25 March, 2019

BRISTOL INTERNATIONAL AIRPORT

Further to my earlier letter of 18/3/19, I should also emphasize that there is a longstanding issue with the airport relating to road access and the lack of local transport infrastructure. Given the nature of Lulsgate airport (on top of a hill) there is limited possibility for any rail access and so access is either by car or by bus. While the bus service to and from central Bristol has improved markedly over the years, there remains a real difficulty in accessing the airport by road without passing through numerous small villages. This is, in particular, due to the nature of our road network where our main roads, including the M5, the A370 and the A38 all run north to south, with poor east-west communications between them. The inevitable consequence of this has been an increase of traffic through a number of villages, including the village of Tickenham where my wife and I live.

It is clearly beyond the financial reach of e ther the airport or the local authority to be able to generate the level of infrastructure needed to accommodate an expansion of the level sought in the airport's plan. It will, therefore, involve at least a partnership with central government if the optimal road infrastructure is to be put in place.

There is, of course, an environmental issue created by this increase in road traffic through our villages and acceptance of any airport expansion would be assisted by any measures to mitigate this.

The Rt Hon James Brokenshire MP
Secretary of State
Ministry for Communities & Local Government
Fry Building   2 Marsham Street
London SW1P 4DF

**Department
for Transport**

Rt Hon Dr Liam Fox MP
House of Commons
London
SW1A 0AA

4   July 2019

Dear Liam,

Thank you for your letter of 25 March to James Brokenshire, about Bristol
International Airport. Your letter has been transferred to this Department and
I am replying as the Minister responsible for this issue.

As you are aware, Bristol International Airport (BIA) started to consult on a
new Master Plan in 2017, which sets out the airport's plans for growth.
Following further consultation in spring 2018, work continues on developing a
draft Master Plan looking out towards 2050, which should be published in
2019.

The Government expects that all proposals for airport development in the
Master Plan and Surface Access Strategy are accompanied by clear surface
access proposals. These need to demonstrate how the airport will ensure
easy and reliable access for passengers, increase the use of public transport
by passengers to access the airport. and minimise congestion and other local
impacts.

In the case of Bristol International Airport, Government is aware that the
formal application for the future development of the airport is currently under
consideration by North Somerset Council's planning committee. Also, you
may be aware that North Somerset Council, through its Bristol Southwest
Economic Link study (BSWEL), has undertaken high-level investigations into
the potential for improved rail connections to Bristol Airport, provided as either
a heavy rail link, light rail link or using a metro type technology. In addition,
the West of England Combined Authority are undertaking work on the options
for future mass transit within the wider area. May I suggest you contact them
directly if you wish to discuss this ongoing work in greater detail.

Additionally, I note you raised the issue of the airport funding surface access infrastructure projects. Therefore, it may be helpful if I explain that Government policy is that the provision and funding of surface access infrastructure and services to airports is primarily the responsibility of the airport operator unless there are significant non-airport user benefits, in which case government would consider making a funding contribution.

Yours,

Charlotte.

BARONESS VERE OF NORBITON