol Airport will continue to support the use of more flexible measures to improve access to the Airport. Such measures can assist people who do not own or wish to own a car, and/or who may be located in locations which are not within the network of fixed public transport services accessing the Airport.

ACTIONS TO ACHIEVE OBJECTIVE 4

i. WECA Mobility as a Service – MaaS (Ongoing support)

To assist with the enhancement of smart mobility across the region Bristol Airport will make a contribution to support the West of England Combined Authority's (WECA) MaaS platform. We will continue to support North Somerset and WECA following this, by implementing facilities and services at the Airport and electronically (e.g. through the Airport's website) which can enhance the MaaS experience for users.

ii. Support WESTlink (2024)

A new WESTlink 'on demand' service has been operational since the start of April 2023. The Airport is situated in WESTlink's southern zone and operates between 0700 - 1900 Monday to Saturday.



The service runs without a fixed timetable or route and is booked on demand by users directly through the WESTlink app or by phone. Passengers can use existing bus stops to access the

service providing a point of interchange between the WESTlink service and existing bus and rail services.

The WESTlink Service is included on the Airport's website as a public transport provider, but further measures will be evaluated as to how the service can be promoted to potential users within the WESTlink area of coverage. Measures could include direct promotion of the service as being a convenient way of getting to the Airport.

iii. Expanded Demand Responsive Transport (Q4 2025)

Further expanding on the opportunities which a service such as WESTlink offers, the ASAS partners will work together to understand the feasibility of providing a similar demand responsive service to either expand WESTlink or provide an alternative which provides a wider range of locations which can use such a service to access the Airport. It is expected that this review will be undertaken to coincide with the retendering of the WESTlink contract.

Summary of Actions and Timeline – Objective 4

Action	Target Date/Criteria
i. WECA Mobility as a Service (MaaS)	Ongoing
ii. Support Local Authority operated DRT scheme, eg WESTlink	End of 2024
iii. Expanded Demand Responsive Transport Services	Implement late 2025/early 2026

8. MONITORING AND REMEDIAL MEASURES

Regularly surveying to understand the impact of the measures described in this ASAS will help us understand not only how those measures are helping us progress towards our target of a 2.5% increase in public transport mode share by 12mppa, but also wider changes for passengers, staff and the community.

As is described below, a number of different types of monitoring will be deployed, in order to allow the most appropriate analysis across various modes and traveller type.

Regular monitoring will also allow identification of certain measures within the ASAS which may perhaps not be working, or working as well as intended, ensuring that such measures can be refined or replaced at the earliest opportunity. Monitoring will also highlight where targets are being achieved, and where there may be scope to exceed targets.

8.1 ANNUAL REVIEW AND REPORTING

The main component of the monitoring will be an annual programme of monitoring of passengers and staff. A key component of this monitoring in relation to the mode share target will be the bus/coach use data. This data is collated by Bristol Airport and its public transport partners to understand the number of passengers who use public transport across the main services such as the A1 and A3 Flyers, Stagecoach, Bath Bus and National Express. By understanding the number of passengers arriving via specific bus and coach services, a picture can be formed of the total proportion of passengers arriving via public transport, particularly when considered in conjunction with the proportion of passengers specifying rail as their main mode of travel in the CAA surveys. This data will enable a review to be undertaken of each service to establish both the effectiveness and value for money of the service and any potential improvements or remedial action that may be required.

The CAA surveys of departing passengers will also continue to be a significant part of the monitoring process and will be conducted all year round. These surveys capture a number of metrics which can be used in the analysis of the impact of the ASAS measures. This includes trip origin/destination, the reason for the trip, demographic information, the main mode of transport (and other modes used), and the number of passengers within a group.

The first set of CAA data collection following the pandemic commenced in April 2023, meaning that the first full set of valid post-covid data will be captured and will be able to be analysed at around the end of May 2024. This data will be used in conjunction with the bus passenger data mentioned above as a means of measuring, year on year, changes in passenger public transport use and overall mode share. Following this, the surveys will take place continuously, ensuring that there is a comprehensive, valid, dataset to allow comparison of travel patterns over a 12 month period moving forwards.

The characteristics of staff travel will be captured as part of the annual Travel Plan survey. The results from this survey will allow evaluation of the success of specific travel planning measures, providing information on whether these should be maintained, adjusted, or removed, as necessary.

The output of the review process will be an Annual Action Plan produced primarily for North Somerset Council, but which will be available for public viewing on the Airport's website. The Action Plan will include the following information, where available:

- Summary of passenger movements
- Summary of measures implemented in the preceding 12 month period
- Review of all measures currently in place and their effectiveness
- Comparison of passenger mode share data for the most recent 12 month period against the previous 12 month period
- Comparison of staff mode share data for the most recent Travel Plan survey against the data from the survey a year earlier
- Review of bus and public transport data, and comparison against passenger mode share increase target of 2.5% between 10mppa and 12mppa, and 0.5% per annum KPI's
- Programme of measures due for implementation in following 12 months and details of any additional remedial measures considered necessary, along with additional/revised KPI's as appropriate

8.2 ASAS UPDATES

This ASAS is proposed to be an evolutionary document, responding to the opportunities and challenges which the Airport may experience in any particular period, and is to be kept up to date.

As such, future iterations will include a short section reporting on the progress since the previous iteration of the ASAS.

Aside from this, the Airport will continue to report back to stakeholders via the ATF and Annual Action Plan, ensuring that all are aware of the latest data and trends, offering the opportunity for review of performance of the Airport and its partners against delivery requirements.

8.2 SURFACE ACCESS STEERING GROUP

A Surface Access Steering Group will be established to replace the existing Airport Steering Group, comprised of members of Bristol Airport Limited and North Somerset Council. The purpose of the SASG will be to manage the existing Public Transport Fund and future Public Transport Improvement fund to ensure that monies from the fund are spent in a targeted and efficient way to ensure the best opportunity of improving public transport use.

8.3 REMEDIAL ACTIONS

As noted, the annual surveys and bus ticket data are the key information on which the success of the ASAS against its target of a 2.5% increase in public transport mode share between 10mppa and 12mppa will be measured, with interim KPI targets of 0.5% per annum.

Should the annual review determine that public transport mode share is not tracking at or above a 0.5% increase against the baseline, the following remedial measures will be implemented.

1st year where 0.5% public transport mode share increase is not attained.

A comprehensive review of this ASAS and WTP will be undertaken. If deemed necessary, the measures to increase public transport mode share will be amended and/or replaced. The review will also consider how any changes to the measures will be funded.

2nd consecutive year where 0.5% public transport mode share increase is not attained.

Additional funding will be utilised towards public transport services or measures.

3rd consecutive year where 0.5% public transport mode share increase is not attained.

An action plan will be developed to include the principle of a reasonable reduction in the number of parking spaces consented for the Airport, or other modifications.

Glossary of Terms / Abbreviations

ASAS – Airport Surface Access Strategy
ATF – Airport Transport Forum
BAL – Bristol Airport Limited
CAA – Civil Aviation Authority
DRT – Demand Responsive Transport
MRN – Major Road Network

MPPA – Million Passengers Per Annum
MaaS – Mobility as a Service
NSC – North Somerset Council
PHV – Private Hire Vehicle
PT – Public Transport
PTMS - Public Transport Mode Share
SASG – Sustainable Access Steering Group
WECA – West of England Combined Authority