

# **Expansion of Bristol Airport to 12mppa - Planning Appeal**

PINS Ref APP/D0121/W/20/3259234

Planning Application Ref: 18/P/5118/OUT

## **Summary of Evidence for XR Elders**

**Social Attitudes and Impact on Flying**

**Dr Stuart Capstick**

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**XR/W1/3**

My name is Dr Stuart Capstick and I am the Deputy Director of the Centre for Climate Change and Social Transformations (CAST Centre), a £5m investment from the UK Research and Innovation funding council and based at Cardiff University, where I have been working since 2011. I obtained a BSc (Hons 2.1) in Psychology from Plymouth University, a MRes (Psychology) from the University of Bath and a PhD in Psychology (public understanding of climate change) from Cardiff University.

## **Summary**

**It is highly questionable that demand for air travel will continue to rise at the projected rate of over 3% a year** indefinitely into the future; indeed, demand may stall or even decline over time. An important line of evidence that demand may not continue to grow comes from social science research, including social attitude surveys gauging the views and practices of the wider public. These show a progression over time in public awareness of the climate impacts of air travel, people's understanding of the need to reduce personal air travel, and people's recognition of the need to restrict airport expansion. Shifting social norms and ideas about the acceptability and desirability of air travel, including in the context of the COVID-19 pandemic and need to tackle climate change, could likewise lead to constrained demand in the future. The level of demand for air travel is in any case not independent from infrastructure provision; further airport expansion may itself 'induce' further demand, rather than simply being a response to it, which in turn will make the achievement of net zero by 2050 harder to achieve.