



Bristol Airport Public Inquiry

Update to Economic Impact Assessment Proof

02 | Final

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North Somerset Council



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Updated tables

1.1.1 Updating the direct employment estimates to be in line with those of the appellant changes the following tables in my proof of evidence (NSC/W5/1 Siraut, 2021):

- Table 5-3 on page 30
- Table 6-3 on page 36
- Table 6-4 on page 37
- Table 6-5 on page 40
- Table 9-1 on page 58

1.1.2 The updated tables are set out below but have no impact on my conclusions set out in my proof (NSC/W5/1 Siraut, 2021).

Table 5-3: My Revised Net Impacts of Bristol Airport Expansion with Business Productivity and Job Intensity Estimates

Net Economic Impacts	North Somerset			West of England			South West & South Wales		
	GVA	Jobs	FTEs	GVA	Jobs	FTEs	GVA	Jobs	FTEs
Appellant Net Impacts	£70m	710	570	£220m	2,460	2,040	£430m	5,560	4,470
(-) Productivity Impacts	£10m - £20m	65-130	50 - 100	£45m - £90m	310 - 620	250 - 500	£100m - £200m	960 - 1,920	760 - 1,520
(-) Job Intensity	-	-	-	-	-	-	-	-	-
Jacobs Revised Net Impacts	£60m - £50m	645-580	520-470	£175m-£130m	2,150-1,840	1,790-1,540	£330m - £230m	4,600-3,640	3,710 - 2,950
% Change vs appellant	14%-29%	9%-18%	9%-18%	20%-41%	13%-25%	13%-25%	23%-47%	17%-35%	17%-34%

Source: Jacobs analysis; Development of Bristol Airport to accommodate 12 million passengers per annum: economic impact assessment addendum, York Aviation 2020; CD2.22

Table 6.3 My updated estimated amount of displacement by geographical region if 62% of passengers are displaced to other airports¹

		South West & South Wales				Outside Study Area					Aggregation	
	Net additional impact from expansion ²	Cardiff Airport	Newquay Airport	Exeter Airport	Bournemouth Airport	Heathrow Airport	Gatwick Airport	Birmingham Airport	Luton Airport	Stansted Airport	Study areas	Outside Study Area
North Somerset												
% of passengers that would fly to other airports from the area		12%	0%	0%	0%	35%	16%	26%	11%	0%	12%	88%
GVA (£m)	60-50	4-4	-	-	-	13-11	6-5	10-8	4-3	0-0	4-4	33-27
Jobs (#)	645-580	48-43	-	-	-	141-127	63-57	105-94	45-41	0-0	48-43	353-318
FTEs (#)	520-470	39-35	-	-	-	113-103	51-46	84-76	36-33	0-0	39-35	285-257
West of England												
% of passengers that would fly to other airports from the area		13%	0%	0%	1%	27%	18%	19%	14%	9%	13%	87%
GVA (£m)	175-130	14-10	-	-	1-0	29-22	20-15	20-15	15-11	10-7	14-11	95-70
Jobs (#)	2150-1840	169-144	-	-	8-7	360-308	246-211	251-215	188-161	117-100	177-151	1162-995
FTEs (#)	1790-1540	140-121	-	-	7-6	300-258	205-176	209-180	157-135	97-84	147-127	968-832
South West & South Wales												
% of passengers that would fly to other airports from the area		28%	4%	17%	3%	15%	10%	13%	6%	4%	52%	48%
GVA (£m)	330-230	58-40	8-6	35-25	5-4	31-22	21-15	27-19	13-9	7-5	107-74	99-69
Jobs (#)	4600-3640	802-635	117-93	493-390	73-58	430-340	299-237	372-294	177-140	100-79	1487-1176	1378-1090
FTEs (#)	3710-2950	647-515	95-75	398-316	59-47	347-276	241-192	300-238	142-113	81-64	1199-953	1111-884

Source: Jacobs analysis of appellant's data

¹The reason why figures are shown from high to low is due to the method of calculation. For example, for North Somerset, I estimate business productivity and job intensity impacts together should be £12m-£22m less than the GVA impact estimated by the appellant. Therefore, subtracting this range from the £70m estimated by the appellant gives £58m-£48m, hence the table illustrating figures from high to low.

² Net additional impact from expansion is my estimate of the impact taking account of revisions to the business productivity and job intensity impacts

Table 6-4: My updated estimated amount of displacement by geographical region if account is taken of those who do not fly

	Net additional impact from expansion	Outside Study Area					Aggregation	
		Heathrow Airport	Gatwick Airport	Birmingham Airport	Luton Airport	Stansted Airport	Study areas	Outside Study Area
North Somerset								
% of passengers that would fly to other airports from the area		35%	16%	26%	11%	0%		
GVA (£m)	60-50	13-11	6-5	10-8	4-3	0-0	23-19	33-27
Jobs (#)	645-580	141-127	63-57	105-94	45-41	0-0	249-224	353-318
FTEs (#)	520-470	113-103	51-46	84-76	36-33	0-0	201-182	285-257
West of England								
% of passengers that would fly to other airports from the area		27%	18%	19%	14%	9%		
GVA (£m)	175-130	29-22	20-15	20-15	15-11	10-7	69-51	95-70
Jobs (#)	2150-1840	360-308	246-211	251-215	188-161	117-100	844-722	1162-995
FTEs (#)	1790-1540	300-258	205-176	209-180	157-135	97-84	702-604	968-832
South West & South Wales								
% of passengers that would fly to other airports from the area		15%	10%	13%	6%	4%		
GVA (£m)	330-230	31-22	21-15	27-19	13-9	7-5	197-138	99-69
Jobs (#)	4600-3640	430-340	299-237	372-294	177-140	100-79	2752-2177	1378-1090
FTEs (#)	3710-2950	347-276	241-192	300-238	142-113	81-64	2219-1765	1111-884

Source: Jacobs analysis of appellant's data

Table 6-5: Comparison of appellant's impacts estimates with displacement versus mine

		Appellant's estimates		My estimates				
Variable	Region	Additional impact without displacement	Net additional impact ie with displacement	Net of Business Productivity & Job Intensity	Balanced Level of Displacement	Optimistic Level of Displacement	My estimate of net additional impact ie with displacement, business productivity and direct job impacts	Difference between Appellant's estimate and my estimate
GVA (£m)	North Somerset	70	70	60-50	23-19	4-4	56-31	14-39
	West of England	220	220	175-130	69-51	14-11	164-79	56-141
	South West & South Wales	430	310	330-230	197-138	107-74	256-92	54-218
Jobs (#)	North Somerset	710	710	645-580	249-224	48-43	602-356	108-354
	West of England	2,460	2,460	2150-1840	844-722	177-151	1999-1118	461-1342
	South West & South Wales	5,560	4,000	4600-3640	2752-2177	1487-1176	3424-1463	576-2537
FTEs (#)	North Somerset	570	570	520-470	201-182	39-35	485-288	85-282
	West of England	2,040	2,040	2150-1840	702-604	147-127	1663-936	377-1104
	South West & South Wales	4,470	3,210	3710-2950	2219-1765	1199-953	2757-1185	453-2025

Source: Jacobs analysis, York Aviation Addendum 2020 (CD2.22), Wood Group UK Limited, Appendix 10A, Carbon and Other Greenhouse Gas Emissions Supporting Data (CD2.20.6)

Table 9-1: My Revised Estimates of the Appellant's Net Impacts of Bristol Airport Expansion

Net Economic Impacts	North Somerset			West of England			South West & South Wales		
	GVA	Jobs	FTEs	GVA	Jobs	FTEs	GVA	Jobs	FTEs
Appellant Net Impacts	£70m	710	570	£220m	2,460	2,040	£430m	5,560	4,470
(-) Productivity Impacts	£10m - £20m	65-130	50 - 100	£45m - £90m	310 - 620	250 - 500	£100m - £200m	960 - 1,920	760 - 1,520
(-) Job Intensity	-	-	-	-	-	-	-	-	-
Jacobs Revised Net Impacts	£60m - £50m	645-580	520-470	£175m-£130m	2,150-1,840	1,790-1,540	£330m - £230m	4,600-3,640	3,710 - 2,950
(-) Optimistic Displacement Estimate	£4m-£4m	48-43	39-35	£14m-£11m	177-151	147-127	£107m-£74m	1487-1176	1199-953
(-) Balanced Displacement Estimate	£23m-£19m	249-224	201-182	£69m-£51m	844-722	702-604	£197m-£138m	2752-2177	2219-1765
Jacobs Revised Net Impacts	£56m-£31m	602-356	485-288	£164m-£79m	1999-1118	1663-936	£256m-£92m	3424-1463	2757-1185
% Change vs appellant	21%-57%	17%-51%	16%-50%	26%-65%	19%-55%	19%-54%	41%-79%	39%-74%	39%-74%

Source: Jacobs analysis of Development of Bristol Airport to accommodate 12 million passengers per annum: economic impact assessment addendum, York Aviation 2020; (CD2.22)

