

Chloe Walker

From: SHAPPS, Grant <[REDACTED]>
Sent: 12 October 2020 15:31
To: POCorrespondence
Subject: FW: Bristol Airport expansion

From: David Bignell <[REDACTED]>
Sent: 09 October 2020 12:35
To: SHAPPS, Grant <[REDACTED]>
Subject: Bristol Airport expansion

Dear Mr Schapps

I am writing to you to ask for your support in refusing expansion plans put forward by Bristol Airport.

I realise Bristol Airport management are under instructions by their owners to go for profits which they hope will follow the expansion and without any consideration for the local residents as they are 3500 miles away.

They are however trying to ride roughshod over not only local opposition but over Bristol councils and the government's target of reducing emissions and improving air quality.

Following the refusal of the application by North Somerset D.C., They are trying to acquire land by compulsory purchase around the airport including green belt to the detriment of local residents quality of life before any expansion has been further investigated or approved.

The climate case against this project is obvious. More airport capacity leads to higher passenger numbers – and higher emissions.

UK had a tourism deficit of £33.9 billion in 2019, with 88% of that (ie. about £30.04 billion) due to air travel. Surely it would be more beneficial to the UK economy to promote home market attractions so people spend their money at home not abroad.

Traditionally airports have said they are vital for business travel; the reality is that only a small proportion of air passengers are on any sort of business trip, and that is especially the case at regional airports. Most air passengers are British people flying on leisure trips abroad (to spend their money there).

Covid-19 has forced businesses into a mass adoption of remote working and online conference calls, and there has been plenty of polling which suggests that business and employee behaviours have changed for good. Business air travel, and its future role at airports like Bristol, Leeds Bradford, and Southampton, only looks set to decrease.

Passenger levels are not likely to return to pre-COVID levels for at least 3 years even if there are not further outbreaks and then growth will be slow so expansion is not required.

There is always a lot of hype about the number of jobs that airport expansion will create, but in fact the sector has been automating as much as it can, and the number of jobs – the “job intensity” – is lower than it was in 2007, while the number of passengers has risen significantly. Airports have also reduced & squeezed the working conditions of some airport workers, to gain “efficiencies.” Despite what airport executives say, expanding our airports won’t tackle unemployment or bring more money to the UK.

I trust that because of these facts the North Somerset D.C. refusal of this expansion will be upheld.

Best regards

David Bignell

Local resident

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