

Bristol Green Party Councillors stand against Bristol Airport Expansion. This includes our 34 City Councillors, the Leader and deputy leader of the council.

It is our national policy to campaign for:

- A frequent flyer levy (we believe that flying needs to be reduced; fast and fairly).
- Banning domestic flights that can take less than three hours by train
- Invest in skills, to enable aviation and airport workers to move into alternative, rewarding and sustainable jobs.
- A carbon tax; to end the implicit subsidy for flying that occurs by kerosene being exempt from fuel duty.
- A halt to the expansion of new airport capacity.

We believe that, at the very least, airport expansion must not occur without first a cumulative impact assessment of the CO2 emissions from all airports and their impact on the UK's legally binding net zero targets. This must look at the expansions and planning applications of airports across the UK, and the cumulative environmental and climate impacts of the increase in flight numbers

Bristol Airport is big enough. We are in a climate crisis and cannot afford to be increasing our emissions and pollution. The proposed expansion includes 40 more flights a day, and 1000 extra night flights a year. These are damaging not just to the environment (locally and globally) but also to the health of local residents.

Additionally, we do not believe that the airport should be increasing their car parking capacity. Car parking is already the airport's main source of income, which encourages yet more unsustainable travel. They have given no evidence of investment or thought into sustainable travel to the airport, and the so-called 'mass transit system' that they proposed in their 'masterplan', has yet to materialise

We refute the idea that further airport expansion will bring money to Bristol. We know that jobs at the site have been declining, in line with the airport's capacity expansion. We also know that the majority of flights taken are by Bristolians going on holiday, rather than tourists visiting and spending money in Bristol/Somerset/the UK. Only 13% of passengers are tourists coming to Bristol so any increase in Bristol Airport's capacity is likely to mean more money going out of the local area rather than coming in.

Analysis from the New Economics Foundation also shows the boom in air travel since 2015 has failed to increase UK productivity or GDP growth, while business use of air travel – a key argument for expansion – has declined by 50% since 2013.

Bristol City Council's Full Council meeting voted both in 2020 and 2025, against airport expansion. It is now our policy to recognise the harm that airport expansion will cause, and to defend our residents and local communities against it, including deteriorating air quality and worsening traffic congestion.

Councillors and MPs, across the political spectrum, and residents in their 1000s reject Bristol airport expansion. 80% of local people opposed the expansion plans in 2023, and it is an erosion of democracy to push forward further expansion when it is so widely and vociferously opposed.

Furthermore, the proposed purchasing of Felton Common, and building on it, is an outrageous and unlawful suggestion. If this is to go forward, Bristol Airport and North Somerset Council will set a precedent that businesses can build on the green belt, build on common land, and force local councils into selling their precious and protected green space.

Felton Common is a local nature reserve, home to bats and rare bird species, a space for community and for cattle grazing. To turn our land over to the airport would go against so many of national and local commitments to protect our natural world and reduce our emissions in a climate and ecological crisis.

In conclusion, Green Party Bristol City councillors reject any further expansion of Bristol Airport.

We demand that more investment is instead made into sustainable transport and jobs which must be a priority in our current climate collapse.