

West of England Combined Authority Committee

4 October 2019

Items from the public

Agenda item 9 – Items from the public

Statements received:

1	Name: Cllr Mark Weston, Bristol City Council Subject: Support Tariff - Free Ports Plan
2	Name: Sandy Hore-Ruthven & Mark Coates Subject: Creative Youth Network's plan for redeveloping Bristol's old Victorian Magistrates Courts
3	Name: Susan Davies Subject: Action on climate emergency
4	Name: Mathew Thomas Subject: Airport Expansion
5	Name: Bill Roberts Subject: Airport Expansion
6	Name: Hilary Burn Subject: Bristol Airport
7	Name: Dave Redgewell Subject: WECA bus strategy
8	Name: Nigel Bray Subject: Bath - Warmley light rail consultation
9	Name: Tony Jones Subject: Climate Emergency
10	Name: Christina Biggs Subject: Local Transport Issues
11	Name: John Adams Subject: Bristol Airport Expansion
12	Name: Leeza Awojobi Subject: The Courts Project
13	Name: Richard Baxter Subject: Bristol Airport Expansion

Statement by Councillor Mark Weston to the West of England Combined Authority meeting, to be held on Friday, 4th October 2019

SUPPORT TARIFF- FREE PORTS PLAN

Our Prime Minister recently recognised the huge potential of setting up Singapore-style Free ports or Free Trade Zones as a means of stimulating investment, creating jobs and boosting the nation's trade. At the moment, just ten are to be trialled and the Department for International Trade is inviting expressions of interest in participating in the nation-wide programme. The initiative is being progressed by the Secretary of State Liz Truss, who has appointed an advisory panel to assist in setting up these economic areas which can be established at sea or air points of entry into the country.

Essentially, Free Trade zones are attractive and can provide a real boost for the economy by offering economic incentives such as zero custom duty tariffs or especially low tax rates. They have proven incredibly popular around the world. Globally, there are around 3,000, including variants operating out of Europe (although it should be noted that EU Freeport's don't act particularly efficiently due to the Custom Union rules).

In addition to trade, these designated places also encourage economic action within them to regenerate formerly deprived or left-behind places. It is precisely for this reason that rival ports like Tyne in the North East, Milford Haven (South West Wales), and London Gateway have already asked to be considered for the UK programme. One estimate suggests that seven Free ports in the north of England alone could generate \$10.8 billion (£8.6bn) and create 150,000 jobs.

Conversely others argue that these areas simply move employment around (a so-called beggar-thy-neighbour policy) as businesses relocate to take advantage of generous tax breaks, less red tape or bureaucracy and much lower operational costs. I recall similar arguments made against the creation of Enterprise Zones (EZs) like our own Temple Quarter which seems to be developing quietly without damaging other parts of the regional or city economy. In any event, it seems to me that the Free Ports programme will only grow in significance as Central Government looks to rebalance economic development away from London and the South East.

Predictably, the Labour Party has been quick to attack the idea of Free ports by linking these arrangements with money laundering, tax evasion, counterfeiting of goods and the lowering of working conditions. I would argue that it must be possible to address all of these kinds of negative outcomes without throwing the proverbial baby out with the bathwater.

Whilst intergovernmental bodies like the Financial Action Task Force (FATF) have identified some vulnerability to illegal activities, it is important to also recognise that all of these risk factors can be mitigated or reduced. Indeed, this international body itself recommended that control could be achieved through greater transparency in transactions, closer cooperation/intelligence sharing between regulating agencies and the adoption of best practice. The Government wants to create state-of-the-art facilities as part of the 'most advanced free port model' so it is difficult to imagine that this will not also include sufficient safeguards against crime or exploitation.

Locally, Bristol Port has understandably expressed interest in exploring how this new status can play a role in benefitting our region. They have stated such a change represents a 'transformational opportunity'. At present, this company directly employs 568 staff, supports 9,000 jobs in the region and a further 19,000 nationally. There is tremendous interest in bidding for free port status.

Often in business, to stand still is to fall behind. I believe we must support their efforts to be included in this exciting initiative. The future prosperity of the south west depends upon innovation and continued adaptability. Accordingly, I urge the Metro Mayor and Combined Authority to back any application made by the Port of Bristol for inclusion in this scheme.

CONSERVATIVE LEADER COUNCILLOR MARK WESTON



Weca Ctte - STATEMENT 2

Question from Creative Youth Network for scrutiny by the WECA Joint Committee on Friday 4th October 2019.

Supporting Statement:

Re: Agenda Item 12, recommendation 4

The LEP Officers have reviewed Creative Youth Network's plan for redeveloping Bristol's old Victorian Magistrates Courts (The Courts) and agreed it is strong project that is well aligned with WECA priorities.

We know the creative industries are a growth area, but disadvantaged and diverse young people are not benefiting from the jobs and opportunities available. Each year, The Courts will deliver skills training and pathways into employment in the creative sector for 580 young people from disadvantaged backgrounds.

It will also meet the evidenced demand for high-quality inner-city workspaces for the creative industries, generating £4.68m GVA.

Creative Youth Network has so far raised £950k of the £2.2m match-funding required to trigger an additional £4.3m capital grant from the National Lottery Heritage Fund (NLHF) and we have applied to a range of trusts and foundations for more than £1.2m in other funding. An application for the NLHF grant must be submitted in November and we are expected to have 80% of the match-funding in place.

We are asking WECA to underwrite the project to £850k, which would guarantee we reach the 80% threshold necessary to secure the £4.3m NLHF award.

We acknowledge the officers have not been able to recommend fully funding the project at this stage, as the LEP does not have the funds to dedicate to it. However, we ask the Joint Committee to underwrite part of the match-funding, to ensure Bristol and the West of England does not miss out on the opportunity to draw down investment worth £5.5m.

Creative Youth Network will continue to fundraise over the next two years during The Courts development period. The underwrite would not be required until 2022, if at all.

Question:

Creative Youth Network asks: Will the West of England Combined Authority underwrite a proportion of the funds necessary for The Courts project that will attract more than £5.5m in inward investment, support more than 100 jobs, upskill more than 500 young people per year and deliver more than £4.6m GVA?

(NB the question has been dealt with under the appropriate Standing Orders for submitted questions)

Statement by Susan Davies at WECA meeting 4th October

Hello, my name is Susan Davies. I am a parent and a primary school Teacher in Bath. I am also a member of FACE which stands for Family Action on Climate Emergency. We are a fast-growing network of families and friends taking collective action to tackle the climate crisis.

I am committed to educating my Year 5 class about the climate and helping them to understand what has happened and is still happening to their world in an age appropriate way. But I also want to give them hope. Sadly – hope is in short supply - the world is burning (the Amazon, and even the Arctic are on fire), David Attenborough agrees that it is likely that the end of human civilisation is within their lifetimes. Other than empty words of concern, there is little sign that leaders will make the necessary drastic changes. In a recent BBC headline, it was stated that “We are not looking at whether the outcome is good or bad but whether it is bad or terrifyingly bad.”

I want to ask you, do you think WECA can give us hope? I was delighted when I witnessed the Climate Emergency declaration at your last meeting in Bristol. But what does this mean for WECA? WECA can make a big difference but we need the Climate Emergency to be at the heart of every decision that you make. And we need ambition and urgency. Have you made a reference to Carbon Neutral by 2030 in your climate declaration like the councils you support?

Are you serious about facilitating a real change in the West of England? I’m not sure because I am concerned that on your website you are upbeat about how well you have done so far alongside economic growth and it worries me that this looks like business as usual.

Thank you for the planned improvements to our public transport. We need more of this. WECA can really make a difference here. Both Bristol and Bath have illegal levels of air pollution and across the region around 35% of our CO2 emissions are transport. Our priority should be to offer people a reliable, affordable alternative to cars. I am concerned that on your website, WECA’s investment in public transport looks small compared to your “millions of pounds” investment in low emissions private cars.

I urge you to take your responsibility seriously. Do you really as you say “recognise the challenge and threat posed by the current Climate Emergency”? If you do, you will move beyond short-term thinking. For example, supporting the expansion of Bristol airport will only create a small number of insecure jobs, as increasing numbers of people shun flying for the damage it does to our climate. Instead, you will grasp the huge potential of the green economy in our region, and invest heavily in education and training for the *long-term* growth of jobs.

You now have the power to make a meaningful difference. More and more people now know what WECA is and are looking to you to make the changes that are needed. The Green party had the most votes in Bristol in the EU Elections. This area wants a proper, ambitious, and urgent climate emergency intervention. Please do it. I want to believe it when I tell my pupils that there is hope.

WECA meeting Friday 4th. Airport expansion written objection to be read out at meeting

I am a concerned resident with children and a wife with asthma.

The increased air pollution will damage all of our our health. This is not something secondary double glazing can save us from.

The possibility of 1,000 extra jobs cannot justify the harm to our children's health, the impact on our environment and our planet.

Extra traffic to and from the airport will damage our roads and impact on the value of our property.

Our council has committed to Carbon Neutrality. Airport expansion is not the way to achieve this goal.

We are being lied to with “green washing”. The airport’s claim of carbon neutrality: this is GREENWASH!

They are only counting their on-site emissions, ignoring the real problem: the massive 1 million tons of extra emissions from the additional plane and car journeys.

The airport claims the aviation industry can be net zero carbon by 2050: again this is GREENWASH!

EasyJet, Emirates & JetBlue Airways all agree that electric plane technology is decades away & then only for small, executive aircraft.

The airport says it will grow trees (CORSIA) to off-set its 1 million tons of emissions: GREENWASH!

A forest the size of North Somerset would have to be planted every four months to off-set the carbon.

The airport is offering households money for anti-noise insulation: again this is pure GREENWASH!

Triple glazing won't be enough against increased night flights (1am - 6am) - & what about sitting peacefully in your garden?

The Airport promises 25,000 jobs for the South West: GREENWASH!

The New Economics Foundation says the economic case is grossly exaggerated and only 100 promised for South Bristol & 1000 for the whole SW Region.

The airport says it will protect ecosystems & nature: GREENWASH!

Our precious Green Belt will be turned into a parking lot for 2500 extra cars.

25,000 extra flights when you live under a flight path is no joke. We live right under the turning zones so most flights go past us twice !

We are facing an existential climate crisis.

We are heading for a disastrous two degrees Celsius warming within a decade and unthinkably, more than four degrees by the end of the century .

climateactiontracker.org

We are already seeing the effects. Drought, flooding, food shortages and species extinction. 3.5 Trillion tonnes of ice has disappeared from the Greenland Ice Shelf since 2003.

To limit the worst effects of Climate change We need a rapid move away from Fossil Fuel use.

In their report "Zero Carbon Britain", the Centre for Alternative Technology show how this can be done, creating thousands of new sustainable jobs. There is another way.

I implore you to consider the irreversible effects this airport expansion will have on the environment and our health.

Please fully review the environmental impact it is your duty.

Thank you

Mathew Thomas

Airport Expansion Plans

I applaud your declaration of a climate emergency at your meeting of 19th July. In the light of this declaration, I request that you review your support for Bristol airport's expansion plans, which date back to January this year.

Are you aware that the airport expansion would result in an additional 500,000 tonnes of CO2 being emitted by flights each year - the same as the total for the whole of North Somerset? This would effectively nullify North Somerset's goal of achieving net zero emissions by 2030.

I draw your attention to the government's Climate Change Committee's statement this September, that if the 3rd runway at Heathrow goes ahead there will be precious little scope for expanding any other airports around the country, because of the need to limit emissions.

I also ask you to hold in mind the contrast between IPCC's statement that we must make huge changes and reductions in emissions over the next **few** years, with the government's current goal for the UK to become net-zero by 2050.

Finally I ask you to remember Greta Thunberg's accusation that there is a lack of responsible adults making decisions in the world - i.e. those willing to act on what science is telling us.

Bearing all this in mind, it seems logical to have a moratorium on all provincial airport expansion for the time being, at the very least.

The Parish Councils Airport Association (PCAA) attended a meeting in spring 2019 and presented on issues surrounding Bristol Airport. Please see the attached documents which parishes wish you to consider and read at the committee meeting on Friday relating to aviation emissions at Bristol Airport, the regional airport to the West of England.

Hilary Burn

Statement for Friday 4th October 2019 meeting & Monday 7th October 2019

I am concerned that the WECA bus strategy is not being delivered. There are a lack of a supported bus services to Bristol hospitals (an hourly 17 service to Southmead hospital and a limited 92 service to South Bristol hospital) with other evening services reduced to hourly including the 5, 6 & 7. The 76 service is also turned at Henbury town centre instead of going to Cribbs Causeway (the Mall). Therefore, WECA and Bristol City Council should improve the frequencies of bus services to Southmead, BRI, RUH and Weston General hospitals as well as other destinations.

Service 2 Stockwood - Cribbs Causeway should stop at Southmead hospital and the new service 2A from South Bristol Hospital (Hengrove Park) - Knowle - Temple Meads City Centre could be extended to Southmead Hospital.

There is also the issue of bus stop flags showing wrong information including Gloucester Road with the 78/79, Bath Road with the 57 and Fishponds Road with the 47/X47 and there are other examples. This can lead to confusion with tourists and vulnerable users of the Greater Bristol bus network. Many flags don't even show the Y2/Y5 services and others are damaged (bent, display boards pulled down), others are unreadable due to graffiti attack or no working shelter lighting and some have slipped down in their casings. Therefore, a comprehensive audit of all Greater Bristol Network bus stops is needed. An audit of bus stop rutting is also required as this is still an issue for passengers & cyclists.

One of the major concerns affecting cyclists and bus users is the lack of maintenance of street trees and bus shelters in part of the WECA area I'm particularly concern of the lack of pollarding / branch cutting on major bus routes across the area. Whilst we are aware of some of the issues on the 173/174 In the area of binagar, which we would be grateful if the Mayor could be in contact with Somerset & mendip councils about it is become very apparent in the last few weeks that many major bus routes in south Gloucestershire there has been simply no maintenance on these resulting on buses clipping trees, specially in the Yate area around Shire Way and Chipping Sodbury area and around Kingswood Area, broad street near Page Park.

Specially with first Group & stagecoach using more double deckers there is more of a risk to the traveling public of tree branches falling on buses, at the moment we've had no incidents involving any injuries but I am concerned that one of these branches are going to fall on a bus shelter / on roof of a bus. I must remind the Mayor that there was an incident between Bath & Devizes a few years ago where a driver was killed and tree maintenance is top priority

Whilst we welcome the governments £230million pound grant for buses; £30 million for main line, and £20 million for rural buses / demand responsive, that could be used in the chew valley area link in with the 376 & 179 corridors to Bath/Bristol and rural areas of South Gloucestershire, we are concerned despite the PMs love of buses and modern buses, our bus buses have contactless and integrating ticketing with rail we are very concerned about the level of vehicles that have come into the Bristol area without refurbishment or reconditioning from others area, there needs to be a similar deal to Cornwall county council where by buses refurbished and painted, with WiFi and better facilities because as a lot of the fleet is indeed of major refurbishment.

Other projects that the Mayor needs to address is the doors / signage / cleaning and connectivity to the railway station at Bath Bus Station.

All of this needs to fit in with an improvement to integrate with the metro west rail services to Gloucester / Westbury / Severn Beach & Henbury and we are still concerned about the lack of progress of the refurbishment of Bristol Temple Meads (major refurbishment and poor bus integration, due to lack of signage and agency's involved, Alex Parry in first group and mayors office are trying to rectified) Stapleton Road and Nailsea and Blackwell, and Weston Super Mare with disabled access's

We welcome Weston Super Mare new bus station proposal but still need better integration between Bus & Rails Stations, there is still need to resolve the Nailsea, Yatton, Clevedon Bus link and a Sunday service on the Wells Weston service.

We also need for a better bus plan to service BRI & Southmead Hospital, Whitchurch, Royal United Hospital and Weston Super Mare.

We hope these items will be addressed and we can improve the public transport in the Bristol / Bath & Weston super Mare area and would like to see North Somerset join WECA.

There's 2 rail urgent issues;

to sign the contract / franchise is to sign the deal with First Group / GWR to extend the franchise and provide more HSTs within the contract and similarly for Arriva more HSTs for the cross country contracts.

David Redgewell (Equalities Representative - Bristol Mayor's Transport Board & South West Transport network

**Bath - Warmley light rail consultation
(Light rail around Bristol and Bath)**

We want to see the budget for the light rail consultation studies in the Greater Bristol area to be fully protected and support the principles of a light rail route to Bristol Airport as a top priority and later to Bath especially from Lambridge across the City to Newbridge which could then make use of the light rail corridor to Bristol through Bitton, Salford, Kelston, Warmley to Yate and East Bristol via Mangotsfield, Staple Hill and Fishponds as well as linking into the RUH at Weston, the new Bath Spa Art & Design College at Weston Lock and Park & Ride sites which need to be co-ordinated with the Bristol Mayor's rapid transit project. The two schemes must link to Warmley and Emersons Green. Retention of Avon Valley Railway steam services at weekends. Provision should be made for a continuous cycle/walkway between Bristol and Bath where possible. The implementation of light rail will help bring the City region into line with EU emission and clean air targets together with clean fuel buses and taxi's.

A future extension of the light rail line towards East Bristol would provide economic and employment benefits to those living in the Bristol BS5 area (which still has higher than average levels of unemployment and social deprivation) by improving access to employment/study opportunities around the North Fringe and the Emersons Green Science Park.

The corridor to Odd Down is welcomed however the majority of the traffic is to the Somer Valley at Peasedown, Radstock and Mid Somer Norton and therefore an extension of a rapid transit system to this area would be beneficial. What evaluation of the Somerset and Dorset railway corridor has been carried out as Norton Radstock is an enterprise zone and needs public transport improvement.

A new light rail station at Warmley could be an interchange for buses for the Kingswood area.

Bus/Rail integration

This is required at Bath Spa station and other locations where light rail might possibly connect with buses. Across Europe and Greater Manchester/London rapid transit is fully integrated into the bus network. We need to make progress on bus/rail integration at Temple Meads as the Temple Gate stops do not work for passengers as they are too far away.

On rail we welcome the work on disabled access at Stapleton Road and Patchway.

There should be investment in MetroWest between Westbury, Bath and Bristol currently out for consultation with the DFT as part of the GWR franchise with First Group as the operator until 2022. This could include a business unit for Bristol and Bath, Somerset, Gloucestershire and Wiltshire & Greater Bristol.

We wish to see the GWR franchise kept as one complete business unit and not split up as proposed by the DFT. The GWR IEP electrification programme should also be completed in the shortest possible time to assist with high technology rail job creation opportunities in the region together with the Henbury loop rail project serving the proposed Arena.

There should also be a Greater Bristol business unit within the GWR franchise with devolved powers similar to the West Midlands and Greater Manchester PTE's.

Bus proposals can be included as should future schemes eg light rail integration and the Overground rail project in Bristol.

We would like to see fully accessible landing stages at all ferry terminals in Bristol Floating Harbour with shelters, easily readable timetables and RTI including Temple Meads station. Examples of best practice include Newcastle and Falmouth.

Arena issues

The Mayor and Metro Mayor should draw up a full transport plan with First Group and YTL if the Filton arena proposals are taken forward.

Regarding a shuttle train from Bristol Parkway to Temple Meads, taxi ranks, ferry terminal, service coaches and car parking including disabled spaces.

Construction of Station Street and bus interchange at the Friary is required as part of the new University campus development at Temple Meads.

Brabazon hanger

This location would need coach parking, MetroBus stops, coach stops, bus stops at this location and on Park & Ride services to Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester, Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon. There should be 15 minute frequency services on the Henbury loop serving the Arena and 10 minute shuttle bus service on main routes to it.

The Class 800 IEP trains should operate from London and South Wales via Parkway to Filton North station for the arena, services from the South West, West Midlands to the Henbury loop station, coach parking will need to be provided, taxis, bus links Greater Bristol wide, links to Cribbs Causeway and hotels will need to be addressed.

If the Filton arena plans fall through for any reason then a Temple Meads Arena would need coach parking, MetroBus stops, coach stops in Avon Street, bus stops at this location and on Bath Road Park & Ride services from Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester/Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon.

We urge the City Council, WECA and Bristol Mayor's to address a full integrated transport plan for the Arena similar to those at Manchester Victoria/Wembley.

The Arena rail services will need to be included in the new rail franchise.

Bus strategy

Whilst there has been some investment in the rail network including Stapleton Road, Patchway station car park and Portway Park & Ride we are concerned over the lack of an overall bus strategy. Some bus shelters need upgrading, bus flags require repair/replacement and many don't have working lighting or real time information screens. There shouldn't be any further cuts in bus subsidies but more investment in the local bus network instead so the Metro Mayor must address these issues alongside any light rail proposals for Bristol and Bath especially where services like the 16 from Bristol Parkway to Longwell Green via Lodge Causeway have already been cut leaving residents with no buses. The 10 Lyde Green - Southmead hospital bus service should be reinstated as part of an improved orbital bus network. We are also concerned about the limited frequencies on routes 36, 96 and 179 to Radstock and reduction of the 17 service from Kingswood to Southmead to hourly (Monday - Saturday evenings) and cut on the later Sunday evenings.

Passengers interchanging between bus/rail routes should have accessible toilet facilities on key routes with money for maintaining/cleaning bus shelters/bus bays. These should include facilities at Shirehampton Green, Eastville Park and Fishponds Park. One way to fund public transport would be to use money raised by parking fees instead of spending it on non transport infrastructure projects like pavement repairs. These toilets are also used by bus drivers and passengers on routes around Bristol. Has an Equalities Impact Assessment been carried out regarding the closures and any new facilities. Of course in South Gloucestershire, BANES and North Somerset have protected these facilities as part of the network.

We remind you that the tourism industry in Bristol is worth £1.3 billion and we do not want the reputation damage to Bristol so these facilities including community toilets and private sector transfers must work.

WECA Transport Forum issues

We are concerned about the lack of progress for a rail and transport forum and the need to merge the congestion task force within any WECA group. We also must address the proposed Regional Transport Board.

On integration we are concerned about the lack of integration between MetroBus and the background bus network especially around North Bristol (Bradley Stoke Way).

Nigel Bray (Railfuture Severnside)

Public statement to WECA meeting October 4th 2019

At its meeting on 19th July 2019 the West of England Combined Authority (WECA) declared a climate emergency. As a Bristol resident, I wholeheartedly welcome this important move.

To take effective action to address the climate emergency we all face will be difficult and challenging for WECA. The easiest –and most cost effective - first step in tackling the climate emergency is to ensure that no new sources of greenhouse gas emissions (ghg) are developed or existing sources expanded.

Bearing that in mind, will WECA do all in its power to oppose any expansion of Bristol Airport which, if allowed, would significantly increase ghg emissions in that sector and run counter to WECA's declaration of a climate emergency?

Those who support the business case for airport expansion may argue that 'growth' in the sector is inevitable, but this is not the case. Aviation is increasingly vulnerable to the effects of climate change, for example, severe weather patterns disrupting schedules and the increasing costs of mitigating these challenges. This, together with consumers choosing other forms of transport out of a concern for the environment, make the business case for expansion much less robust.

Thank you

Tony Jones

Friends of Suburban Bristol Railways (FOSBR)

Statement to WECA Committee and West of England Joint Committee
Friday 4 October 2019 at 10am, Kingswood Civic Centre

**1. Filton Bank and the green light for MetroWest Phase 1A**

- a) FOSBR urges WECA to urgently conclude negotiations and **implement MetroWest Phase 1A, initially half-hourly from Temple Meads to Avonmouth and hourly to Severn Beach, in the May 2020 timetable at the latest.**
- b) We appreciate the urgency (and the political necessity to WECA) of a half-hour service to Keynsham, Oldfield Park and Westbury, but as we understand this is dependent on the remodelling of Bristol East Junction, we would urge WECA to implement the Temple Meads to Severn Beach service first, as soon as possible, and not wait for Bristol East Junction as this is not yet approved.
- c) It is in any case advisable to test the resilience of the half-hour timetable on a small scale before linking to a through service to Westbury. It is quite possible that with knock-on delays through the single-track section of the Severn Beach Line, there will be delays and cancellations initially, much as for the Class 166 introduction in 2017-18 (see reliability chart for evidence of this completely unacceptable disruption to the service)
- d) We have accordingly launched an online (via Change.org, link on our website) and paper petition for this half-hour service which we will present to the September WECA meetings. We appreciate that it is not solely in WECA's gift to implement the service and so the petition calls on all decision makers, including WECA and DfT, to work together on this.
- e) In the mean time we urge WECA to press the DfT to approve funding for the remodelling of Bristol East Junction so that MetroWest Phase 1A can be extended to Westbury, and to initiate discussions on selective double-tracking of the Severn Beach Line.
- f) In the light of the climate crisis FOSBR would recommend that **no fare rise** be discussed, negotiated or implemented at this point as i) the reliability of the new service cannot be guaranteed, ii) the running costs to GWR should be covered by the subsidy agreed by the Outline Business case of £1.1 million, much as in 2008 by BCC, and iii) that the resulting rise in ridership together with smart ticketing may well cover the running costs after the proposed 3 years of pump-priming.
- g) As WECA has already committed £9m for capital delivery and the timetabling work is complete, there is no reason to be negotiating with DfT or GWR about service delivery. WECA should honour its Outline Business Case agreement to subsidise the MetroWest services for the first three years and not haggle over service delivery at this point.

MetroWest Phase 1A should be considered as WECA's highest priority contribution to combat climate change and air pollution, and if implemented by May 2020 would fall well within the current timescale of Bristol's Clean Air Plan.

2. MetroWest Phase 2 – We welcome the WECA decision passed on Friday 14 April to proceed MetroWest Phase 2 (Henbury Line plus services to Yate and Gloucester) to GRIP 4 and would urge that plans for a full station at North Filton are developed with YTL, a direct connection to Bristol Parkway across the E-W chord on the Filton Diamond, and at least a half-hour service. We would continue to urge WECA to hold talks with Bristol Port Authority to resolve the issue of road access at St Andrew's Gate, and suggest a study into a bridge at St Andrew's Rd station and/or internal roads linking to Holesmouth Bridge. In the meantime we seek assurance that Henbury East station is future-proofed for through running onto the Henbury Loop.

2. Joint Spatial Plan/JLTP4 –

- a) FOSBR notes that the JSP has been recommended for rejection by the Inspectors on the grounds that the criteria for selecting Strategic Development Locations (SDLs) were not robust. FOSBR also notes that the Inspectors were not required to consider the JLTP4 alongside the JSP. We would urge WECA to consult externally on suitable sustainability criteria for choosing SDLs, and to include the JLTP4 in the remit to be considered by the Inspectors. FOSBR continues to support the “transport-focussed” approach and suggests that any sustainability criteria should include rail station access (present or potential) and not be dependent solely on MetroBus provision.
- b) FOSBR therefore recommend that the JSP, JLTP4, and the ongoing WECA rail study, should include our FOSBR Rail Plan 2018 proposals for stations at Coalpit Heath, Long Ashton/Flax Bourton, Chittening for Severnside, Uphill/Locking, and to include the remodelling of Westerleigh Junction, investigating the Westerleigh Oil Depot freight line and reinstating Ram Hill Loop, to facilitate the delivery of the Thornbury Line, initially as a Park and Ride from Tytherington Quarry. In the mean time we commend Pilning to be restored as a Park and Rail for Thornbury, as Pilning (unlike Charfield) is to the south of Thornbury.
- c) FOSBR notes that the “WECA Investment Programme” (Agenda item 10 in the WECA Scrutiny papers of Weds 2 October), previously named in WECA Joint Committee papers of November 2018, as the “WECA Investment and Infrastructure Delivery Plan, IIDP” was originally earmarked for funds solely to progress the JSP, rather than JLTP4, and do not seem to be subject to any sustainability criteria. We welcome the appointment of a Rail officer and urge that any transport projects funded by this route are considered on robust sustainability grounds, and that the known impact of road-building to increase congestion is carefully considered before road projects are progressed. We note the severe bias towards road-building in the JSP “Emerging Findings” transport proposals of January 2019 and urge that this is rectified in light of the public’s stated desire in the JLTP4 consultations for better public transport.
- d) FOSBR continues to commend our FOSBR Rail Plan 2018 and awaits with interest the outcome of our recent postcard campaign; we urge WECA to release the analysis of the preferred options and a postcode map of the respondents.
- e) FOSBR notes with curiosity the “Placemaking champion” post being considered by the West of England Committee today (Agenda item 13), would like the relationship with the JSP to be clarified, and suggests that such a post must be filled by a person who is qualified in architecture and committed and publicly accountable to the principles of affordable housing and sustainability of location and provision of public transport.

4. FOSBR supports bus travel and bus-rail interchange as part of the complete public transport solution. We note with alarm that WECA have made a policy decision to only support capital schemes with their devolution deal funding. ***We suggest that in the light of the climate emergency, WECA should amend its policy for WECA Investment Fund and/or WECA Investment Programme projects to include annual bus and rail subsidy, including maintenance of bus real-time information (RTI), not simply one-off capital investment.*** We note with concern the many road-building and “soft” Skills 19+ projects being presented for funding approval by WECA Committee today (Agenda item 12) and urge that these and future transport projects are robustly scrutinised for sustainability criteria and public benefit in the light of the current climate emergency.

Christina Biggs, Friends of Suburban Bristol Railways www.fosbr.org.uk

FOSBR Rail Plan 2018 – car-free travel from your door



A reliable half-hour train service:

- WECA to have rail powers and operational oversight;
- **Longer** trains with more seats and **room for cycles**;
- Rail-bus interchanges at Filton Abbey Wood for Southmead Hospital and Nailsea & Backwell for Bristol Airport, accurate real-time bus information at stations;
- Multi-modal **smart ticketing**, with guards on all trains;
- Delivery of MetroWest Phase 1A **half-hour train service between Avonmouth and Bath**, hourly to Severn Beach;
- 30 min service for Patchway, Parson St and Bedminster;
- Future 15 or 20 minute frequency.

Robust infrastructure to unlock capacity:

- Completion of Filton Bank four-tracking;
- Bristol East and Westerleigh Junction remodelling;
- Replace footbridge at Pilning for Severnside commuters;
- Emission-free trains: electrification to Bristol Temple Meads and battery or hydrogen-fuelled local trains;
- Extra platforms and bus hub at Temple Meads;
- Selective double-tracking of Severn Beach Line.

Reopening stations across the network:

- Deliver Portishead line with an initial hourly service with planning for half-hour service;
- Henbury Spur extension to Henbury Loop;
- Welcoming WECA's proposals for Horfield (at Constable Rd), St Anne's, Salford, Ashton Gate & Charfield;
- Consideration of further stations at Coalpit Heath, Chittening, Uphill/Locking, Corsham & Long Ashton;
- Exploring an extension of Tytherington line to Thornbury.

**Stop Bristol Airport Expansion (SBAEx)
Presentation to the West of England Combined Authority
By Prof. John Adams, Director, SBAEx**

4th October 2019

Introduction and summary

I am John Adams, Director of the Bristol Airport Expansion (SBAEx) campaign and a close neighbour of Bristol Airport for 22 years. The campaign is based in North Somerset but with many supporters across the WECA constituencies. I would like to draw the attention of the WECA to the overwhelming evidence that the application to North Somerset Council to expand Bristol Airport cannot be justified beyond the existing permission to service up to 10 million passengers per annum.

1. Who we are

SBAEx is a campaign organisation working with groups in North Somerset, BANES & Bristol to prevent expansion, *not to abolish the Airport*. We work to:

- provide information and comment through Facebook and the SBAEx website.
- provide Factsheets on issues relating to Airport expansion and places these in wider national and global contexts e.g. impacts of aviation emissions, traffic pollution and noise on health.
- run targeted campaigns e.g. 90,000 reach for our school student video to Ontario teachers;
- support community initiatives
- publish press and website articles, lobbies local and national politicians, and talks with local planners and councillors;
- liaise closely with other organisations to share information and actions e.g. fund raising, organising events, obtaining legal advice

2. Local and Global impact

As WECA recognises, the climate emergency now threatens the health and well-being of regional communities. We believe it is essential to understand links between global issues and local impacts as the basis for local action that will contribute to global change. The Airport planning application has transformed North Somerset into an extraordinary microcosm where social tensions across the world are playing out quite dramatically at local level. These bring into sharp relief some conflicted relations between local and national politics, between the local economy and global commerce. The campaign to stop expansion is not NIMBY – it raises a local voice for global concerns focussed through the prism of Bristol Airport, which is now a predatory cuckoo in the North Somerset nest.

3. What Bristol Airport wants ...

The Airport wants to increase from 8.5 million passengers a year at present to 12 million by 2025, with an eventual increase to 20 million. The first phase could mean 24,400 additional flights, lifting current restrictions to allow up to 4,000 night flights

(crammed into the summer), additional parking to lift total provision over 6,000 cars Greenbelt land, some 9,500 **extra** vehicle movements **daily** through North Somerset, and consequent increase in greenhouse gas emissions and other pollutants from aviation and traffic.

4 There are no grounds for Airport expansion

The 2016 Paris Accord and the recent UK Committee on Climate Change (UKCCC) reports at international and national level place aviation policy and climate change second only to Brexit on the political agenda. At local level, the weakness of its case for expansion has been exposed by independent expert reviews which show the Airport's application to be based on highly questionable statistical 'evidence' and riddled with contradictions.

In short, the rational basis for Airport expansion has been eroded to the point of extinction and we ask WECA to withdraw its support for Airport expansion for the following reasons:

1. Bristol Airport claims it needs to expand 'to meet demand'. As the UK CCC, the government advisory body, makes absolutely clear it is no longer sustainable to operate a demand economy in sectors that create a clear and substantial threat to human health. This follows on constraints on other social practices such as smoking alcohol, opiates.
2. Despite claims to be carbon free the Airport can no longer detach itself from the use and application of its facilities i.e. servicing aviation. It is not, and cannot be, 'carbon neutral' in any significant sense. This point is made by the UK CCC.
3. The Airport claims that expansion would in fact benefit the nation by diverting traffic from other Airports. This argument, which would funnel yet more pollution into the region, has been comprehensively demolished by independent analysis.
4. Bristol Airport claims to provide massive economic benefit to the region. As the recent independent report from the National Economic Foundation points out, most of these claimed economic benefits are minimal when placed in a wider regional context. The Airport is overwhelmingly for used for leisure travel with over 80% tourist traffic that drains wealth from the region. The 16% business use is not projected to increase significantly since most business flyers will continue to use London Airports to reach the international destinations they need.
5. The Ontario Teacher Pension Plan (OTPP), which owns Bristol Airport, is the 6th largest investment fund of its kind in the world, with over \$200 billion assets. Unusually for this sector it is a highly active manager of its assets and, as its prospectus proudly claims, it seeks out assets across the globe where it can add significant value for its clients. It has no interest or track record in sustainable activity; its predatory business model declared aim is to maximise profits and boost the value of its assets.

It is now seeking to squeeze every ounce of profit from the unsuitable Airport site on Broad Down and ramp up the asset value into the bargain, regardless of the cost to human health and well-being in North Somerset and beyond. It is currently

seeking to implicate North Somerset Council in these self-serving commercial aims and, in doing so, is seriously misrepresenting the benefits of Airport expansion and denying the enormous harms that expansion would bring to the region.

6. The consequences of Airport expansion will be irreversible collateral damage to our health and wellbeing, especially the vulnerable, will be the lasting legacy of Airport expansion from aviation emissions, traffic pollution well in excess of acceptable levels.

The application to lift restrictions on night flights is particularly pernicious. Night noise has been shown to have a significant adverse impact on mental health. Independent expert opinion shows that the Airport has significantly underestimated the parameters and therefore the harms of noise from flights. Night noise and consequent loss of sleep causes significant stress and mental health problems for all, and particularly the vulnerable members of the communities: children, the elderly and those subjected to noise 24 hours a day because they are tied to the house from home worker to those confined to bed. We are aware that mental health is a particular concern to the Mayor of Bristol and, as a member of the WECA, consider the damage to mental health in local communities that will result from Airport expansion.

More on-site parking will trash the Greenbelt. Expansion will also provide a gravy train for the illegal parking operators.

In return there would be precious little economic benefit for NS. The only beneficiary will be maximised profits for the Canadian owners, the Ontario Teachers Pension Plan.

7. The financial constraints on North Somerset planners leaves them heavily dependent on OTPP 'advice' given by the Airport's Business Consultants, Jacobs. Such advice is inevitably extremely partial. We are still waiting to see the independent calculation that will demonstrate the cost to North Somerset and the wider region, not only in terms of health, well-being and environmental damage, but in hard financial terms. In particular, the cost of investing in infrastructure to service the increased demands generated by expansion on our roads and transport systems.

We are extremely concerned that, while North Somerset and WECA members may commit to investment in infrastructure, the Airport will have no complementary commitment should it fail to expand because of a downturn in demand caused by national and international circumstances bearing on aviation. The UK Climate Change Committee (UKCCC) cites factors such as: international agreements, national legislation, change in travel habits and culture through increased awareness of environmental damage, aviation taxes on fuel and frequent flyers alongside other measures.

In fact the Department of Transport suggests that the Airport may revert to around 8.5 million passengers per annum. The Airport has not shown itself willing to make substantial commitments to infrastructure investment and, without guarantees of such investment (and penalties for failure to meet commitments), North Somerset and the WECA membership could find itself with stranded assets – the consequence of pressurised over-investment. For this reason alone, expansion

should be locked to sustainable principles with tight exit condition should the Airport decide to sell its asset and / or move on.

Our request

The Airport is now an extremely volatile business and very unreliable partner, simply a greedy commercial cuckoo squatting on the North Somerset nest. We ask that for the sake of the health and wellbeing of regional communities, for our children, for the environment and the planet, WECA withdraw its support for Airport expansion.

Thank you

Details on the issues raised in this presentation are available at:

Website: www.stopbristolairportexpansion.org

Also:

Facebook: <https://www.facebook.com/stopbristolairportexpansion/>

For further information please contact John Adams at

Email stopbaex@gmail.com

Statement 12 – WECA Ctte

Statement from Leeza Awojobi

I am a young artist who has been supported by Creative Youth Network and believe that The Courts project is crucial in enabling many more young people to overcome barriers and find employment in the creative sector.

I would like to stress:

- The opportunities that Creative Youth Network's Creative Futures programme have opened up for me, enabling me to begin making a living as an artist.
- The number of young people who do not currently have such opportunities, and the doors that The Courts project would therefore open for hundreds of disadvantaged/excluded young people each year.

WECA's Support for Bristol Airport Expansion is Backing Climate Catastrophe

Eight months ago submitted a statement supporting the expansion of Bristol Airport that will allow an increase in passenger numbers from 8 million per annum to 12 million by 2026. No one can deny that since then there have been significant changes in the way we view our lifestyle choices that make Bristol Airport's plans to be totally untenable and unachievable.

Last October the Intergovernmental Panel on Climate Change released its report that stated that the human population has 12 years (until 2030) to make the right decisions and drastically reduce carbon emissions if we are to avoid the worst excess of climate breakdown. After that date we will have little/no control over rising temperatures. Yet, with this in mind Bristol Airport has declared its intention to go for growth in flights which will significantly increase the carbon emissions coming from the South West.

I was heartened to learn in July that WECA supported the motion to declare a state of climate emergency. However, I have yet to be convinced that these are not just words to align itself with the neighbouring Councils' previous declarations. If WECA is serious about avoiding climate breakdown I need to see more evidence of action and one way is to withdraw its support from the Bristol Airport planning application.

Also In July the New Economic Foundation released its report commissioned by CPRE in which claims that the Airport's expansion plans are 'out of sync' with national demand forecasts and that its economic benefits are overstated. It clearly discounts the projected passenger figures put forward by the airport.

Last month the release of the report from the Government's own Committee on Climate Change last advised that the growth in demand for flights must be curbed to tackle greenhouse gas emissions as part of the UK's climate target of zero carbon emissions by 2050. The CCC propose a Frequent Flyer tax – a person's first annual flight would be tax free but you would pay a levy on subsequent flights and it is suggested that this would cut demand for flying by 10%

As people learn how detrimental aeroplane travel is to the environment more and more are shunning flying in favour of coach, train and ferry travel. I know of many people who have signed up to Flight Free 2020 and several people I know have taken alternative modes of transport to get to their destinations. There is a growing realisation that flying is no longer a viable option.

Meanwhile we have a delusioned airport management that is grossly misleading the public claiming that it will achieve carbon neutrality by 2030, however this totally ignores increased emissions from aircraft and traffic travelling to and from the airport!

In conclusion I feel that WECA needs to withdraw its support for the expansion of Bristol Airport. This is in keeping with its newly declared state of climate emergency and follows the advice of reports from leading bodies.

Richard Baxter

WECA COMMITTEE – 4 OCTOBER 2019

QUESTIONS AND REPLIES

The following questions were submitted by the deadline (full details enclosed):

1. Question from: Christina Biggs
Subject: Use of WECA funds
2. Question from: Cllr Clive Stevens (Bristol City Council)
Subject: Business Plan Risk Register
3. Question from: Richard Baxter
Subject: Bristol Airport's application to expand
4. Question from: Sandy Hore-Ruthven
Subject: Creative Youth Network - The Courts project

4 October 2019

Question from: Christina Biggs

Subject: Use of WECA Funds

Question:

Use of WECA Funds

1. Where in the devolution deal and the WECA Constitution is it stated that WECA funds cannot be used for revenue funding, in particular for a yearly bus or train subsidy?
2. In the light of the climate emergency declared by WECA, how could the terms of the devolution deal and/or WECA Constitution be changed to allow revenue funding for bus and train subsidies?

REPLY:

1.

Provision and funding of Socially Necessary Services

When WECA was created in 2017 a Transport Levy was agreed and has been paid to WECA annually since 2017 by our Constituent Authorities. The Transport Levy does not currently cover funding for Socially Necessary Transport Services as this function was defined as a shared function in the WECA with the Constituent Authorities retaining the funding individually. Funding for this service is considered, alongside other discretionary services, by each individual council when setting their annual revenue budget.

Subject to the agreement of the WECA Committee in December 2019, we are in the process of agreeing the transfer of the extant budget for Socially Necessary Transport Services from our Constituent Authorities to WECA to coordinate its use and maximise its effectiveness, but retaining the shared power to secure additional socially necessary services collectively and individually should any authority wish to do so subject to them identifying the additional funding required.

Investment Fund

The devolution deal for the Investment Fund requires WECA to deliver 'additionality' for the region against strategic priorities of Transport and Housing Infrastructure, Business and Skills. The WECA Committee has, in July 2019, approved a £350m Investment Programme which fully allocates all available funding up to March 2023. Albeit long term, the Investment Fund is a time limited grant and, as such, should not be used to fund revenue items on an on-going basis. Neither should it be used to fund existing revenue based services as this would not meet with the government's requirement for delivering additionality. WECA is subject to 5 year government gateway reviews to ensure that the Investment Fund is being deployed in the correct manner with an inherent risk of funding being withdrawn in the event of material non-compliance. The revenue component of the Investment Fund can be used for feasibility and development work at the early stages of project forming and can also be used to 'pump prime' new initiatives for a relatively short, defined, period of time when backed with a clear business case detailing how the project / initiative will be sustainable, (financially and operationally), beyond the initial pump-priming period.

2. See answer to question 1 above

4 October 2019

Question from: Cllr Clive Stevens (Bristol councillor)

Subject: Business Plan Quarter 2 progress report – Corporate Risk Register (agenda item 14)

Question:

Dear Mayor Bowles and Members of WECA,

Measurement and monitoring of risk is a key aspect of good Governance.

My question is about the WECA corporate risk register (shown as Appendix 2). When I compare it with Bristol's, the WECA one seems to be lacking basic features.

Bristol's Risk Register attempts to quantify the severity (impact) of a risk in terms of millions of pounds or safety implications and then quantify the probability (likelihood) of it occurring. Multiplying the two gives the risk factor. And that enables prioritisation.

It also details the mitigation actions of the risk to reduce probability and severity. This is all standard risk management. Finally, a register will often state a "risk appetite" that's a level of risk that's decided is acceptable (acknowledging the fact you can't completely eliminate risk).

Yours does none of that. I'm sure there's some CIPFA guidance on how to do this properly, sorry I haven't had time to check.

So my questions are:

Q1. Are you satisfied that the risk register is sufficiently good for a body managing large multimillion pound projects and responsible for key parts of the West of England's economy?

Q2. Assuming there are aspects of the risk register you think you could improve, which will you improve first and why?

REPLY:

1. The importance of risk management is fully recognised by WECA. The quarterly progress report includes a short summary of our strategic corporate risks. Behind these sit a set of detailed Departmental risk registers which include a risk rating (before and after mitigation) and current risk mitigation actions being undertaken. These are reviewed monthly by the authority's Senior Management Team and key risks escalated to the Corporate Risk register. It is worth noting that the breadth and scale of risks for WECA would be expected to be very different from that of one of the Constituent Councils, as WECA do not directly deliver services and are only now starting to move into capital delivery in a significant way.

With regards to project risk management, and in accordance with our Local Growth Assurance Framework, a programme risk register for the overall investment programme is maintained and regularly reported to the Investment Panel. A risk management strategy and risk register form part of the management case of each scheme Outline Business Case or Full Business Case. Risks are managed through appropriate mitigation measures agreed with the project applicant prior to approval of the scheme. Key and current risks form part of the regular scheme highlight reporting.

2. The WECA Risk Management Framework sets out the overarching approach to risk management and the detailed approach to scoring. This is monitored by Internal Audit and reported annually to Audit Committee. We continue to keep the way that we manage risk under review.

4 October 2019

Question from: Richard Baxter

Subject: Bristol Airport's application to expand

Question:

WECA declared its support on 29th January 2019 for Bristol Airport's planning application (reference 18/P/5118/OUT) that proposes expansion of operations to cater for a rise from 8 million passengers to 12 million by 2026. Over the past 8 months significant developments have occurred.

Is the Authority going to withdraw its support for this application in light of:

- a) WECA's declaration of a climate emergency on 19th July which promises to reduce carbon emissions across the region;
- b) the release of the New Economic Foundation report commissioned by CPRE in July which claims that the Airport's expansion plans are 'out of sync' with national demand forecasts and that its economic benefits are overstated;
- c) the release of the report from the Government's own Committee on Climate Change last month that advises the growth in demand for flights must be curbed to tackle greenhouse gas emissions as part of the UK's climate target of zero carbon emissions by 2050; and
- d) the Airport's totally misleading claim that it will achieve carbon neutrality by 2030 which ignores increased emissions from aircraft and traffic travelling to and from the airport?

REPLY:

WECA's support for Bristol Airport is on the basis of the key role it plays in the West of England economy as our international gateway to the region for trade and tourism supporting inward investment, and as a major local employer.

The technical aspects of the Airport's planning application are a matter for the Local Planning Authority (North Somerset Council). WECA is a statutory consultee to the application in our role as a neighbouring Local Transport Authority; and in this capacity we continue to work with North Somerset Council and Bristol Airport in improving public transport access to the Airport and to deliver the joint ambition to reduce carbon emissions from surface transport access to the Airport and the wider region.

Aviation policy in the UK is a policy area retained by Central Government and it is not a matter for WECA to comment on in our statutory role other than through the formal consultation process. It is our duty to cooperate with Central Government and Bristol Airport to support the delivery of the recently adopted UK Aviation strategy.

4 October 2019

Question from: Sandy Hore-Ruthven & Mark Coates

Subject: Creative Youth Network - The Courts Project

Question:

Creative Youth Network asks: Will the West of England Combined Authority underwrite a proportion of the funds necessary for The Courts project that will attract more than £5.5m in inward investment, support more than 100 jobs, upskill more than 500 young people per year and deliver more than £4.6m GVA?

REPLY:

As set out in the Local Enterprise Partnership One Front Door report (agenda item 12), the strategic fit and positive outcomes which could be delivered by this project are recognised, as is the opportunity to lever match funding. However, the Local Growth Fund (LGF) stands some £11.8m overprogrammed, which is considered an appropriate level, and currently there is no certainty regarding funding arrangements which may follow it in 2021/22.

In addition, from the submitted business case, the call on funding for The Courts project (or the underwriting of this funding) would fall outside the LGF timeframe (to March 2021) ruling out the use of this fund in any event.

On this basis, it is recommended the project is not awarded funding at this time but remains in the LGF pipeline.