

Public Document Pack
Joint meeting - West of England Combined Authority Committee
and West of England Joint Committee

PUBLIC STATEMENTS, QUESTIONS AND RESPONSES ENCLOSED

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**JOINT MEETING –
WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE &
WEST OF ENGLAND JOINT COMMITTEE – 31 JANUARY 2020**

QUESTIONS & REPLIES

The following questions were submitted by the deadline (full details of questions and the replies are set out in the following pages):

Q1. Question from: Mary Collett

Subject: Climate emergency/Bristol Airport expansion

Q2. Question from: Hilary Burn

Subject: Climate emergency/Bristol Airport expansion

Q3. Question from: Rebecca Purslow

Subject: Climate emergency/Bristol Airport expansion

Q4. Question from: Oliver Owen

Subject: Climate emergency/Bristol Airport expansion

Q5. Question from: Helen Struthers

Subject: Climate emergency/Bristol Airport expansion

Q6. Question from: Kevin Tinsley

Subject: Climate emergency/Bristol Airport expansion

Q7. Question from: Moksa Rava

Subject: Climate emergency/Bristol Airport expansion

Q8. Question from: David Brenig-Jones

Subject: Climate emergency/Bristol Airport expansion

Q9. Question from: Sam Morris

Subject: Climate emergency/Bristol Airport expansion

Q10. Question from: Catherine Gilmore

Subject: Climate emergency/Bristol Airport expansion

Q11. Question from: Paul Hancock

Subject: Climate emergency/Bristol Airport Expansion

Q12: Question from: Mark Brown

Subject: Climate emergency/air flights

Q13: Question from: Chrissie Aslett

Subject: Climate emergency/Bristol Airport expansion

Q14: Question from: Helena Garcia

Subject: Climate emergency/Bristol Airport expansion

Q15: Question from: Jonas Eisenbarth

Subject: Climate Emergency/Bristol Airport expansion

Q16: Question from: Aidan Cassidy (ACORN)

Subject: Bus services / franchising

Q17: Question from: Chris Perry

Subject: Climate emergency/Bristol Airport expansion

Q18: Question from: Tony Jones

Subject: Climate emergency/Bristol Airport expansion

Q19: Question from: Joanne Bryant (for Stowey Sutton Parish Council)

Subject: Climate emergency/Bristol Airport expansion

Q20: Question from: Esme Roslin-Sprason

Subject: Bus services

Q21: Question from: Alison Allan

Subject: Climate emergency/Bristol Airport expansion

Q22: Question from: Dave Searby

Subject: Climate emergency/Bristol airport expansion

Q23: Question from: Matthew Jones

Subject: Climate emergency/Bristol airport expansion

Q24: Question from: Penny Gilg

Subject: Climate emergency/Bristol airport expansion

Q25: Question from: Nick Aslett

Subject: Climate emergency/Bristol airport expansion

Q26: Question from: Nick Lewis

Subject: Climate emergency/Bristol airport expansion

Q27: Question from: Jackie Head

Subject: Climate emergency/Bristol airport expansion

Q28: Question from: Sami Goddard

Subject: Climate emergency/Bristol airport expansion

Q29: Question from: Bill Roberts

Subject: Climate emergency/Bristol airport expansion

Q30: Question from: Mel Cairns

Subject: Climate emergency/Bristol airport expansion

Q31: Question from: Cllr Claire Young (South Gloucestershire Council)

Subject: Bus travel

Q32: Question from: Richard Baxter

Subject: Climate emergency/Bristol airport expansion

Q33: Question from: Cllr Tim Kent (Bristol City Council)

Subject: South Bristol orbital highway

Q34: Question from: Cllr Tim Kent (Bristol City Council)

Subject: New MetroBus stop on Bamfield

Q35: Question from: Jan Jones

Subject: Climate emergency/Bristol airport expansion

Q36: Question from: Cllr Martin Fodor (Bristol City Council)

Subject: 31 January Committee report – Update on climate emergency planning

Q37: Question from: Cllr Carla Denyer (Bristol City Council)

Subject: 31 January Committee report – Update on climate emergency planning

QUESTION 1 - 31 January 2020

Question from: Mary Collett

Subject: Climate emergency/Bristol Airport expansion

Question:

All three of WECA's constituent councils have declared a climate emergency. Given the huge reductions in carbon emissions required for the Bristol One City Climate Strategy over the next decade to allow us to reach our stated ambition of net 0 emissions by 2030 (within which transport emissions are required to reduce by 88%) how can expansion of Bristol Airport even be considered, let alone supported?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

The technical aspects of the Airport's planning application are a matter for the Local Planning Authority (North Somerset Council). The planning application proposing the expansion of Bristol Airport will be considered at a special meeting of North Somerset Council's Planning and Regulatory Committee on Monday 10 February.

The Combined Authority is a statutory consultee to the application in our role as a neighbouring Local Transport Authority; and it was in this capacity that we submitted a response to North Somerset Council. As transport authority 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 substantially reduce carbon emissions from surface transport access to the Airport and the wider region.

It is important to recognise that Aviation policy in the UK is a responsibility retained by Central Government.

The Combined Authority is aware that since the Combined Authority's consultation response was submitted, Bath and North East Somerset Council have subsequently submitted their own consultation response, as is their right, in their capacity as a neighbouring planning and highway authority. All the consultation responses will be considered by North Somerset Council's Planning and Regulatory Committee as part of their consideration of the planning application.

More widely, the Combined Authority has recognised the critical need to address the impact of climate change and formally declared a Climate Emergency in July last year. We are committed to achieving carbon neutrality by 2030 and consideration of climate change impacts are being embedded into every aspect of the Combined Authority's work and activities. A Climate Emergency Action plan will be published by the Spring and progress reports on the Combined Authority's planning for the Climate Emergency are required to be considered by the committee, and by the WECA Overview and Scrutiny committee every 6 months. The first of these progress reports is included as part of the agenda for the 31 January committee meeting and sets out details of the pro-active and collaborative work being taking forward by the Combined Authority in partnership with our constituent councils

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QUESTION 2 - 31 January 2020

Question from: Hilary Burn

Subject: Climate emergency/Bristol Airport expansion

Question:

Please see the questions below for the meeting on Friday 31 January from the Parish Councils Airport Association (PCAA). The Association represents 26 parishes and Keynsham Town Council surrounding Bristol Airport. We note that the WECA letter sent in support of Bristol Airport planning application 18/P/5118/OUT is out of date for three reasons:

- The letter does not take account of the declared climate emergency by WECA
- The Joint Spatial Plan is likely to be withdrawn. North Somerset and BANES have already withdrawn.
- The letter fails to note that Bath and North East Somerset Council has objected to the application.

Questions:

(a) Can WECA please update its letter of support on the Bristol Airport Application to one that reflects the position of all its participating Local Authorities? BANES has objected to the airport application on two grounds - traffic and climate change. At the Bristol City Council meeting held 14 January, the Bristol Mayor stated publicly that his letter dated 1 April on Bristol Airport was not one of support but an observation and that people should fly less. The comments from these two authorities indicate that WECA support needs to be changed to one of an objection.

(b) The letter from WECA placed on the North Somerset Council website on 29 January 2019 expressing support for airport expansion fails to mention the climate emergency. WECA declared a climate emergency on 19 July 2019. Can WECA show how supporting growth at Bristol Airport is compatible with a climate emergency when there will be an increase in carbon emissions from car movements to and from the airport and an increase in flights?

REPLY:

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QUESTION 3 - 31 January 2020

Question from: Rebecca Purslow

Subject: Climate emergency/Bristol Airport expansion

Question:

As a resident of Bristol, I am very concerned that an expansion to Bristol airport is being considered. Having spent a week on London under the Heathrow flight path I can say that just a week of hearing planes from the early hours of the morning to late at night had an effect on my mental health. I do not live under the flight path of Bristol airport but I do not want anyone to undergo the noise for 4000 night flights.

The airport say they will be carbon neutral by 2025 - but truthfully no airport can be carbon neutral and this does not include the planes arriving or leaving there, or the countless number of car journey to arrive there.

These are just two of the robust arguments against expanding the airport.

The truth is, that in this age of climate crisis we should not be contemplating expanding any airports at all.

I have some questions I would like to pose to WECA:

- a. As WECA declared a climate emergency in the summer of 2019, as well as the individual authorities in WECA all declaring climate emergencies, how can WECA reconcile this whilst at the same time supporting the airport expansion?
- b. Likewise, how can WECA support this when the net carbon produced by the expansion plans alone will emit 1.2m tonnes into the upper atmosphere – when this is almost as much of the whole of Bristol's emissions?

REPLY:

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QUESTION 4 - 31 JANUARY 2020

Question from: Oliver Owen

Subject: Climate emergency/Bristol Airport expansion

Question:

The scientific consensus is that we need to drastically and rapidly reduce emissions of CO₂ if we are to reduce the rate of global warming we are seeing and limit the consequences of this warming. Air travel is highlighted as contributing to CO₂ emissions.

But what evidence to the contrary does the council have that has led them to support the expansion of Bristol airport?

The council must surely be confident that either CO₂ is not contributing to global warming, that air travel does not contribute to CO₂ emissions, or that global warming will not have a negative impact on the environment. I would be grateful if they could share the evidence that has informed their decision.

REPLY:

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QUESTION 5 - 31 January 2020

Question from: Helen Struthers

Subject: Climate emergency/Bristol Airport expansion

Question:

Each council which comprises WECA has declared a climate emergency. In the light of this, how can WECA possibly justify continuing to support the proposal to expand Bristol airport, knowing that this would cause considerable further damage to the environment, not only as a result of increased flights, but also of approximately 9,500 additional daily car journeys to the only major UK airport which has no rail link?

I call upon WECA to reject such an irresponsible and environmentally damaging proposal.

REPLY:

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QUESTION 6 - 31 January 2020

Question from: Kevin Tinsley

Subject: Climate emergency/Bristol Airport Expansion

Question:

How can the Combined Authority reconcile the fact that the net carbon release of the airport expansion will amount to around 1.2 million tonnes - nearly as high as the city of Bristol emissions - when all the constituent authorities, and the Combined Authority itself, have all declared a climate emergency?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 7 - 31 January 2020

Question from: Moksa Rava

Subject: Climate emergency/Bristol Airport expansion

Question:

1. How can the WECA Mayor and the committee support the expansion of the airport when we know that more carbon pumped into the upper atmosphere goes against our declaration of a climate emergency, will breach targets set to reduce emissions and increases the risk of catastrophic global warming?
2. How can we reconcile this course of action with the desire for more holiday destinations and more profit for the owners?

REPLY:

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QUESTION 8 - 31 January 2020

Question from: David Brenig-Jones

Subject: Climate emergency/Bristol Airport Expansion

Question:

Does the WECA Mayor and the committee understand that the net carbon produced by the expansion plans alone, when emitted in the upper atmosphere, comes to 1.2m tonnes which is nearly as much as the whole of Bristol's emissions?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 9 - 31 January 2020

Question from: Sam Morris

Subject: Climate emergency/Bristol Airport expansion

Question:

I understand that over the last 12 months BANES, Bristol and South Gloucester have each declared climate emergencies. WECA has also declared a climate emergency and yet Bristol, South Glos and WECA are all still supporting North Somerset's plans to expand Bristol Airport. I fail to see the logic in a regionally devolved government body and all of its constituent counties declaring climate emergencies on the one hand and on the other backing (with the exception of BANES) the expansion of Bristol Airport? I want to know how the Mayor can have such a duplicitous stance on the airport? If he is serious about acting on the emergency declaration he has made he cannot (in any logical sense) support the expansion plans.

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 10 - 31 January 2020

Question from: Catherine Gilmore

Subject: Climate emergency/Bristol Airport expansion

Question:

Does WECA accept that an airport expansion will have a negative impact on the environment, caused by emissions from more airplanes, as well as increased car travel to the airport? How does an airport expansion align with WECA's climate emergency declaration?

REPLY:

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QUESTION 11 - 31 January 2020

Question from: Paul Hancock

Subject: Climate emergency/Bristol Airport Expansion

Question:

In light of the fact that both WECA and all councils within WECA declared a climate emergency last year, how on earth can the WECA Mayor and the committee consider supporting the airport expansion while maintaining a façade of honesty and integrity?

REPLY:

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QUESTION 12 - 31 January 2020

Question from: Mark Brown

Subject: Climate emergency/air flights

Question:

Does the WECA Mayor and the committee know that the richest 15% of the population take 70% of the flights and that 75% of air travel in the UK is undertaken by ABC1 social classes?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 13 - 31 January 2020

Question from: Chrissie Aslett

Subject: Climate emergency/Bristol Airport Expansion

Question:

Does the WECA Mayor and the committee believe that we as a country can fulfil our lawful commitment to becoming carbon neutral by 2050 when expansion plans such as Bristol airport are being considered?

REPLY:

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QUESTION 14 - 31 January 2020

Question from: Helena Garcia

Subject: Climate emergency/Bristol Airport expansion

Question:

WECA said there was a climate emergency in the summer last year. How is it possible to declare a Climate Emergency whilst at the same time support the airport expansion?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 15 - 31 January 2020

Question from: Jonas Eisenbarth

Subject: Climate emergency/Bristol Airport expansion

Question:

I would like to submit some questions for the meeting as I have strong concerns about the proposed expansion.

We are living in a time of climate emergency. Bristol has declared a climate emergency, so has national government. So has WECA, and so have all the individual councils within WECA. How can this declaration be taken seriously if this expansion is to go ahead? It would make it another vapid promise made by bureaucrats and politicians to fob off the people whilst they fill their coffers.

People should be encouraged to use alternative means of travel, Aviation can not be allowed to expand whilst it's in its current state.

The net carbon from the construction of the expansion alone would be 1.2million tonnes, are the Mayor and council of this?

Flights mainly serve the richest in society, with the wealthiest 15% take over 70% of the flights. Another disruptive, grossly polluting and government funded project that would serve mainly those who don't need it, all whilst social inequality is on the rise.

Australia is burning as a result of the climate catastrophe, will you make a decision to continue burning the world?

REPLY:

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QUESTION 16 - 31 January 2020

Question from: Aidan Cassidy (ACORN)

Subject: Bus services / franchising

Question:

ACORN community union is an organisation of working class people who come together to improve our lives and communities. Our members in the West of England are sick of overpriced, unreliable buses, so we voted to campaign to change that, through public control. Public control (franchising) would mean that publicly accountable individuals were in charge of bus routes, fares, timetables and ticketing, rather than the shareholders of bus companies.

As Tim Bowles knows, ACORN members wrote to him before Christmas to ask for a meeting about this issue. We are yet to receive a reply. Mr Bowles, can you now commit to meeting with us?

REPLY:

My office did indeed receive correspondence from your organisation during the evening of 23rd December. I have checked our records and am happy to confirm that you received a response from my office on 7th January asking for contact details which were absent from the original request, followed by a substantive response on 28th January 2020.

As was outlined in that response, I can reassure you that in order to better understand the specific impact that franchising would have on services, revenue and the amount of taxpayer subsidy required to support them, we are working with other Combined Authorities as they also consider the option to create a shared bank of experience.

In the meantime, the Combined Authority and our partners are actively progressing plans to improve the extent, reliability and frequency of services across the West of England which I am sure that you and your members will welcome.

QUESTION 17 - 31 January 2020

Question from: Chris Perry

Subject: Climate emergency/Bristol Airport expansion

Question:

How can the airport expansion (and the consequent increase in flights and in travel by car to and from the airport) be justified in the context of a widely acknowledged Climate Emergency?

Has the full extent of the increase in carbon emissions resulting from the proposed expansion - almost as much as that of the city of Bristol - been recognized?

How is it envisaged that the already overcrowded roads (including 'rat runs' through places like Barrow Gurney) will accommodate the increase in car travel to and from the airport?

To what extent has the impact of the increase in travel (including night-time flights) on the health and well-being of residents in the area been taken into account?

Does the WECA Mayor and the committee consider it to be desirable or appropriate to build a multi-storey carpark on the greenbelt, as is proposed?

Has it been acknowledged that the benefits of the expansion have been greatly exaggerated? According to the New Economics Foundation report, Bristol Airport's Economic Impact Assessment 'grossly' overemphasises the economic benefits' Has it been noted that Bristol Airport also overstates the number of new jobs that will be created? (The number will be nearer 1000 than the claimed 10000.)

REPLY:

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QUESTION 18 - 31 January 2020

Question from: Tony Jones

Subject: Climate emergency/Bristol Airport expansion

Question:

The minutes of the West of England Combined Authority (WECA) meeting on 4 October 2019, (minutes page 6, item 9, point 2) state that “following on from the Combined Authority’s declaration of a climate emergency in July 2019, it was intended that climate emergency considerations would be fully embedded in the Combined Authority’s decision making”.

To give effect to this intent, will the Combined Authority take the decision to formally and publically oppose current proposals for the expansion of Bristol Airport? (I understand that Bath and North East Somerset Council has already objected to the expansion plans).

The gravity of the threat posed by the climate crisis is set out in the agenda papers for your meeting today. For example, to limit global heating to no more than 1.5 degrees Centigrade will require dramatic cuts in green-house gas (ghg) emissions of up to 24% per year in the UK. How can any airport expansion be contemplated in such circumstances?

Taking effective action to address the climate crisis will be difficult and challenging. An obvious starting point is to ensure that no new sources of ghg are developed nor existing sources expanded, including airports

The expansion of Bristol Airport, if not stopped, would significantly increase ghg emissions, and make a mockery of the Combined Authority’s own declaration of a climate emergency and proposed climate emergency action plan.

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority’s constituent councils.

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QUESTION 19 - 31 January 2020

Question from: Joanne Bryant (for Stowey Sutton Parish Council)

Subject: Climate emergency/Bristol Airport expansion

Question:

Can WECA please update its letter of support on the Bristol Airport Application to one that reflects the position of all its participating Local Authorities? BANES has objected to the airport application on two grounds - traffic and climate change. At the Bristol City Council meeting held 14 January the Mayor stated publicly that his letter dated 1 April on Bristol Airport was not one of support but an observation and that people should fly less. The comments from these two authorities indicate that WECA support needs to be changed to one of an objection.

The letter from WECA placed on the North Somerset Council website on 29 January 2019 expressing support for airport expansion fails to mention the climate emergency. WECA declared a climate emergency on 22 July 2019. Can WECA show how supporting growth at Bristol Airport is compatible with a climate emergency when there will be an increase in carbon emissions from car movements to and from the airport and an increase in flights?

REPLY:

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QUESTION 20 - 31 January 2020

Question from: Esme Roslin-Sprason

Subject: Bus services

Question:

In Bristol buses are a nightmare, and I am confident this is a similar story for the many passengers in the South West.

First have been cutting bus routes our communities depend on for years whilst they saw its revenue leap by almost £7 million to soar above £100 million for the first time ever.

People are forced to drive to work to ensure they make it on time, meaning more traffic and more pollution. My colleagues are often late because the bus drove past them as it was over crowded.

The poor service does not just impact the passengers but the drivers as well. They are put under an increasing amount of strain often resulting in an increase in absences, without enough cover some buses don't show up as there's no driver to drive them.

I'm an ACORN member and I want you to start an assessment of the benefits that Franchising could bring to working people in the West of England. I now cycle to work as a bus will take too long and I cannot afford the rising bus fare on a low wage.

So my question to you Tim, is when was the last time you got a bus to work?

Because the people of Bristol and my fellow ACORN members are fed up with extortionate ticket prices, chronically late services and shrinking bus routes across the city."

REPLY:

I take public transport whenever my diary commitments allow.

QUESTION 21 - 31 January 2020

Question from: Alison Allan

Subject: Climate emergency/Bristol Airport expansion

Question:

I am writing to ask why WECA are ignoring the volumes of accredited scientific data on the impending Climate Emergency by endorsing the expansion of Bristol Airport. Also could you please explain how this decision is compatible with WECA's recent declaration of a Climate Emergency in June 2019.

In Bristol 300 people a year are already dying because of air pollution, and increased emissions from the airport would not only wipe out local attempts to comply with air quality regulations but would actually increase air pollution significantly.

The increased emissions would also wipe out Bristol City Council's declared intention of reaching carbon neutrality by 2030. As Bristol was the first city in the UK to declare and Ecological and Climate Emergency, other cities look to Bristol to provide leadership on this issue. At present 19 other cities are intending to expand their airports substantially and, if Bristol Airport is allowed to expand, that would be the perfect justification for continuing with 'business as usual'. In other words, the consequences of allowing airport expansion in Bristol could destroy ALL attempts to deal with the Climate Emergency. Is that really what WECA hopes to achieve?

REPLY:

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QUESTION 22 - 31 January 2020

Question from: Dave Searby

Subject: Climate emergency/Bristol Airport expansion

Question:

Bath and North East Somerset Council (BANES) have made clear to WECA their strong opposition to the proposed expansion of Bristol Airport. Please could WECA communicate to North Somerset Council (NSC) the fact that WECA no longer unanimously supports the expansion? This needs to be done well in advance of the upcoming vote on the proposals at NSC on the 10th of February. BANES, Bristol CC and NSC have all declared a climate emergency. This means nothing unless we tackle aviation which currently accounts for more than 13% of UK greenhouse gas emissions

Background information:

Congestion

The airport expansion to 12m passengers would mean an additional 9,500 car journeys a day in already congested roads. The public transport to the airport is very poor; it is the only major airport in the UK which has no rail link, so a very high percentage of passengers drive to the airport. The airport are applying for an additional 4,550 car parking spaces including a five storey car park on the Greenbelt.

Health and Noise

If the application is successful, there will be 4,000 unrestricted night flights between 23.30 and 6.00. Various health studies have shown that aircraft noise at night can be especially damaging to health and can result in the dysfunction of blood vessels and cause long-term cardiovascular disease.[2] The elderly and the young are particularly at risk. This is in addition to the nuisance caused during the summer when residents underneath the flight paths are likely to have their windows open at night.

Carbon

North Somerset and Bristol have declared a Climate Emergency arising from the increase of the amount of carbon in the atmosphere. Much of North Somerset is especially at risk from rising sea levels[3].

Current carbon emissions from Bristol Airport are 945,000 tonnes of CO₂ per year. At 12 million passengers per year the figure would be **1,568,000 tonnes**:[4].

Radiative forcing and other effects mean that carbon emissions from aviation have at least double the effect of those from other sources.[5]

By comparison

-the total Bristol City internal carbon emissions are **1,546,000 tonnes**[6] .

-the total North Somerset CO₂ emissions in 2015 were 1,149,000 tonnes[7]

The airport claim there is significant local support but their survey referred only to the benefits and none of the disadvantages and was therefore misleading.[8] They have also artificially boosted the letters of support by using their marketing database to get comments[9].

Claimed Economic Benefits

The Airport have consistently over-estimated the number of jobs that will be created by the expansion widely quoting figures such as 10,000. York Aviation have produced an Economic Impact Assessment on their behalf which states that the actual total number of additional

jobs (both direct and indirect) in the whole of the West of England as a result of the expansion is 1,050 (page 52 of report).

Carbon neutral airport and technological solutions

The airport say they will be carbon neutral by 2025 but this only refers to their internal operations and does not include either the planes arriving and leaving or passenger road journeys[10].

[1] The Ontario Teachers Pension Plan

[2] https://ec.europa.eu/environment/integration/research/newsalert/pdf/night_aircraft_noise_can_cause_blood_vessel_dysfunction_47si3_en.pdf

[3] <https://coastal.climatecentral.org/>

[4] Bristol Airport Environmental Impact Assessment

[5] Report of the Committee on Climate Change 24/9/19

[6] Bristol Mayor's Climate Emergency Action Plan page 11.

[7] North Somerset Local Commitment Report. Update Report 2018

[8] 'Bristol Airport has submitted a planning application to increase its capacity from 10 million to 12 million passengers a year. They plan to do this without requiring an additional runway, a runway extension, or a new terminal. Instead, they will improve existing facilities (e.g. extending existing terminals, building additional car parking facilities, improving internal road systems etc.). After reading this, to what extent do you support or oppose Bristol Airport increasing its passenger capacity in this way?'

[9] A complaint has been submitted to the Information Commissioner concerning this tactic and is being considered.

[10] <https://www.itv.com/news/westcountry/2019-07-24/bristol-airport-accelerates-carbon-neutral-plans-by-five-years-in-re>

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QUESTION 23 - 31 January 2020

Question from: Matthew Jones

Subject: Climate emergency/Bristol Airport expansion

Question:

As a father of our future generation I would like to ask how WECA can support Bristol Airport Expansion when all the councils locally have declared a climate emergency to try and respond to make a cleaner future for our children?

REPLY:

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More widely, the Combined Authority has recognised the critical need to address the impact of climate change and formally declared a Climate Emergency in July last year. We are committed to achieving carbon neutrality by 2030 and consideration of climate change impacts are being embedded into every aspect of the Combined Authority's work and activities. A Climate Emergency Action plan will be published by the Spring and progress reports on the Combined Authority's planning for the Climate Emergency are required to be considered by the committee, and by the WECA Overview and Scrutiny committee every 6 months. The first of these progress reports is included as part of the agenda for the 31 January committee meeting and sets out details of the pro-active and collaborative work being taking forward by the Combined Authority in partnership with our constituent councils

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QUESTION 24 - 31 January 2020

Question from: Penny Gilg

Subject: Climate emergency/Bristol Airport expansion

Question:

With regard to the airport expansion, I am exactly the sort of person who they are targeting with new flights - young professional, no children, disposable income, friends across Europe and a history of taking weekend breaks by plane. However, in light of the Climate Emergency and my recent discovery that emissions at altitude are up to 4 times worse than those at ground level; I have decided not to fly anymore, certainly not short haul - this weekend I'll be taking the Eurostar to Ghent. I know many of West of England residents are also considering their impact on the climate emergency and how they can reduce it - flying is an obvious choice, have you heard of #nofly2020?

Hence, if the airport expansion were to go ahead, there is a risk that no one would use it. This would be a great waste. So, given their growth predictions maybe drastically over optimistic, do you think you should re-think your support of this potential white elephant?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

The technical aspects of the Airport's planning application are a matter for the Local Planning Authority (North Somerset Council). The planning application proposing the expansion of Bristol Airport will be considered at a special meeting of North Somerset Council's Planning and Regulatory Committee on Monday 10 February.

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QUESTION 25 - 31 January 2020

Question from: Nick Aslett

Subject: Climate emergency/Bristol Airport expansion

Question:

WECA declared a climate emergency June 2019 and each council within WECA has also declared a climate emergency. Given that the net carbon produced by the expansion plans alone, when emitted in the upper atmosphere, comes to 1.2m tonnes which is nearly as much as the whole of Bristol's emissions, how can the WECA Mayor and the committee reconcile declaring a Climate Emergency whilst at the same time supporting the airport expansion?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 26 - 31 January 2020

Question from: Nick Lewis

Subject: Climate emergency/Bristol Airport expansion

Question:

Do the committee understand that the net carbon produced by the expansion plans alone, when emitted in the upper atmosphere, comes to 1.2m tonnes which is nearly as much as the whole of Bristol's emissions?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 27 - 31 January 2020

Question from: Jackie Head

Subject: Climate emergency/Bristol Airport expansion

Question:

In the light of members' commitment to fighting the climate crisis, and in order to prevent further damage to health and well-being to their parishioners, will WECA make a clear objection to the planning application for expand Bristol Airport shortly to be considered by North Somerset Council Planning committee?'

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 28 - 31 January 2020

Question from: Sami Goddard

Subject: Climate emergency/Bristol Airport expansion

Question:

How does the proposal of an airport expansion work with the climate emergency that WECA declared in June 2019? The expansion of the airport which is going to put an additional 623,000 tonnes of carbon into the air is completely at odds with reducing our carbon footprint and responding to the climate emergency.

Are you aware that the richest 15% of the population take 70% of the flights? With this in mind, the expansion is set to only benefit the richest of the population.

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 29 - 31 January 2020

Question from: Bill Roberts

Subject: Climate emergency/Bristol Airport expansion

Question:

Will WECA take the logical step of translating good intentions about reduction of emissions into objecting to the expansion of Bristol airport?

As Einstein said: knowledge without action amounts to evil.

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 30 - 31 January 2020

Question from: Mel Cairns

Subject: Climate emergency/Bristol Airport expansion

Question:

Bristol's One City Plan outlines a wonderful and inspiring vision of a **fair, healthy and sustainable city** which many in the city and its environs have contributed to and want to achieve as quickly as possible. How is it **fair** to expand an airport which is predominantly used by the city's richest when economic benefits to the rest have been found to be "[grossly overstated](#)", [how is it healthy](#) to generate more night flights and more car journeys than before, and how is it **sustainable** to approve a plan which will make it significantly more difficult to reach the combined authority's net zero carbon targets?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 31 - 31 January 2020

Question from: Councillor Claire Young (South Gloucestershire Council)

Subject: Bus travel

Question:

Last summer I was in communication with James Freeman of First Bus and officers at South Gloucestershire Council about the impact that changes at Hambrook lights, including the removal of the bus lane and the banning of right turns, was having on bus services. Earlier this month Mr Freeman highlighted the ring road in the north fringe as a particular problem in an open letter to customers about serious delays to bus services. With transport functions shifting to WECA, what will the Mayor be doing to review the loss of bus lanes and other changes to the road network and ensure that travelling by bus is swift and reliable?

REPLY:

South Gloucestershire Council is the highways authority and therefore responsible for bus lanes within its area.

We have sought a response from South Gloucestershire and are advised as follows:

A national assessment of local authority roads previously identified the A4174 ring road between the M32 Junction 1 and the Bromley Heath roundabouts as being above the annual mean limit level for NO₂ of 40 µg/m³ (micrograms per cubic metre).

As a result, South Gloucestershire Council was required by government to assess if there were any actions that could be taken to reduce the high NO₂ levels on this section of the ring road to meet the legal limits in the shortest time possible.

In their role as Highway Authority, South Gloucestershire Council have introduced an Experimental Traffic Order (ETO) at the Hambrook traffic lights on the A4174 ring road and implemented the changes to which you refer. These are aimed at reducing the nitrogen dioxide emissions and therefore improving air quality. This follows a government direction to improve air quality on this part of the A4174 ring road in the shortest time possible for all road users.

An ETO is a trial which can be in place for a duration of up to 18 months; during this time consideration is being given to the impact and benefits of the changes and to making the order permanent if necessary. The statutory process allows people to comment formally and provide feedback. The consultation remains open (through the South Gloucestershire Council Website) until the 11th February 2020.

Discussions are ongoing between South Gloucestershire Council and bus operators on this issue and as part of the ETO process the Combined Authority will be involved in considering the impact to air quality, bus services and the wider travelling public that the changes, and the amendments to bus priority and bus lanes, has had on the area.

In addition, this committee has made significant investment in buses and bus priority measures across our region and officers continue to refine our bus infrastructure programme to ensure that our investment is targeted to those measures that bring the best benefit to buses and are therefore prioritised for our region.

QUESTION 32 - 31 January 2020

Question from: Richard Baxter

Subject: Climate emergency/Bristol Airport expansion

Question:

Q1 – Support for Bristol Airport

How can the West of England Combined Authority (WECA) continue to support the expansion of Bristol Airport when one of its three constituent authorities, Bath & North East Somerset, opposes the application?

Q2 – Climate Emergency Planning Update and Bristol Airport

The report on WECA's plans to tackle the climate emergency (Agenda item 15) does not mention the impact of an expanding Bristol Airport, presumably, because the business is located in North Somerset which is not a constituent authority of WECA yet is a member of the West of England Joint Committee.

How can WECA produce a report that completely ignores the current and future activity of Bristol Airport, which is the area's largest carbon emitter, as surely many laudable plans that the Authority makes to reduce CO2 will be simply cancelled out by the carbon emissions produced by the Airport?

REPLY:

Thank you for your question. 30 public questions have been received for the 31 January committee meeting around the theme of the proposed Bristol Airport expansion and the position of the Combined Authority on this matter. Many of the questions refer to this in the wider context of the Climate Emergency that has been declared by the Combined Authority and by each of the Combined Authority's constituent councils.

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QUESTION 33 - 31 January 2020

Question from: Cllr Tim Kent

Subject: South Bristol orbital highway

Question:

With the collapse of the Spatial Strategy, the flawed argument for this poorly planned road has now collapsed. Will the Mayor and WECA committee members now state that the South Bristol Orbital Highway proposal is now not feasible and will be withdrawn to end the planning blight and worry on my community?

REPLY:

For consistency we refer you to the text of the below letter sent to the Wrong Road Group in October 2019 in response to the same question.

The letter sets out the context in which any future proposal for transport improvements in South East Bristol would be developed.

As follows:

Dear xx

South Bristol Wrong Road Group

We write to answer the various questions that have been submitted by your group and your associates or members to the Mayors and Leaders of the West of England authorities.

We understand the questions were prompted by the Planning Inspectors' letter to the 4 West of England unitary authorities on 11 September 2019, and the group's views over the specific proposals for a South East Bristol Orbital Corridor Transport Link as identified in the draft Joint Local Transport Plan 4.

To address your queries, we feel it is important to give a wider context to both the Joint Spatial Plan and the Joint Local Transport Plan, as their relationship with each other is both regional and local.

The West of England has suffered from chronic underinvestment in transport infrastructure, particularly in public transport, over the last two decades, and this is being progressively addressed by our authorities. Transport infrastructure issues are shared amongst all our authorities and were the driver for partnership working across our region that started in the late 2000s and led to the creation of the West of England Combined Authority in 2017, to deal with strategic and public transport at a regional level.

The existing Joint Local Transport Plan (JLTP 3) set a direction that has been followed and built on by the draft Joint Local Transport Plan 4, their main focus being to tackle transport challenges that existing growth and movement patterns cause residents, businesses and visitors every day. A secondary objective for both is to accommodate future growth ambitions.

Therefore, in any situation, the strategic context we face is the challenge of reducing congestion, emissions and increasing mobility for our existing population and visitors, as well as planning for predicted population growth of around 250,000 over the next 20 years. In addition, more recent requirements from Central Government to tackle local air quality

issues and our own declarations of a Climate Emergency, have added further objectives to our spatial and transport planning.

Joint Spatial Plan

The principal concern Planning Inspectors raised about the Joint Spatial Plan (JSP) was broadly that it was unclear to them how the spatial strategy had been applied to evaluate the distribution of development put forward. They also raised concerns over how the sites included in the plan had been assessed.

The Inspectors did not conclude that any of the Strategic Development Locations listed in the Joint Spatial Plan were unsuitable in their own right. In any future plan-making, their suitability would be subsequently tested. This is a crucial point as we are aware that your group's interpretation of the Inspectors' letter was that it ruled out sites mentioned from any future development strategy and plans, which is not the case.

Joint Local Transport Plans 3 and 4

Both plans consider how to tackle traffic congestion across the region and its direct and indirect effects on people and communities. As a result, they both have a focus on specific areas and transport corridors where the issues are acute, which include South East Bristol and Whitchurch, the A4 and A37 corridors running from Bristol to Bath and North East Somerset and the A4174 (Ring Road) corridor running from South Gloucestershire into Bath and North East Somerset.

This is illustrated by the list of potential schemes in section 11.9 of JLTP3 titled 'Plans and aspirations for significant transport schemes'.

We need to do a considerable amount of work to develop transport solutions to tackle the problems highlighted in the JLTP3 and JLTP4 in these geographical areas, and, as they remain areas of concern due to the impact of both congestion and air quality, we have a shared statutory duty to consider how to ameliorate existing issues for residents living on the routes as well as people travelling along them. This is the case even before we start to consider the distribution of additional homes and employment sites identified in any future spatial strategy that will also inevitably affect the area, regardless of the specific development sites such a strategy contains.

Yours sincerely,

Tim Bowles West of England Mayor

QUESTION 34 - 31 January 2020

Question from: Cllr Tim Kent

Subject: New MetroBus stop on Bamfield

Question:

Members of WECA will recall receiving a petition a year ago about the need for an additional stop on Bamfield for the MetroBus. This was agreed in principle but no funding has been allocated. When will the bus stop funding allocation be agreed?

REPLY:

The upgrading of these bus stops is incorporated into the metrobus consolidation package and it is intended that a business case to unlock the funding to upgrade these bus stops will be submitted to WECA's Investment Fund. This will be brought forward for committee approval once the unitary authority submits its business case to WECA.

QUESTION 35 - 31 January 2020

Question from: Jan Jones

Subject: Climate emergency/Bristol Airport expansion

Question:

- How can the WECA Mayor and committee honestly justify having voted to declare a climate emergency [July 2019] if they are considering giving permission to the expansion of Bristol airport?
- How do they see this decision contributing to their espoused goal of reducing carbon emissions to net zero by 2030? [that is in just 10years]

If Bristol airport is granted permission to expand from 10 million passengers per annum to 12 million per annum the figures for carbon emissions are estimated to be 1,568,000 .

This is greater than the WHOLE carbon emission total for the entire city of Bristol at 1,546,000

- **Are the Mayor and committee aware of these figures?**
- In addition, are the WECA Mayor and the committee aware of the fact that the airport's planned expansion will generate up to 9,500 extra car journeys a day?
- How does this fit with WECA Mayor's espoused objective "to ensure a clean sustainable future for everyone"?
- Finally, where is the evidence that the people of Bristol and the greater region are demanding the proposed expansion? On the contrary, people are protesting against this expansion in large numbers and against the poor air quality in this whole area. There are unlikely to be any significant numbers of electric planes before 2050-way too late to save the planet from destruction.

The only correct course of action for an authority which has declared a climate emergency is to LIMIT and RESTRICT flying and car journeys as much as possible and to develop sustainable alternatives such as electric trains and buses.

We all know that expanded facilities bring extra traffic. Evidence is being gained of the public becoming more reluctant to fly, now that they are aware of the facts about carbon emissions.

We need strong leadership at this crucial decision making time which can choose the right course of action for the long term future of the people of this area, especially our children, This airport should become redundant over time, not be made larger. That flies in the face of reason and sanity.

Please do the right thing and reject this expansion.

REPLY:

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QUESTION 36 - 31 January 2020

Question from: Cllr Martin Fodor (Bristol City Council)

Subject: 31 January committee report – Update on climate emergency planning

Question:

Preamble

I'd like to thank WECA for presenting this report within 6 months, as mandated. On the face of it we're seeing plenty of activity. This is all positive and welcome. If the outcome is a more urgent approach to preventing and tackling climate change then some clear benefits will be gained.

Your report rightly suggests there is both a need to significantly reduce emissions but also adapt to changes underway. This implies some major new approaches to everything the authority does, current and planned; what and where we do it; both preventive and reactive.

In developing a Climate Emergency Action Plan, WECA says it will seek to mitigate and adapt to the impact of climate change.

Built development can help mitigate emissions. You need to press the government (urgently) not to remove the right to set higher building standards through local plan policies (as they currently propose in the Future homes Standard consultation). Buildings need to become energy positive. Please accelerate the clean energy and retrofitting support programmes as a matter of top priority. This region could, just about, with a lot of effort, be nearly carbon neutral in heat and power if everything including offshore renewables get active support. For this every building should become a generator and smart storage facility for power.

Adaptation is also needed. Where development already exists and where it is planned need to be revisited. The failure of past developments to avoid flood plains and sites with high biodiversity value must be a lesson. With more extreme weather events, impacts on land and buildings, and on food production and nature are all major and growing issues now. We need a climate adaptation strategy for the region.

Please act now in a way commensurate with the emergency.

Questions:

1. What more will WECA do to support onshore and offshore renewables and ensure every building should become a generator and smart storage facility for power?
2. Where's the climate adaptation strategy for the region?

REPLY:

The majority of the region's energy comes from fossil fuels. According to BEIS statistics in 2017, 91% of energy used in the West of England was from fossil fuel sources (including those used to generate electricity). 33% of grid electricity comes from renewable sources, but the region makes a limited contribution to that. Renewable energy generation has increased rapidly (mainly solar), but still only represents 9% of our electricity consumption. If we want to achieve carbon neutrality, we need to increase renewable energy generation regionally and nationally. As part of our Climate Emergency action planning, we will consider and develop the levers we have to increase local renewable energy generation including wind, solar and energy storage and to influence national policy and generation.

The Climate Emergency action plan will have a broad scope and set out action to help us reduce emissions and withstand the impacts of climate change. Work is already underway through the West of England Green Infrastructure Strategy to explore the opportunities of green infrastructure to mitigate and adapt to climate change.

QUESTION 37 - 31 January 2020

Question from: Cllr Carla Denyer (Bristol City Council)

Subject: 31 January committee report – Update on climate emergency planning

Question:

My first question to the West of England Combined Authority was 7 months ago[1] when I asked you to follow Bristol's lead and declare a Climate Emergency. A month later you agreed – thank you.

Now, six months on, I am very pleased to see this report. It is positive to see an acknowledgement of the scale of the challenge and great that a new Climate Emergency section will be added to the Terms of Reference of boards, and each committee report will be assessed against CE considerations.

My questions are:

1. Will you make a commitment to revisit all current strategies and plans, especially your capital programme, Joint Transport Plan and sponsorship of industry? Some of these are at now at odds with the rate of change needed to tackle the Climate Emergency.
2. Skills training on retrofitting of buildings, and related supply chain initiatives clearly need be scaled up? What will WECA do to achieve this?

References:

<https://www.bristolgreenparty.org.uk/news/green-councillors-press-for-weca-to-take-action-on-climate-emergency>

REPLY:

WECA will co-ordinate the Climate Emergency through its governance and decision-making structures, ensuring all decisions fully consider the climate emergency declaration. This will include all future capital delivery programmes, as well as regional strategy.

An initial high-level assessment of the WECA investment programme indicates a significant proportion of investment in programmes that unlock barriers and increase capacity in public transport.

Action to improve the energy efficiency and renewable energy capacity of our buildings is likely to be a key priority within the Climate Emergency Action Plan, and ensuring the region has the workforce and skills necessary to deliver this change will be a key part of the action plan. WECA will continue to work collaboratively with our unitary authorities, government and business and other partners in taking forward effective actions to meet the urgent skills training required to tackle the climate emergency.

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**JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE - 31 JANUARY 2020**

Agenda item 6 – Items from the public

Statements and petitions received (full details set out in following pages):

1. Liz Rees - Climate emergency / air quality
2. Jane Paxton - Climate emergency / air quality
3. Mary Collett - Climate emergency / Bristol airport expansion
4. Marcus Rees - Climate emergency / Bristol airport expansion
5. James Collett - Climate emergency / Bristol airport expansion
6. Amber Maloney - Climate emergency / Bristol airport expansion
7. Kevin Tinsley - Climate emergency / Bristol airport expansion
8. David Redgewell (for SW Transport Network) – Transport issues
9. Nicky Sweetland - Climate emergency / Bristol airport expansion
10. Andrea & Peter Rogers - Climate emergency / Bristol airport expansion
11. David Brenig-Jones - Climate emergency / Bristol airport expansion
12. Sam Morris - Climate emergency / Bristol airport expansion
13. Alice Kabala - Climate emergency / Bristol airport expansion
14. Jessica Bidmead - Climate emergency / Bristol airport expansion
15. Tony Lansdowne - Climate emergency / Bristol airport expansion
16. Hilary Burn (for Cleve Parish Council) - Climate emergency / Bristol airport expansion
17. Mark Brown - Climate emergency / Bristol airport expansion
18. Tim Waite - Climate emergency / Bristol airport expansion
19. Annemieke Waite - Climate emergency / Bristol airport expansion
20. Ceir Urmston - Climate emergency / Bristol airport expansion
21. Yvonne Struthers - Climate emergency / Bristol airport expansion
22. Professor John Adams – Climate emergency / Bristol airport expansion
23. Chris Perry – Climate emergency / Bristol airport expansion

24. John Mountford – Climate emergency / Bristol airport expansion
25. Penelope Price – Climate emergency / Bristol airport expansion
26. Nick Lewis – Climate emergency / Bristol airport expansion
27. Sami Goddard – Climate emergency / Bristol airport expansion
28. Steve Melia – Climate emergency and Joint Local Transport Plan
29. Mel Cairns – Climate emergency / Bristol airport expansion
30. Julie Parker – Climate emergency / Bristol airport expansion
31. Tim Weekes – Rail issues / Joint Local Transport Plan
32. Keith Walton – Work of Severnside Community Rail Partnership
33. Stephen Pill – Climate emergency / Bristol airport expansion
34. Hayley Richards – Climate emergency / Bristol airport expansion
35. Cllr Mark Weston & Cllr Chris Windows (Bristol City Council) - Agenda item 13 – Local Enterprise Partnership One Front Door funding programme - Full Business Case for A4018 Corridor Improvements
36. David Redgewell (for Bristol Disability Forum) - Transport safety enforcement and security
37. Jill Tarlton – Climate emergency / Bristol airport expansion
38. John Tarlton – Climate emergency / Bristol airport expansion
39. Lindsay Berresford – Climate emergency / Bristol airport expansion
40. Caroline New – Climate emergency / Bristol airport expansion
41. Alastair Halcrow – Climate emergency / Bristol airport expansion
42. Carla Smith – Climate emergency / Bristol airport expansion
43. Rosemary Collins – Climate emergency / Bristol airport expansion
44. Harriet Williams – Climate emergency / Bristol airport expansion
45. Nicola Bindon – Climate emergency / Bristol airport expansion
46. Joanna Walter – Climate emergency / Bristol airport expansion
47. Tim Bamber – Climate emergency / Bristol airport expansion
48. Jackie Head – Climate emergency / Bristol airport expansion
49. Jemima Alexander – Climate emergency / Bristol airport expansion

50. Jack Alexander – Climate emergency / Bristol airport expansion

51. Sophie, Megan, Hannah, Harriet and Chloe on behalf of Bristol Schools Climate Action - Climate emergency / Bristol airport expansion

52. Daisy Brickhill - Climate emergency / Bristol airport expansion

53. Richard Baxter - Climate emergency / Bristol airport expansion

STATEMENT 1 – LIZ REES

I am a mum with 3 young children living in Bath and am part of the fast growing group FACE (Family Action on the Climate Emergency). On the 8th of October 2018, the UN gave us a clear warning that we have just 12 years to tackle the climate emergency. Since reading the IPCC report, my whole outlook on life has changed. Everyday, I face the same dilemma: should I just enjoy being with my children today, or focus on looking after their lives tomorrow? It's hard to get the balance right sometimes. Maybe it's an impossible challenge but I know one thing that would help me enormously and that is if our national and local governments started to act on their climate emergency declarations, rather than simply carrying on with business as usual.

I was heartened to learn that WECA had declared a climate emergency in July in response to growing public demands to commit to carbon neutrality. But talk is cheap and I haven't seen or read anything which would suggest real change is happening.

Why has WECA not opposed the expansion of Bristol airport? Allowing Bristol airport to grow will make achieving carbon neutrality impossible. Aircraft emissions are estimated to cause around 16,000 premature deaths each year, of which 4,000 are from emissions during take-off and landing which affect communities next to airports. You can not endorse the expansion of the airport at the same time as really acknowledging and understanding that there is a Climate emergency.

What does Climate Emergency mean? It means that our children's – my children's - future is threatened. When David Attenborough says the end of civilisation in our children's lifetime, that means almost incomprehensible disaster - no organised healthcare, no organised government, no organised anything – just chaos. Soon. This could well be a future that our children try to survive in - do you understand this?

WECA needs to make real investment in public transport, to end sky high train fares and to make the green option always the cheapest and easiest option. It costs our family £15 to take the bus less than a mile into the centre of Bath, which is considerably more than the cost of parking. Families will never choose buses over cars if prices remain as they are and children are being charged to travel.

We also need investment in better walking and cycling provision and to rethink "road space". We need more footpaths, more cycle paths crossing the city centre, more safe places to cross and better connectivity between spaces. Another area that desperately needs investment is cycle storage - many people live in buildings where it is difficult to have a bike.

My 6-year-old daughter is the first person in my extended family to suffer from asthma. The road by her school is blocked every morning with idling cars waiting to drop off children at the school gates. I would urge you to consider setting up school streets where roads around schools are blocked from traffic at drop-off and pick-up times. Whether we like to hear it or not they are currently being poisoned.

Instead of relying on growth in the aviation industry to create new jobs in our area, WECA needs to develop new jobs in green industries instead. Jobs that are sustainable and can be relied upon for long-term economic growth in WECA.

I have already made changes to my lifestyle to reduce my carbon footprint. However, I know that there is a limit to what I can do individually to avert the looming disaster. What we need is bold, urgent action at local and governmental level and that is what I have come here today to ask you to do. There is no time to lose and we are relying on you. The climate emergency needs to be at the heart of every decision that you make.

STATEMENT 2 – Jane Paxton

My statement concerns the acceleration of plans to reduce air pollution from cars and other vehicles in the West of England Combined Authority Area.

Just before Christmas I went to an event hosted by the leading charity The British Lung Foundation. This was part of the British Thoracic Society conference. This meeting is concerned with medical conditions affecting the lungs and the strong and clear message from both organisations is that one of the major contributors to lung disease is air pollution.

Here are some of the facts presented by a BLF Professor, from papers recently published in scientific journals:

Of the four main sources of air pollution – agriculture, domestic sources, power generation and industrial processes and road transport, road transport is by far the most significant source of pollution at 34% of the total. The majority is created by emissions from diesel vehicles.

Three out of the top five causes of health problems in the EU are directly linked to air pollution. COPD, lower respiratory tract infections and asthma. Also new research commissioned by the British Heart Foundation estimates that up to 11,000 heart and circulatory disease deaths in the UK every year are attributable to particulate air pollution.

Air pollution due to NOX emissions and particulates provokes spikes in hospital admissions and GP visits. The researchers likened people with lung conditions as ‘canaries in the coalmine’ as they are the first to be affected by air pollution.

A study in Tayside Scotland – a so called ‘low pollution area’ looked at the impact of air pollution fluctuations on the health status of 300,000 adults and children. Higher levels of pollution correlated with spikes in hospital admissions especially for children but critically for those living with asthma. This study showed that pollution has important health effects even when it is below current WHO targets.

BUT the good news is - there is evidence that reducing air pollution reduces the health risks. For example, hospital admissions for asthma reduced by around 50% during traffic shutdowns during Olympic Games held in Atlanta and Beijing. A recent report commissioned by Birmingham City Council found that ‘the population in Birmingham would gain around 440,000 life years over a lifetime to 2134 if air pollution concentrations improved as projected from 2011 to 2030 , compared with remaining at 2011 concentrations.

These frightening statistics have obviously hit home, because in the past month Brighton, Bristol, Birmingham and York have signalled the End of the Road for cars and other vehicles. Greater Manchester Combined Authority has this week, unveiled an ambitious plan for a joined-up cycling and walking network that could provide a national blueprint for reducing congestion and air pollution and improving health. They claim that “To revolutionise travel across a whole city region, they will need the same financial backing over a 10-year period as it’s costing for a single road junction improvement scheme in Bedford.’ I read in a newspaper this week that we should make ‘Driving into a city as antisocial as smoking’ with which I wholeheartedly agree.

A report from one of our own local Universities – Bath says ‘The perhaps inconvenient truth is, we all have a role to play in accelerating action on air pollution by reducing emissions from our travel and avoiding everyone’s exposure to polluted air.’

To try and achieve this they recommend 3 options - AVOID SHIFT IMPROVE

AVOID making a trip or delivery altogether (or over shorter distances)
SHIFT transport to cleaner travel modes
IMPROVE air pollutant emission per km travelled

I'm sure that WECA citizens who are concerned about air pollution will decide to make these changes but we can only do it if options to change our behaviour are available to us.

So these are my questions for WECA:

Why can't WECA be BOLD?

Why are WECA planning to invest in road improvements rather than cycle lanes and walking routes?

When will fleets of electric buses be operational linking WECA villages towns and cities to provide integrated services?

When will rail travel in our area be frequent and affordable?

When will our local cities and towns become truly clean air zones and ban diesel vehicles and cars?

When will WECA reject the Bristol Airport expansion plans whose business model is depends on travellers driving to the airport to pay huge amounts for parking?

When can we be sure that vital, local health resources aren't wasted on preventable health problems?

When will people be considered more important than cars

When can we be sure that our children are not 'the canaries in the coalmine'?

STATEMENT 3 – MARY COLLETT

THIS is the decade.

We have 10 years to make good on our declaration of a climate emergency.

It's a critical time for changing the way we live.

We can't wait for the next generation to make changes.

It's YOU... NOW.

We are relying on you to make the decisions regarding the decarbonisation we need.

Carbon reduction and air pollution are crucial issues.

So how can WECA even partially continue to support any airport expansion when they have declared a climate emergency?

We must drastically reduce carbon not increase it by the half a million tons each year that airport expansion would produce.

We need a healthier fairer world for the future.

Future generations will have to live with the consequences of your decisions.

The NEF report has comprehensively debunked the supposed economic benefits of Bristol's airport expansion.

70% of flights are taken by 15% of the population - locals around Bristol Airport have to bear the brunt of noise, air pollution & huge increases in traffic so that the affluent minority can take more flights.

Who benefits from airport expansion? One of the world's largest pension funds. Not the local people and not the local environment.

Offsetting doesn't work - in order to achieve net zero by 2030 we have no spare measures to offset against.

What action can you take?

Surely you must move to object to Bristol airport expansion.

Bristol needs 88% reduction in carbon emissions in next 10 years to reach net zero according to the One City plan.

How can you still support increased emissions?

Please retract your support statement and lodge an objection to the Bristol Airport Expansion plans.

STATEMENT 4 – MARCUS REES

I am writing to add opposition to the proposed Bristol airport expansion plans. The obvious effects of air pollution, road congestion, and carbon emissions are more than enough reason to object to this, but also from an economic standpoint it doesn't seem like a forward thinking investment. Given that decreasing flying significantly looks to be a key aspect of mitigating climate breakdown, surely any jobs that the airport expansion may bring to the region will not last as long as those in more sustainable sectors?

Any support of expansion is also likely to send the wrong message to other airports across the country. If we start expanding here, we indicate that we broadly support expansion elsewhere, and must consider the damaging carbon emissions that will follow. Similarly if we reject the expansion it sends a signal to other airports and councils that cutting carbon emissions is more important than relatively minor short term gain, most of which is concentrated in the shareholders of the airport anyway.

I hope the council will put the planet and future first, and thank you in advance for considering my email.

Regards,
Marcus Rees

STATEMENT 5 – JAMES COLLETT

Like most other local councils, WECA has declared a climate emergency. If this is to be more than an empty gesture, the council will have to engage in radical policy shifts to stand any chance of achieving the necessary cuts in Green House Gas emissions.

We have run out of time. All we can do now is to mitigate the damage coming our way as a result of climate change.

We are relying on you to make the decisions regarding the de-carbonisation we need.

If we are to stand any chance of achieving the GHG cuts required there is no way that we can contemplate expanding any airports and encouraging the devastating climatic damage that will result from large scale increases in aviation

We need a healthier fairer world for the future.

Future generations will have to live with the consequences of your decisions.

The NEF report has comprehensively debunked the supposed economic benefits of Bristol's airport expansion.

70% of flights are taken by 15% of the population - locals around Bristol Airport have to bear the brunt of noise, air pollution & huge increases in traffic so that the tiny affluent minority can take more flights.

Who benefits from airport expansion? One of the world's largest pension funds. Not the local people and not the local environment.

Offsetting doesn't work - in order to achieve net zero by 2030 we have no spare measures to offset against.

For the sake your our children and yours please consider carefully the appalling consequences that will

Bristol needs 88% reduction in carbon emissions in next 10 years to reach net zero according to the One City plan.

How can you still support increased emissions?

Please retract your support statement and lodge an objection to the Bristol Airport Expansion plans.

Yours sincerely

JAMES COLLETT

STATEMENT 6 – AMBER MALONEY

I am writing to you to express my deep worry and concern about the proposal to expand Bristol Airport. I understand that WECA and all three district councils acknowledge the extreme ecological crisis the planet is in and have each recognised this by declaring a climate emergency; I am therefore shocked and appalled that WECA is supporting the expansion of Bristol airport. As I am sure you are aware, aviation contributes significantly to CO2 levels in the atmosphere, I understand that carbon emissions from Bristol Airport already contribute 945,000 tonnes of CO2 per year and that the expansion is estimated to see an alarming increase of 623,000 tonnes a year. In addition, many more flights and passengers consequently results in many more car journeys to and from the airport.....congesting already busy roads and contributing yet more CO2 to the atmosphere.

I am unsure how the WECA Mayor and the committee can reconcile declaring a climate emergency whilst also supporting the airport expansion? Does the WECA Mayor and committee fully understand that the carbon emissions from the expansion alone, when emitted in the upper atmosphere reaches 1.2m tonnes; this is nearly as much as the whole of Bristol's emissions!

The science tells us that we now have a very tight and critical window in time to act to limit the catastrophic affects of climate change to life on this planet and to our very survival. I therefor urge and plead you to use your position of influence to strongly oppose the expansion of Bristol Airport. Having led on declaring a climate emergency, by opposing the expansion plans I believe it will send a strong message to others and set a precedent for others to follow that action is now more important than words.

Having recognised we are facing a climate emergency is it surely time to be taking urgent action to reduce rather than increase carbon emissions? I believe it is decisions such as this that influence the very survival of our children and of future generations to come; I therefore trust you will give this matter the full consideration it deserves.

STATEMENT 7 – KEVIN TINSLEY

A key element of the proposals, cited by many as compensatory justification is that the expansion will create "around 10,000 jobs". This claim was based on the York Aviation report.

However, the New Economics Foundation has recently produced a critical report looking at the airport's figures called '*Evaluating the Case for expansion of Bristol Airport*' (www.nefconsulting.com/our-work/clients/cpre-expansion-of-bristol-airport). The report found serious flaws in the method used to estimate net economic impact, especially on jobs. There were two reasons for this: (1) a big 'optimism bias' in the likely extent of expansion. A DfT study suggested that the Heathrow expansion, now approved, would vastly reduce addition demand for Bristol Airport flights; (2) a true assessment of *net* impact on jobs would allow for displacement of jobs. The NEF report is more realistic and assumes significant displacement of jobs from Cardiff and Exeter.

The combined effect of these serious flaws is to reduce the number of net new jobs by a factor of 10, to around a thousand - NOT ten thousand. The NEF report's overall conclusions are that because of the methodology used, the report produced for Bristol Airport '*grossly overstates the economic benefits*'.

STATEMENT 8 – DAVID REDGEWELL

We are very concerned about the impact of the withdraw of bus services 19 & 19A in the evening between Bath Spa bus station, Bitton, Kingswood, UWE, Bristol Parkway and Cribbs Causeway bus station the Saturday service has also been withdrawn on service 19. These bus routes are used for people going to or returning from work, education, training or leisure. The evening services are vital for care staff or those working in the retail/leisure sector. We are aware of one lady in particular working at M&S Cribbs Causeway who is unable to catch the Saturday 20.20 19 service from Cribbs Causeway to Downend due to a late finish and has to take a major detour on the service 1 bus to the City Centre followed by a 48/48A/49 service to go home which adds considerably to her journey time. This cannot be acceptable for those having to use public transport.

The last bus from Bath to Cribbs Causeway via East Bristol is now 18.30 instead of 21.45 and 20.20 from Cribbs Causeway bus station instead of 22.20 to Bath Spa and 23.20 to Warmley due to the withdrawal of funding from South Gloucestershire Council and the WECA Mayoral Transport Authority who share responsibility for public transport.

The present situation has caused real hardships to people in Kingswood and Hillfields where people cannot afford to use taxi's daily especially coming back from work in the Cribbs Causeway area and Bristol Parkway in the evening. We cannot see any record of public consultation on the changes to buses or libraries by WECA nor has there been any discussion about the impact of these cuts on the community.

Passengers arriving by train now have no connections from Bristol Parkway station in the evening after 20.30 and the last onward connection is at 18.30 from Bath Spa bus station. We want Bristol City Council, BANES Council and South Gloucestershire Council to request that the WECA Mayoral Transport Authority reinstate the services which were cut as a matter of urgency and bring forward a public consultation on the WECA bus strategy to include North Somerset Council being brought in. WECA bus route 18 now has a very limited Saturday service from Bath Spa bus station to Kingswood, Hillfields, UWE and Bristol Parkway, Cribbs Causeway via Keynsham with no evening service so we ask that the Council's reinstate this bus service.

Service 10 Southmead hospital, Patchway, Bristol Parkway station, UWE, Lyde Green and service 16 Bristol Parkway, UWE, Fishponds (Lodge Causeway including the Hillfields estate), Hanham and Longwell Green should both be reinstated with an improved frequency on the 16 to include evenings and Sunday's.

We also want the Hambrook bus lane reinstated due to the M3 Metrobus services being stuck on the A4174 ring road at peak times and allowing the 19/19A services to return to their normal route.

Although we support much of what has been achieved by WECA (including Metrobus) if these cuts in subsidy are not reversed we will have large gaps in the North Bristol/South Gloucestershire bus network which are starting to resemble a "rural bus service". In the

light of the Prime Minister's comments regarding the Government's planned improvements to our national bus services, the current WECA bus strategy needs to be reviewed.

The Western Gateway railway consultation

On railways we would ask you to work with the West Country Transport Board and Western Gateway Transport Board to improve the railway service from Bristol and Bath Spa to Westbury, Salisbury, Southampton and Portsmouth Harbour (2 trains an hour with 5 carriages), on the Bristol Temple Meads, Bath Spa, Weymouth line (hourly service) via Trowbridge, Westbury Yeovil Pen Mill, Dorchester West and Weymouth for Bournemouth, half hourly Bristol Temple Meads via Bristol Parkway and Yate to Gloucester and Cheltenham Spa and half hourly Bristol Temple Meads, Worle Parkway, Bridgwater, Taunton, Exeter St Davids, Newton Abbot, Plymouth and major stations to Penzance.

The Henbury loop line (including the Severn Beach line) and the Portishead line should run to a half hourly service throughout the day all week and Sunday's especially when the new YTL arena is completed with its Filton runway associated housing and employment sites. The new Portway Park & Ride station would also benefit from a regular rail service.

We also want the 24 off lease HST's currently stored at Long Marston returned to the South West so that they can be used improve GWR services in the South West and Cross Country train services between Newcastle/Leeds/Manchester to Bristol, Exeter, Plymouth and Penzance. There is also a need for improvements to bus/rail interchanges including Bristol Temple Meads and Bristol Parkway and a new one for the YTL arena.

WECA should also protect all rail trackbeds and alignments for the Bristol airport, Bristol East to Bath, Cribbs Causeway and South Bristol Circle light rail routes, safeguarding rail land for freight sidings and reopening Barrow Road transfer depot as a rail freight terminal perhaps using the stored refuse containers for Biomass or other bulk goods. we welcome the progress on the portishead railway station and line plus pill station we wish to see safeguarding of Ashton gate station. The need is urgent to make progress on the Henbury loop with the new area and Bristol temple meads station regeneration plans and bus interchange

The most important issue is to publish for consultation the bus strategy for Greater Bristol and Bath city region plus North Somerset council that should join weca to benefit from extra Bus and rail funding we also request extra transport forums when bus service are taken over and the transport board to meet in public we support the mayor proceedings with quality partnerships as opposed to quality contracts

Thank you
David Redgewell

Additional comments:

With regards to the new unit for public transport we are concerned over the protocols for public consultation on local bus and rail services. We would like to see a full and meaningful consultation on bus services and changes to supported services. The consultation should include leaflets in libraries and through peoples doors and also in holders on the buses themselves, tourist offices, railway and bus stations, special meetings

of the Transport forum, public transport submission to the Transport board to meet in public and public submissions to West of England Board and Joint Committee.

We would like to see a timetable for North Somerset council to join the WECA mayoral combined transport authority and public consultation for the mayoral elections in 2021.

The Somerset County Council review could see North Somerset Council merging with Sedgemoor, BANES Council and Mendip District Council which we would fully support. The review will need to be cross-boundary between the two transport boards to improve public transport in the City region. Our concern recently has been over the cutback of Weston-Super-Mare to Bristol Parkway local trains to Filton Abbey Wood and the loss of evening services on First Group bus routes 18 & 19 Bath Spa bus station to Cribbs Causeway bus station (weekday evenings and Saturday service). The cut to the M3 Metrobus services and there are also problems with service 36 Bristol City Centre to Brislington connecting with service 96 to Knowle and Hengrove. We are also unhappy over the loss of the service 10 to Southmead Hospital and the service 16 Longwell Green - UWE - Bristol Parkway without any public consultation. For too long WECA has been about cuts to bus/rail services and not improvements.

With regards to First Group profits for the West of England this not just a Greater Bristol bus company but is one which covers rural bus services in parts of Somerset, Bath, Gloucestershire and Wiltshire and is investing in new buses for rural Express routes to Thornbury and Chipping Sodbury. There will be 77 brand new buses for the Greater Bristol region so the £100 million profits the company made in the South West region only gives a 5% return on capital. First Group also runs the Great Western Railway franchise for which First Group Bristol buses provide vital railway replacement services for as well as those of South Western Railway. It also supplies buses across the region including Somerset, Dorset and Cornwall.

We would welcome extra investment in cleaning standards and new depot for the new bus fleet in North Bristol.

It should be noted that Stagecoach West are also investigating in new buses for the Bristol City region.

We welcome progress being made on the Portishead railway line and Portway Park & Ride station.

Thanks

David Redgewell (South West Transport Network and Railfuture)

STATEMENT 9 – NICKY SWEETLAND

I strongly urge WECA to take a stance against this proposed expansion for the following reasons:

1. We are living in times of unprecedented climate change. All the scientists agree that we are very nearly at, or even past, a tipping point where the changes that human activity has caused will become irreversible. When the impact of the carbon that we have already emitted comes into effect, we are already looking at a very changed world, where staple crops are likely to fail resulting in mass migration and starvation. Let alone the impact on other species that we share this planet with, which are already becoming extinct at an alarming rate.

2. Aviation is a major contributor to climate change. There is no getting away from that. Therefore as a species we now need to work out how to reduce our need to fly and stop flying altogether, rather than increase the amount of flights being taken.

3. It is not possible to counteract the impact of aviation in the atmosphere. Any 'offsetting' does not stop the additional carbon being emitted up there, where it can do the most damage. The majority of so called offsetting schemes do not work anyway (often planting unsuitable trees in unsuitable locations which often don't survive and can even harm existing biodiversity).

4. The so called economic benefits of expanding Bristol airport (which are reportedly overstated anyway) will not matter when there is no food available to eat.

It is up to the political leaders in these times to show bravery and responsibility and take measures towards preventing further climate change rather than carrying on blindly with 'business as usual'. Future generations will thank you.

Best wishes,

Nicky Sweetland

STATEMENT 10 – ANDREA AND PETER ROGERS

My husband and myself totally object to the proposed extension of Bristol Airport on the grounds that it is completely contrary to the now urgent need to cut carbon emissions in the face of our climate emergency.

All the concerned councils have declared the climate emergency- this is a totally meaningless and cynical move of it is not followed up with strong and effective, courageous and spearheading action.

Please do not approve this proposal in any shape or form.

Andrea and Peter Rogers

STATEMENT 11 – DAVID BRENIG-JONES

I object to the expansion of Bristol Airport for the following reasons:

1) WECA has declared a climate emergency and the response requires greenhouse gas (GHG) emissions to fall to net-zero. WECA therefore should not support airport expansion because it will greatly increase GHG emissions rather than reduce them. The Environmental Impact Assessment states that annual GHG emissions could increase by 623,000 tonnes. This would be deeply irresponsible to the well-being of our future and our children's future. The IPCC SR15 report shows that the risks of continued climate change are severe to human health and security, therefore it requires a proportionate response.

When members of the UK public have been consulted on climate change they have recommended not expanding airports. The Leeds Climate Jury 2019 recommended not to expand the Leeds and Bradford Airport and to instead establish a frequent flyer tax.

2) The argument that expanding Bristol Airport will reduce emissions by reducing the number of people driving to Heathrow or Gatwick is false. Bristol Airport state this will save 157,000 tonnes of GHG per year. This is much less than the emissions generated by the additional flights. Furthermore flying generates additional warming from their contrails. This article finds contrails to have warming effect that is greater than all the GHG emissions produced by the plane <https://www.nature.com/articles/nclimate1068>

Regards,

David Brenig-Jones

STATEMENT 12 – SAM MORRIS

I have written this statement regarding the Bristol Airport expansion. I understand that this is not a WECA endeavour and that the final decision will be made by the Planning Committee at North Somerset as they are the planning authority.

I understand that the airport expansion plans still have the backing of Mayor Bowles, Mayor Rees and Toby Savage and note that only BANES have formally objected to the expansion plans so far. The South West have seemingly lead the charge in the fight to tackle climate change, with Bristol being the first county in the UK to declare a Climate Emergency back in November 2018 and WECA and the other constituent counties declaring shortly after. Citizens of WECA have been out in the streets protesting (both locally and in London) about climate change and ecological collapse; we have heard the dire warnings from the global scientific community of the effect of continued business as usual activities; we experienced the record temperatures around the country and the world this summer; we can see the raging, uncontrollable bush fires that are decimating human and animal habitats across Australia; we know about the devastating flood that are destroying homes and lives in Indonesia. I for one am confused and frustrated that on one hand, an emergency has been declared but on the other WECA (and its constituent counties) are ploughing on with business as usual ventures - this is totally disconnected thinking and is at the very least disingenuous to the declaration made.

Anthropogenic climate change is an incontrovertible fact and air travel is a large contributor to the UK's CO2 emissions. Give all of this I find it staggering that the support is still given to the expansion.

This proposal sets out to increase passenger numbers from 8MPA to 12MPA with longer term plans to increase to 20MPA. North Somerset Council declared a climate emergency back in February 2019 and despite this NSC are pushing for the expansion to go ahead and BCC are supporting it.

I would like to draw particular attention to the following points to back up my objection to the airport expansion.

Green belt land and habitat loss:

Bristol Airport already has one of the lowest uses of public transport of any airport in the UK - only 12.5% of passengers in 2017 travelled to or from the airport by public transport. The airport's current proposal for parking will only serve to increase the number of journeys made by private vehicles. Part of Bristol Airport's business plan is to use green belt land to build an additional 6,500 parking spaces, with very little consideration having been given to increasing access to and promoting use of public transport. This, coupled with the strain on the existing road infrastructure will score a double whammy by; destroying valuable greenbelt land and increasing congestion and air pollution related illness in the areas surrounding the airport.

Economic benefits:

The south west is a world leader in green energy and there is a huge opportunity to be had in developing green technology and a green economy. The One Million Climate Jobs Plan states that 1 million new jobs could be created in the zero / low carbon technology sector in areas like; energy efficiency, renewable energy, green skills development and low / zero carbon public and private transport networks. These jobs

will have a real, long lasting positive impact whereas the airport can only deliver short term gains with huge long term consequences. I've heard about the '10,000 extra jobs' that the airport will supposedly provide but the airport's own economic assessment makes it clear that there will only be around 450 jobs in North Somerset and 1,000 in the whole region. Besides that and claims about increased prosperity and employment prospects have completely overlooked or misunderstood the severity of the situation that we, as a global community, find ourselves in. Business as usual simply won't cut it if we want to provide a safe, secure, habitable world for future generations.

Impact on the general public and public opposition:

I believe there are currently around 3500 individuals to the planning application; 85% of which were against it. With that level of public opposition, how can BCC and mayor Rees support it and say that they are doing their duty to their constituents. The proposal aims to increase the number of flights by 50% in the short term which will mean on flight every 6 minutes with 4000 of those being night flights (between 23.00 and 06.00). This will not only impact on people's sleep but will also serve to throw yet more pollutants into the atmosphere, further degrading the region's air quality and pushing us further and further away from the required emissions reductions that the recent IPCC report says we need to achieve, in order to avert disastrous runaway climate change and the associated ecological and societal collapse.

This is an emergency – so what now?:

My final point is that, having declared a climate emergency, NSC (and all councils / governments / nations) should be taking immediate and fundamental action to deal with the situation. You may have heard that Oxford City Council, having declared a Climate Emergency, has just 3 months later, announced the creation of a Citizens' Assembly (CA) that will be convened in September. The outcomes of the CA will be used to help the council make its final decisions about which targets and measures it should adopt. All councils that have declared a Climate Emergency should be following Oxfords lead and using CA's to break deadlock and stop delay. The decisions that need to be made are not ones that many politicians will be happy to propose or back, but they are necessary and for the most part the public understand and are in favour of the radical changes that are required.

There is a wealth of information available and a growing public understanding of why we cannot continue to increase / promote / subsidise carbon heavy industries such as aviation. WECA, BCC and South Glos should follow BANES lead and withdraw their support for the airport. There is no such thing as a carbon neutral airport and the (over exaggerated) promise of jobs must be looked at within the wider framework of climate and ecological breakdown which will cause untold suffering and misery across the globe. Its simply not a price worth paying.

STATEMENT 13 – ALICE KABALA

I'm writing to express my grave concern at the possibility of the expansion of Bristol Airport, and the support that WECA is giving to this expansion. I would like to ask how WECA mayor and committee can justify the expansion, in light of the climate emergency that WECA declared in June 2019, as well as all three councils within WECA also declaring a climate emergency.

Given the inevitability of the huge increase in carbon dioxide emissions and the increased congestion due to road traffic in the surrounding area (further increasing greenhouse gas emissions), I wonder how this will possibly be of benefit to the people you represent. After all, it is richest 15% of the population which take 70% of the flights, and the IPCC have shown that without radically reducing our emissions immediately we are facing climate breakdown which which impact the poorest of our population most severely and more quickly.

Kind regards
Alice

STATEMENT 14 – JESSICA BIDMEAD

Can you please explain how it is congruent to expand Bristol airport whilst recognising that our natural world is in imminent peril from fossil fuel emissions?

How can bcc declare a climate emergency and allow for more polluting flights??!

Cheap air travel needs to end. The future of the whole planet depends on urgent action to curb carbon emissions.

We are on the edge of a dystopian nightmare, we have killed 40% of all wild animals in 30 years...

... sit with that. We may be last generation to see any wild animals... we may take them all with us into our spiral of decline

An empty planet devoid of animal and plant life...

Is it worth the cheap holiday

Jessica Bidmead

STATEMENT 15 – TONY LANSDOWNE

Re. Bristol Airport expansion

I would like to raise a number of points and questions in relation to proposed expansion of Bristol Airport.

Firstly, I can't help remembering that WECA declared a climate emergency June 2019 and each council within WECA has also declared a climate emergency. Can the WECA Mayor and the committee reconcile explain how declaring a Climate Emergency squares with simultaneous support for airport expansion since the net carbon produced by the expansion plans alone, when emitted in the upper atmosphere, comes to 1.2m tonnes which is nearly as much as the whole of Bristol's emissions?

Also, I'd be interested to know:

- what the WECA Mayor and the committee understand about the nuisance and health damage that will be caused to residents WECA counties by four thousand unrestricted night flights
- if the WECA Mayor and the committee have read the New Economics Foundation report that states that Bristol Airport's Economic Impact Assessment has 'grossly overstated the economic benefits'
- if the WECA Mayor and the committee have read Bristol Airport's own planning documents which state that if the planned expansion goes ahead there would only be an extra 1000 jobs in the wider region and 95 in South Bristol which - er - isn't quite , the 10,000 that the airport has claimed in later publicity?

Finally - do the WECA Mayor and the committee know that the richest 15% of the population take 70% of the flights and that 75% of air travel in the UK is undertaken by ABC1 social classes? Just a thought.

Yours faithfully,

T. Lansdowne.

STATEMENT 16 – HILARY BURN

Cleeve Parish Council Statement to WECA on Bristol Airport planning application 18/P/5118/OUT

Cleeve Parish Council (CPC) notes that the WECA submission to North Somerset Council on Bristol Airport planning application is out of date. The West of England Combined Authority was written January 2019. Since then the circumstances have changed. WECA has declared a Climate Emergency and the West of England Joint Spatial Plan has been withdrawn.

WECA must update their submission firstly in light of the environmental impacts of airport expansion due to an increase in flights and passengers travelling by car to and from Bristol Airport and secondly the withdrawal of the Joint Spatial Plan.

CPC also notes that the letter does not take account of Bath and North East Somerset Councils objection to the airport planning application.

We suggest that WECA should now object to the Airport application. There have been over 5,000 objections to the Airport application with many comments arguing that additional noise, an increase in air and carbon pollution is no longer acceptable and that there is a need to move to a low carbon economy as quickly as possible. We have a duty of care to future generations.

STATEMENT 17 – MARK BROWN

Airport Expansion: briefing on factual position.

This document considers the position if Bristol Airport's planning application (18/5118/OUT) for an additional 12,000 more flights a year was successful. There are currently 8.6m passengers a year. The current application is to increase to 12m and there are published plans by the owners[1] to go to 20m.

Congestion

The airport expansion to 12m passengers would mean an additional 9,500 car journeys a day in already congested roads. The public transport to the airport is very poor; it is the only major airport in the UK which has no rail link, so a very high percentage of passengers drive to the airport. The airport are applying for an additional 4,550 car parking spaces including a five storey car park on the Greenbelt. The current position has led to a major problem with 'rat-runs' around the airport and illegal parking on local rural land.

Health and Noise

If the application is successful, there will be 4,000 unrestricted night flights between 23.30 and 6.00. Various health studies have shown that aircraft noise at night can be especially damaging to health and can result in the dysfunction of blood vessels and cause long-term cardiovascular disease.[2] The elderly and the young are particularly at risk. This is in addition to the nuisance caused during the summer when residents underneath the flight paths are likely to have their windows open at night.

Carbon

North Somerset and Bristol have declared a Climate Emergency arising from the increase of the amount of carbon in the atmosphere. Much of North Somerset is especially at risk from rising sea levels[3].

Current carbon emissions from Bristol Airport are 945,000 tonnes of CO₂ per year. At 12 million passengers per year the figure would be 1,568,000; an increase of 623,000 tonnes[4].

Effects of carbon, other gases and contrails in the high atmosphere means that the net impact of the carbon from aviation is at least doubled.[5]

[For comparison purposes;

-the total Bristol City internal carbon emissions are 1,546,000 tonnes[6] .

-the total North Somerset CO₂ emissions in 2015 were 1,149,000 tonnes[7]]

Local response

There are an unprecedented number of objections for this planning application lodged by residents (3800 formal objections) and many of the local communities, parishes and town councils have sent formal letters of objection including Bath and NE Somerset and (only last week) Weston-Super-Mare who had previously written a letter of support but changed their mind and objected in the light of further information received.

The airport claim there is significant local support but the survey question used referred only to the benefits and none of the disadvantages and was therefore misleading.[8] They have also artificially boosted the letters of support by asking arriving passengers at the airport to give comments and contacting the names on their marketing database[9].

Claimed Economic Benefits

The Airport have consistently over-estimated the number of jobs that will be created by the expansion widely quoting figures such as 10,000. York Aviation have produced an Economic Impact Assessment on their behalf which states that the actual total number of additional

jobs (both direct and indirect) in the whole of the West of England as a result of the expansion is 1,050 (page 52 of report).

However, the New Economics Foundation have produced a critical report looking at the airport's figures called '*Evaluating the Case for expansion of Bristol Airport*'

(www.nefconsulting.com/our-work/clients/cpre-expansion-of-bristol-airport/ commissioned by the Campaign to Protect Rural England. The purpose of this report is to examine the Economic Impact Assessment produced by Bristol Airport and submitted as part of their planning documents. The NEF report's overall conclusions are that because of the methodology used the report produced for Bristol Airport '*grossly overstates the economic benefits*'.

It also states that because of an overstatement of the demand and the constraints likely to be put in place by the government to constrain air travel '*the expanded capacity of Bristol Airport would be redundant...*'.

Carbon neutral airport and technological solutions

The airport say they will be carbon neutral by 2025 but this only refers to their internal operations and does not include either the planes arriving and leaving or the cars to get the passengers there[10].

The Committee on Climate Change (CCC) is a Government appointed, independent scientific advisory board. Their September 2019 report to the Government stated that 'Aviation is likely to be the largest emitter of carbon in the UK by 2050; accounting for 30% of the total.' They also state that it is likely that no long haul electric flights will be in service by 2050 and planned hybrid planes (electric/conventional) will make up less than 10% of the total miles flown.

Best wishes,

Mark Brown

STATEMENT 18 – TIM WAITE

I wish to strongly oppose the expansion at Bristol Airport:

CAR PARKING

BIA have increased the size of car parking massively over recent years, taking more and more green belt land. This has to stop. Any review of passenger numbers should focus on providing much better public transport (light rail or bus).

CLIMATE EMERGENCY

WECA, Bristol City Council, North Somerset and BANES have all declared a **Climate Emergency**. Bristol Airport's claims that it is working towards being carbon neutral are wholly incorrect. Their calculations do not include crucial things such as CO2 output in relation to the flights or transport to the airport. As such, their commitment to becoming carbon neutral should be taken with a very large pinch of salt.

TRAVEL CONGESTION ON ACCESS ROADS

Previously proposed expansions have included appropriate **infrastructure** to get people to/from the airport in a way which would least impact on local communities. These commitments have never been fully complied with. The A38 is already experiencing much heavier traffic. For local communities needing to join traffic on the A38, it is often a hair-raising experience to cross fast-flowing traffic at key junctions where there are no traffic lights. During the summer months - when the M4 and M5 are solid with holiday traffic on Fridays and Saturdays, the A38 is now a solid traffic jam which often runs the entire length from Bristol all the way to the Airport. This, in turn, causes local people to use the back roads, imposing even more disruption to local communities of Dundry, Winford and Felton.

NOISE LEVELS

This particularly affects local towns and villages near the airport. The proposed additional flights would further exacerbate the noise levels they already experience.

LACK OF INFRASTRUCTURE

In the absence of a decent infrastructure which was previously promised but never implemented, travellers using Bristol Airport have increasingly taken to parking their cars in the villages near the airport for free, then transferring to a taxi to take them the extra mile or two. Inconsiderate parking has now become a real nuisance, and the proposed parking at the airport - which will not even keep up with the proposed expansion of the number of flights taken - will do nothing to alleviate this.

UNREALISTIC

The projected increase in passenger numbers and flights is not one which should be encouraged, bearing in mind the **Climate Emergency**, nor is it realistic in an age where people are increasingly looking for forms of travel low on emissions, such as train travel. In the very near future it is highly likely that governments will need to impose additional taxes for frequent flyers with a view to reducing the overall number of flights taken annually. This too will reduce the projected passenger numbers.

UNSUSTAINABLE

Every single airport in the UK is currently planning massive, and unrealistic expansion programmes,. The proposed expansion at Bristol is neither viable nor sustainable.

I urge WECA to uphold its commitment to reducing its carbon footprint, continue its work towards becoming a sustainable region and to vote against the proposed expansion of Bristol Airport.

Regards

Tim Waite

STATEMENT 19 – ANNEMIEKE WAITE

I am writing to express my strong opposition to the expansion of Bristol Airport, on the following grounds:

CAR PARKING

BIA has increased the size of car parking massively over recent years, taking more and more green belt land. This has to stop. Any review of passenger numbers should focus on providing much better public transport (light rail or bus).

CLIMATE EMERGENCY

WECA, Bristol City Council, North Somerset and BANES have all declared a **Climate Emergency**. Bristol Airport's claims that it is working towards being carbon neutral are wholly incorrect. Their calculations do not include crucial things such as CO2 output in relation to the flights or transport to the airport. As such, their commitment to becoming carbon neutral should be taken with a very large pinch of salt.

TRAVEL CONGESTION ON ACCESS ROADS

Previously proposed expansions have included appropriate **infrastructure** to get people to/from the airport in a way which would least impact on local communities. These commitments have never been fully complied with. The A38 is already experiencing much heavier traffic. For local communities needing to join traffic on the A38, it is often a hair-raising experience to cross fast-flowing traffic at key junctions where there are no traffic lights. During the summer months - when the M4 and M5 are solid with holiday traffic on Fridays and Saturdays, the A38 is now a solid traffic jam which often runs the entire length from Bristol all the way to the Airport. This, in turn, causes local people to use the back roads, imposing even more disruption to local communities of Dundry, Winford and Felton.

NOISE LEVELS

This particularly affects local towns and villages near the airport. The proposed additional flights would further exacerbate the noise levels they already experience.

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In the absence of a decent infrastructure which was previously promised but never implemented, travellers using Bristol Airport have increasingly taken to parking their cars in the villages near the airport for free, then transferring to a taxi to take them the extra mile or two. Inconsiderate parking has now become a real nuisance, and the proposed parking at the airport - which will not even keep up with the proposed expansion of the number of flights taken - will do nothing to alleviate this.

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The projected increase in passenger numbers and flights is not one which should be encouraged, bearing in mind the **Climate Emergency**, nor is it realistic in an age where people are increasingly looking for forms of travel low on emissions, such as train travel. In the very near future, it is highly likely that governments will need to impose additional taxes for frequent flyers with a view to reducing the overall number of flights taken annually. This too will reduce the projected passenger numbers.

UNSUSTAINABLE

Every single airport in the UK is currently planning massive, and unrealistic expansion programmes. The proposed expansion at Bristol is neither viable nor sustainable.

I urge WECA to uphold its commitment to reducing its carbon footprint, continue its work towards becoming a sustainable region and to vote against the proposed expansion of Bristol Airport.

Best wishes,

Annemieke Waite

STATEMENT 20 – CERI URMSTON

How can you justify the airport expansion considering the climate emergency? WECA and all 3 district councils have each declared climate emergencies: supporting the expansion of the airport expansion completely contradicts this. All 3 district councils are declaring a climate emergency and then not even taking basic steps to support this. Bristol air pollution is already at ILLEGALLY dangerously high levels, yet you want to increase our air pollution. I live in Bristol! Breathing this poison everyday scares me!

In the UK there are 28,000 and 36,000 deaths a year attributed to long-term exposure to air pollution. The airport expansion is going to increase the amount of air pollution local people are exposed to, due to both air traffic and increased car journeys. People are dying, some of those children. Expansion of the airport will mean more flights, more pollution, more deaths. Please don't do this.

STATEMENT 21 – YVONNE STRUTHERS

I wish to submit the following statement regarding Bristol Airport's planning application (18/5118/OUT).

The airport expansion to 12m passengers would see carbon emissions increasing by 623,000 tonnes to 1,568,000 CO₂ per year which would surpass the total annual carbon emissions of the entire city of Bristol (1,546,000 tonnes).

Allowing this increase in carbon emissions when much of North Somerset is already at risk from rising sea levels, and when both North Somerset and Bristol have declared a Climate Emergency would be senseless.

Those in favour of the expansion argue that the expansion will bring economic benefits to the region. The Airport have publicly claimed that up to 10,000 jobs will be created. However, this figure has been found to be untrue.

York Aviation's Economic Impact Assessment estimates that the total number of direct and indirect jobs that would be created in the whole of the west of England as a result of the expansion would be 1,050. The New Economics Foundation also found that Bristol Airport had 'grossly overstated the economic benefits to the region' in its Economic Impact Assessment.

Scientists are unanimous on the need for urgent and dramatic cuts to carbon emissions to avoid dangerous tipping points. Allowing such a huge increase in carbon emissions can't be justified by the creation of 1,050 jobs. Given the climate emergency, the focus needs to be on the creation of jobs within a sustainable framework that doesn't increase CO₂ emissions. Please reject this planning application.

STATEMENT 22

Statement to the West of England Combined Authority Meeting 31 January 2020 by Prof. John Adams, Director, Stop Bristol Airport Expansion (SBAEx)

1 Introduction

I'm John Adams, Director of the Stop 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 member constituencies.¹ Thank you for allowing me to make this statement.

In July 2019, WECA committee declared a climate emergency, committing the West of England to carbon neutrality by 2030. It is advised by the West of England Local Enterprise Partnership [LEP], established to shape regional policy and secure the region's continued economic success by promoting an environment where '*healthy and productive communities grow in a sustainable way*'.²

2 The LEP Report: aviation emissions and traffic pollution

In this meeting the Committee will be considering the update report by the LEP [Agenda Item 15]: the most important document, by a country mile, ever to be placed before the WECA. This admirable report is focused on the impact of the climate emergency and signals the urgent and immediate challenge facing the WECA group.

However, it omits reference to the planned expansion of Bristol Airport³ and indeed any emissions from aviation and ports.⁴ This is understandable in the terms of the brief but the omission of the greatest single source of aviation and traffic pollution in the region means that the situation is even more catastrophic than report suggests. A recent report from the highly respected research group (submitted as evidence to NSC in July 2019) states unequivocally that Airport expansion represents a massive source of additional GHG emissions *which would completely obliterate all regional efforts to reach net zero emissions by 2030*.⁵

Bristol Airport may be taken out of the statistics, but it can't be removed from the life of the region as its lived!

The LEP report states that reducing the emissions from transport will be a priority area of action for the region.⁶ Yet Bristol Airport is encouraging passengers to 'fly local' thereby reducing road journeys to London and reducing pollution.⁷ This desperate claim has now been comprehensively refuted.⁸ The plain fact is that any expansion will suck passengers in from catchment areas beyond the region, resulting in a massive increase in regional pollution.

In addition to Airport plans to offset carbon emissions from passenger and service traffic to and from the Airport. This is a course pure greenwash. No amount of offsetting reduces by one gramme the emissions pumped into the region.

3 On other grounds this application is:

Unnecessary, since this tourist Airport (85% leisure traffic) at its current size already serves the business community and reasonable leisure needs region perfectly well. And it still has 15% headroom to grow under current permissions

Premature. International and national legislation and protocols on climate emergency are on the move and the Airport is desperate to buffer itself against the impact of future constraints. At WECA, as LEP reports, work is underway to prepare a regional Climate Emergency Action Plan: 'To ensure we take a robust evidence-based approach we are proposing to spend some of the resource allocated to the climate emergency to pull together a regional integrated evidence base.'⁹ A decision in favour of Airport expansion on 10th February will render all such intentions irrelevant.

Indefensible given collateral damage to the health and well-being of communities from GHG emissions, including the iniquitous impact on **increased night flights** that are proven to be so damaging to mental health of communities.¹⁰ Then there is the substantial **harm to wildlife and the natural environment**, particularly annexing the green belt for parking.

Unsustainable and cannot be reconciled with WECA declared aims of carbon neutrality. There is an overwhelming body of evidence that the Airport claims of economic benefit are hyper-inflated. There are sustainable alternatives. Here again the LEP provides the vision: 'Taking action on climate change should also have substantial economic benefits for the region. Growth in carbon efficiency amongst businesses and within the green economy can help to increase productivity and help to create good jobs as well as protecting the climate and environment.'¹¹

Please Act Now ...

WECA has made a full-blooded commitment to champion the Climate Emergency throughout its governance and decision-making structures. The LEP report states uncompromisingly that climate change poses a clear and serious threat to the prosperity and environment of our region: 'Analysis of historic emissions and suggested pathways to carbon neutrality shows that continuing business as usual will not achieve the 2030 target. *If we do not act now*, we will need to take more drastic action in the future, requiring expensive carbon capture and storage in order to meet our target.'¹²

'If we do not act now...' I believe that the position of members of the LEP Board would be untenable should the WECA not act on the advice given in the report. I am therefore calling for the WECA group, the Mayor and the Unitary Authority Mayors and other Council leaders, to show political leadership now through *tabling and voting on a motion expressing opposition to Airport expansion today*. No amount of slamming the stable door after 10th February would make up for the fact that the Airport horse had bolted and that any endeavour to combat climate change in the region would be seen by many as futile.

Thank you

NOTES

¹ For further details see: www.stopbristolairportexpansion.org

² LEP Update 31 January 2020 [LEP hereafter]

³ 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 (cramped 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 LEP,n.4: 'We have used the data subset which excludes large industrial plants (i.e. those included by the EU Emissions Trading Scheme) and rail and motorway transport. This also excludes emissions from aviation and ports as these counted as part of international emissions.'

⁵ Isonomia, (July 2019): 'The omissions and errors in BIA's environmental case raise serious concerns regarding whether the wool is being pulled over the eyes of the public, and local and national government alike. When we start to dig into the detail, the case for development is not at all as presented. The proposed BIA expansion does not represent an 'infinitesimal' increase in carbon emissions: it represents a massive source of additional emissions which would further accelerate a climate catastrophe – and completely obliterate the good work that might be done by the council in meeting its pledge to reach net zero emissions by 2030.'

<https://www.isonomia.co.uk/just-plane-wrong-bristol-airports-expansion-application/>

⁶ LEP, p.6

⁷ See, for example, Lees, Bristol Post, 4 December 2019.

⁸ Bristol Airport has the highest modal share for driving to the airport of any UK airport of its size or larger and any further expansion would increase traffic to and from Bristol and increase pollution from road traffic. See, for example, various reports by Professor Steve Melia, University of the West of England. stevemelia.home.blog/2019/08/01/bristol-airport-why-the-expansion-case-doesnt-add-up.

⁹ LEP,p.7

¹⁰ SBAEx website

¹¹ LEP,p.3,4.

To emphasis the point: 'To meet the carbon neutrality ambitions, we will also need to support the innovative businesses based in the region, and those others that we can attract here, to go further and faster to develop the technologies to help tackle climate change on a global scale'. In addition:

According to a recent BEIS survey, 65% of all 18-24-year olds are interested in working in the green economy. 9 The government estimates that the green economy will create two million jobs between now and 2030, with analysis from the Committee of Climate Change estimating that low carbon markets will grow significantly in the near future (LEP, p.4)

This should help to good job opportunities within both high and low skilled sectors, ensuring that economic growth benefits generated by the low carbon sector can be inclusive and benefit all our residents. If the West of England wants to take advantage of these opportunities, we will need to start considering now the action we need to take to tackle climate change, ensure our businesses are resilient to its effects and start to build the skills and supply chains required within these new and emerging sectors. Promoting inclusive economic growth is not the only co-benefit of reducing carbon and tackling climate change. It can also help support the most deprived communities within the region to live better, healthier lives. (LEP,p.4)

¹² LEP p.3

Details on the issues raised in this statement 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 23 – CHRIS PERRY

Impact on the area around the airport

There is insufficient access to Bristol airport, there being no rail links and inadequate roads to the airport, leading to 'rat-runs' in the area. Building additional carpark space on the greenbelt can only exacerbate this problem and is undesirable.

Health studies have proven that the significant increase in flights, in particular night flights is very detrimental to the health and wellbeing of residents, especially the young and the old with open windows during hot summer nights.

Claims on the part of the Airport of a favourable response to the expansion from local communities are misleading. For example a survey (in any case designed to elicit a biased response) included people disembarking from flights at the airport; and support for the expansion was withdrawn by Weston-Super-Mare council when more information became available.

The Climate Emergency

It is now accepted that the increase in carbon in the atmosphere has led to climate change, and to national and regional governments (including Bristol and North Somerset) declaring a Climate Emergency. The proposed expansion of Bristol Airport will without doubt have a deleterious effect, leading to an increase in emissions almost equivalent to that of the city of Bristol. This will undermine all efforts in Bristol and neighbouring counties to respond in a meaningful way to the Climate Emergency.

Declaring a Climate Emergency and approving the expansion of Bristol Airport are unreconcilable.

Claims by Bristol Airport that the expansion will be carbon neutral are misleading: they exclude all consideration of the flights themselves and of travel to and from the airport. In fact they ignore those aspects of the expansion which have greatest impact on the environment and are most damaging.

Any technological solutions are for the distant future (beyond 2050) and the introduction of electric planes will only be applicable for short flights, that is for less than 10% of miles flown.

STATEMENT 24

Airport Expansion - Statement

My name is John Mountford. I live in Midsomer Norton. I am a retired primary teacher/headteacher and former Ofsted inspector.

In this statement, I would like to highlight some of the scientific and cultural reasons why I believe it is vital WECA declares its support for opposing Bristol Airport's expansion application.

To begin, regarding the governance of aviation. At the October meeting of WECA, Mr Richard Baxter questioned the authority's decision (of 29 January 2019) to support the expansion of Bristol Airport. His question was prompted by developments over the period from January to September of 2019.

Concerning the planning application, he wrote;

"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?"

In its subsequent response to Mr Baker's question, WECA issued the following statement;

"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.”

There is much to comment on regarding WECA’s response. To begin, I question how the Authority, having noted its “duty” to cooperate with Central Government and Bristol Airport over the proposed expansion, will reconcile this choice with its constituents’ concerns and also its apparent commitment to combat global warming in its own backyard. Many will see this as a clear conflict of interests - ‘running with the hare and the hounds’.

The government’s original consultation on the future of aviation in Britain set out its strategy to include;

“developing a partnership for sustainable growth which meets rising passenger demand, balanced with action to reduce environmental and community impacts”

The government’s strategy for developing the aviation industry claims to seek a balance between growth and the need to safeguard the environment. Certainly, this will not be an easy task. Reducing our carbon emissions, even by 2050, as all informed parties accept is an absolute minimum requirement, will be harder if we continue expanding aviation activity without detailed, tested plans to reduce harmful emissions. After reading the original government consultation from 2018, one could be left in no doubt about the challenges we will face IF the expansion route is taken.

In Section 3 of the consultation document, it identifies five potentially negative challenges when considering aviation’s impact on climate change (pages 69 and 70). Examination of all five of these challenges presents powerful arguments against airport expansion in general. **They all relate directly to Bristol Airport’s expansion plans.**

1 “concerted global action requires consensus and takes time to achieve

2 unilateral, national level action could put UK airlines at a competitive disadvantage compared to their global competitors and lead to carbon leakage (when emissions are moved elsewhere rather than reducing them), with no environmental gain

3 aviation, along with shipping, is a ‘harder to reach sector’ due to the nature of its assets, operations and likely long term reliance on liquid fossil fuel

4 aircraft have a long life span and new technologies can take decades to develop, commercialise and be adopted through fleet development

5 some operational and technological improvements have trade-offs with the sector's other environmental impacts, including noise and air quality”

There are important caveats to each of these points, as follows;

To begin, whenever it has come to balancing the need for economic growth in the aviation sector set against environmental considerations, establishing consensus on the international stage has proved to be an area of great unpredictability. It is hugely unwise to imagine that the future will be any different from the past. **Growth is almost guaranteed to happen at the expense of the environment if action has to depend on global consensus.**

Secondly, no matter how committed our own government might be to addressing environmental factors (BIG questions here), **how confident can WE be that in seeking to ensure competitive advantage in the global aviation market, this will not prompt the government to favour industry's interests over pressing local concerns?**

Thirdly, the frank admission that aviation is a 'hard to reach sector' when it comes to the *long term reliance on liquid fossil fuel* is honest, but totally disquieting. This is of even more relevance when **we are reminded that alternative fossil-free fuels are no nearer becoming available.**

Fourthly, the prospect of it taking decades to introduce and benefit from new operational technological advances would suggest that all predictions about the timing of such developments, critical if we are to ensure environmental protection any time soon, carry no weight when proposing aviation expansion that aims at avoiding it 'costing us the earth'. Time, after all, is of the essence to the industry.

Finally, when trade-offs have to be made between technical improvements and environmental impacts, who will determine which gets priority? In the absence of strong, established procedures for weighing up such choices, and equally, properly functioning mechanisms through which local communities know their voices will be heard, it is not difficult to anticipate the likely outcome will be as previously stated - **commercial considerations are likely to win over environmental concerns.**

There is no guarantee how any of these significant challenges will be resolved in specific situations, like Bristol Airport. Even the Government recognises this in acknowledging how competitive the aviation industry is;

“However we can't take future success for granted. The aviation sector faces global challenges; rising demand coupled with changing customer expectations, technological change and tight profit margins in a fiercely competitive market.” **Not to mention a global climate crisis!!**

In considering its stance over plans to expand Bristol Airport, West of England Combined Authority should be aware that concerns over the proposal have consequences well beyond those that would affect just the local area. This letter addressed to two Secretaries of State, copied from comments posted on North Somerset Council's (NSC) website as part of the consultation process, shows how widespread concerns extend over any proposed airport expansion.

22 October 2019

Dear Secretaries of State

MORATORIUM ON AIRPORT EXPANSION PLANNING APPLICATIONS

"We are writing to ask you to suspend the determination by all planning authorities of applications to increase the physical capacity of UK airports, or their approved operating caps, until there is a settled policy position against which such applications can be judged.

Submitted to Sec of State for Transport

And Robert Jenrick Sec of State for Housing, Communities and Local Gov

In summary, until a settled policy with set limits is established for greenhouse gas emissions and noise there should be a moratorium on all airport expansion planning applications.

Yours sincerely,

Tim Johnson, Director, Aviation Environment Federation Peter Barclay,
Chair, Gatwick Area Conservation Campaign Andrew Lambourne,
Luton And District Association for the Control of Aircraft Noise Charles Lloyd,
Chair, Aviation Communities Forum Peter Sanders,
Chair, Stop Stansted Expansion John Stewart,
Chair, Heathrow Association for the Control of Air Noise

Cc: Paul Maynard MP, Parliamentary Under Secretary of State, Department for Transport
Robert Light, Lead Commissioner, Independent Commission on Civil Aviation Noise"

From the same source, this extract of a letter posted by a South Wales resident on NSC's website, as someone directly affected by the present operations at the airport, would suggest that correct planning protocols may not have been followed in this case. Details of how residents of the location in question are affected by noise and pollution can be found in the full text.

"As a neighbour directly affected by the expansion I feel that the statutory requirements under planning law have not been followed correctly and the above planning application is deficient as no notification of this planning application has been placed by North Somerset County Council in my local paper the South Wales Argus as required under planning regulations.

Dafydd Llewellyn Williams”

I believe local communities need strong local leadership that is both mindful and responsive to the weight of opinion expressed by constituents and the imperative to address climate change in the short-term. I find it difficult to understand how WECA is able to represent the views of these constituents if it accepts the idea that it is its prime duty to cooperate with Central Government and Bristol Airport to support the delivery of the recently adopted UK Aviation strategy. Such a stance would effectively ignore the many serious concerns of local residents who strongly object to the airport’s expansion.

The evidence is both clear and voluminous. We have to solve the problem of local and high altitude pollution of our air BEFORE we allow further growth in air travel. More and more citizens and communities recognise that we cannot continue to burden our precious world with debts we cannot pay now, and it would be morally repugnant to leave it to our children to pay the price for our inaction or our complicity in such reckless actions in the future.

According to the Campaign Against Climate Change (CACC), “If the aviation sector was a country it would be 7th in a world ranking of CO2 emitters.” In their report - 'Aviation expansion: a choice for climate chaos', CACC states;

“The Committee on Climate Change (CCC) has made it very clear that a limit of 37.5Mt by 2050 for flights departing the UK (around a quarter of the UK's 2050 total CO2 emissions) is the maximum that can be accommodated in order to avoid breaking away from the conditions of the Climate Change Act. However, this is higher than aviation emissions were in 1990, meaning that the aviation sector is exempt from the same decarbonisation targets as other UK industries.”

Exposing such details about the impact of aviation activity, ensures exaggerated claims by the industry are properly challenged. This is as it should be and something this body has a duty to bear in mind when making strategic decisions that have a direct impact on climate change.

This posting on 'isonomia.co.uk' in July 2019 explores in detail of some of the claims made by Bristol Airport in its bid to gain planning consent for the expansion. Among other 'facts', claims that emissions resulting from the expansion would be “*infinitesimal*”, saying they could “*not be considered to have a substantial impact on UK greenhouse gas emissions....*” need to be challenged.

<https://www.isonomia.co.uk/just-plane-wrong-bristol-airports-expansion-application/>

Our young people will face a bleak future if we remain silent. How can the aviation industry ignore concerns and continue to promote 'business as usual'? We face nothing less than an existential threat from man-made climate change and we now understand the considerable negative impact flying already makes both locally and globally. Often this is not properly

understood, even by those in authority.

Recently the Secretary of State for Health and Social Care, Matt Hancock, was interviewed by Jeremy Vine on BBC 5 Live. He was asked, “we face a climate catastrophe. Should we be flying less?” The SoS replied - “Err nope. I think that connectivity around the country is incredibly important....” and went on to make the statement, “Flying has already decarbonised and can decarbonise more. We should use technology to reduce carbon emissions. For instance electric planes are a potential in the not too distant future.” From beginning to end, this statement is totally void of facts.

Such a position would be difficult to justify if made by a member of the public. The fact that it was made by a member of the government that will eventually settle aviation policy going forward is utterly unbelievable. Our children need decisions about their future to be made by responsible, well informed leaders.

People are increasingly better informed than some of our leaders, yet still, the aviation industry operates from a position of denial. It seeks to convince us that it recognises the seriousness of the situation and intends to act responsibly. For instance, it aims to reassure us that it cares, by promising to tackle the growing emissions problem with the deployment of biofuels in place of fossil fuels.

The GUARDIAN of 12 October 2017 reported on the use of biofuels in aviation. Among other things, it had this to say about the industry’s proposals;

“Aviation is one of the fastest growing sources of greenhouse gas emissions, with an 8% leap reported in Europe last year and a global fourfold increase in CO2 pollution expected by 2050. To rein this back, the industry has promised carbon neutral growth by 2020 – to be met by biofuels,”

NO ACTION was taken then, and precious little has changed since. We are now in 2020 and the clock is ticking.

To understand the present situation on biofuels, this extract, taken from the International Energy Association (IEA) - Energy Analyst, March 18 2019, makes it clear that no scalable solution is in sight to end the reliance on fossil fuels for flying.

"Air travel is booming, with the number of air passengers set to double over the next twenty years.

"Aviation accounts for around 15% of global oil demand growth up to 2030 in the IEA’s New Policies Scenario, a similar amount to the growth from passenger vehicles. Such a rise means that aviation will account for 3.5% of global energy related CO2 emissions by 2030, up from just over 2.5% today, despite ongoing improvements in aviation efficiency.

"This expansion underscores the need for the aviation industry to tackle its carbon emissions. For now, liquid hydrocarbon fuels like jet fuel remain the only means of powering commercial air travel. Therefore, along with a sustained improvement in energy efficiency, Sustainable Aviation

Fuel (SAF) such as aviation biofuels are key to reducing aviation's carbon emissions.

"The aviation industry has committed to reducing carbon emissions by 50% from their 2005 level by 2050. Blending lower carbon SAF with fossil jet fuel will be essential to meeting this goal. This is reflected in the IEA's Sustainable Development Scenario (SDS), which anticipates biofuels reaching around 10% of aviation fuel demand by 2030, and close to 20% by 2040."

Were it to happen, such a development would use no less than three times the biofuel capacity currently available. Problems relating to bio-diversity, deforestation, the lowering of water tables, and land available for food production, among other things, are huge. Where is this 'miracle' fuel to be grown and at what cost to food production, deforestation and our survival??

No doubt, those who support the expansion of Bristol Airport, will be making substantial claims that we are on the brink of having access to climate-friendly fuels. We are clearly not.

Even if it were true, we would be no closer to solving the problem of high-altitude pollution by particulates and an equally devastating array of gases other than CO₂. We have to be clear, without access to alternative fuels, which are not yet in production, the problems associated with flying are no nearer to being solved. Pursuing a policy of 'business as usual', with no hope of climate friendly flying, even at current capacity, is not in the interests of our successors. In a situation such as this, expanding airports is irresponsible. Our young people know this. As they reach voting age, these young adults will be extremely well informed about the risks of putting off decisions about reducing atmospheric pollution, among a host of other environmental considerations where we have the possibility of mitigating damage to their world, and they will hold us ALL to account if we fail them.

Central government has yet to act responsibly and decisively to tackle the climate emergency with timely policy decisions to protect the future for our young people. If planning were to be granted in the case of Bristol Airport, it would certainly clash with WECA's own commitment to recognise the challenge and threat of the current climate change emergency. It would demand a complete revision of its stance "to address poor air quality and take action against climate change", closing the door on our children's future. Moreover, it would leave ALL voters (especially the young) with a clear indication of how to cast their votes at election time.

September 20th 2019 saw the beginning of the world's largest climate campaign to date, drawing the attention of both leaders and ordinary people to the plight of our world. Most finally acknowledge that our world is facing a crisis of biblical proportions.

The composition of the atmosphere is changing. In turn, this is changing the global climate with clear consequences for everyone.

“We are at the end of nature...” “By this I do not mean the end of the world. Though they may change dramatically, the rain will still fall, and the sun shine. When I say ‘nature’, I mean a certain set of human ideas about the world and our place in it. But the death of these ideas begins with the definite changes in the reality around us - changes that scientists can measure and enumerate. More and more frequently, these changes will clash with our perceptions, until, finally our mistaken sense of nature as eternal and separate will be washed away and we will see all too clearly what we have done.”

Bill McKibben, the renowned American environmentalist, wrote these words in 1989 in **‘The End of Nature’**. His chilling message was based on the scientific evidence after decades of climate monitoring and evaluation. He made a compelling case that the world could not go on absorbing CO₂ and other greenhouse gases without warming the planet and changing the atmosphere. Largely, it fell upon deaf ears. **Three decades later we are faced with the reality he forecast. He maintained at the time that, “there is no magic solution - the sacrifices demanded may be on a scale we can’t imagine and won’t like.”**

Events have proved him right on all three counts. There is no magic solution. The scale and range of the sacrifices, then, as now, are huge, and certainly, people don’t like what it means for them. If we finally accept that McKibben was right, how can we possibly resolve our present situation? I maintain that unless we are prepared to re-examine our ideas about the world and our place in it, we will not prevail.

In the great city of Bath on Friday 20th September 2019, I attended my first climate demonstration. I was struck by the composition of the crowd, especially by the number of families that were in attendance together. What was clear at the rally was the simple message for the world’s powerbrokers coming from the young in particular.

Thirty years ago McKibben made the crucial point, “The argument that nature is ended is complex “ and the solutions to our predicament will be more complex by many degrees of challenge. We have to help our young people navigate their way through the inherent complexities. That is why leadership is of such importance.

Because of its detailed analysis of the mechanics of climate change, McKibben’s seminal work, even some thirty years after its initial publication, is key to my proposition.

McKibben was the first to employ the 350ppm (parts per million) concept - (350.org 2008). He did so specifically to establish a benchmark to describe the alarming changes taking place in the composition of our atmosphere. It was a graphic way of quantifying the impact of the changes he wrote about in **‘The End of Nature’** and is very much in evidence today.

McKibben’s work must be understood in terms of its stark expose of events witnessed and catalogued throughout his lifetime. Its prophetic vision, looking to expose the growing impact of

how the climate itself changed in a single lifetime, was a direct message that we ignore to our collective cost.

'The End of Nature' is not easy reading. It is presented in two parts, Part One - The Present and Part Two - The Near Future.

In Part One, McKibben describes how a newly constituted atmosphere began to emerge as the Industrial Revolution got underway, culminating in what he graphically declared, marked the end of nature, half way through the 20th century. For its time, it was significant in that it was an accurate interpretation of available scientific data.

In Part Two, he explores the future, as he saw it might unfold from that point onwards. He pulled no punches. It is essential reading for all who wish to appreciate just how long and in what detail we have known, but ignored, the evidence that the world's climate is changing in ways we should be concerned about.

It is clear that citizens have no choice other than to take the campaign to address global warming to those who can change policies that determine how we balance our needs for energy against the damage being done to the ecosystems of the world. What is not so clear is - ***WILL WE BE SUCCESSFUL UNLESS WE KNOW HOW WE GOT HERE?***

To explore the cultural reasons why we are faced with a global crisis, I cite **'Ishmael'** the novel written by Daniel Quinn in 1992.

With the exception of a dwindling group of individuals, people finally accept that we face a global threat to our continued existence. Business as usual **CANNOT** remain on the cards.

It is critical that we understand why we have reached this position. It is my belief that in the absence of such a fundamental understanding of why we are where we are, the already deeply ingrained polarisation of opinion in our society will bar us from taking the necessary, extremely challenging actions in time to avert a looming disaster.

In Quinn's fictionalised meeting between a human wishing to help 'save the world' and a silverback gorilla, Ishmael, seeking a student to take this great quest forward, we learn about the history of human culture from a non-human perspective. The narrative explores the idea that the story of our origins, as revealed in the Book of Genesis, led humans to behave in ways that continue to impact on our lives, other species and the planet itself right up to the present day.

Quinn writes about how the Genesis story shaped the history of western culture, leading to the environmental crisis we see unfolding around us. In the book, Ishmael instructs his student that

after the fall of man, the world was broadly split into what refers to as The Takers and The Leavers.

The Leavers largely remain in the state into which they evolved from primates some two to three million years ago. They are the seemingly 'primitive' indigenous peoples, seeking to live as they always have in balance with creation, taking only what they need to thrive. This is set against a world relentlessly driven by the march of progress of The Takers, (western cultures). By living the story that told them the world was made for man, The Takers dominated other species and the natural world while appropriating its resources for themselves. They achieved this by generating surplus food leading to the development of fixed settlements and eventually to city life. This enabled population growth on a scale never seen previously.

Quinn believes humanity can avert the impending environmental catastrophe. But he insists we must first understand the impact of The Takers enacting their story. His view is, it matters for our future.

The Takers have lived the story that proclaims the world belongs to MAN. Quinn believes our survival as a species is only possible if we can enact a new story where MAN belongs to the WORLD. It is my view, too. As McKibben pointed out, the alternative might be to live in a very different world which we share with fewer species in an alien environment, or to not survive, other than in hugely depleted numbers.

This central argument, calling as it does for responsible stewardship of the earth, is what connects ordinary people in a growing movement to combat climate change and avert an impending global crisis as described by Bill McKibben.

Both authors, Quinn and McKibben, have chosen to address the relationship between humankind and creation. The former through a work of fiction and the latter by way of a detailed analysis of climate and associated historical data. History plays a key part in Quinn's work too, as both men look to explore man's relationship with planet earth over the millennia. *Both conclude that the impact of WHITE MALES on the destiny of our civilisation has been highly influential and deeply damaging in equal measure.*

In the current concern over climate change so much in the debate hinges on understanding why we are where we are. These two authors, Quinn and McKibben, in two widely different landmark works offer us the opportunity to take stock. We need to realise why the solution to the present crisis can only be tackled, with any hope of success, through a new collective understanding of who we are and how we came to be where we are. Divorced from knowing the details of our cultural history, we have little hope of ensuring the sort of progress our present dilemma calls for us to make.

By understanding who we are and how we came to be as we are today, there may be an opportunity to live a different story that offers hope for a better future. This is the paradigm shift we need to bring about.

In asking The Assembly to join with local groups to oppose airport expansion in the South West and elsewhere, I stand with Ishmael and the great apes, whose possible demise we may share.

We can no longer live as The Takers who have brought creation to this crisis.

We need to learn to adapt like The Leavers who still know, in every fibre of their being,

Man belongs to the Earth, not the Earth to Man.

Let us make this our new story!

**John Mountford
27 January 2020**

STATEMENT 25 – PENELOPE PRICE

We are in a state of climate emergency, something WECA knows and agrees with, having declared a climate emergency in June 2019. Indeed, every council within WECA has also declared a climate emergency. How, then, can the WECA Mayor and the committee even consider supporting the airport expansion? We should be expanding carbon sinks (forests etc) and less polluting forms of public transport instead.

I can see the planes coming into land over the Dundry Hills from my house. Sometimes, one flies over my house and the noise causes a disturbance, but this is infrequent at the moment. However, the nuisance and health damage that will be caused by 4000 unrestricted night flights does not bear thinking about. Does the WECA Mayor and the committee understand that residents do not want this extra air traffic above their homes, for health reasons to say nothing of the noise pollution?

The New Economics Foundation report states that Bristol Airport's Economic Impact Assessment has 'grossly overstated the economic benefits' of airport expansion, and Bristol Airport's own planning documents state that if the planned expansion goes ahead there would only be an extra 1000 jobs in the wider region and 95 in South Bristol, not the 10,000 that the airport has claimed in subsequent publicity. There are a wealth of other, more sustainable ways to create economic benefit and local jobs; expanding the airport with this aim is short sighted and will result in irreversible damage. Has the WECA Mayor and the committee considered other ways to create local jobs?

Does the WECA Mayor and the committee understand that the net carbon produced by the expansion plans alone, when emitted in the upper atmosphere, comes to 1.2m tonnes which is nearly as much as the whole of Bristol's emissions?

Does the WECA Mayor and the committee know that airport expansion will only benefit the richest in society, who are the ones that take the majority of flights? Ought they not be considering ways to benefit those more in need? Is the WECA Mayor and the committee aware of the fact that the airport's planned expansion will generate up to 9,500 extra car journeys a day on an already over-congested route, and that the airport are planning to build a multi-storey car park on the precious Greenbelt? Should we not consider public transport links to the airport and aim to improve these to get cars off the road before we even think about expanding the airport itself.

STATEMENT 26 – NICK LEWIS

I am writing this statement in objection to the planned expansion of Bristol Airport. In light of WECA declaring a climate emergency, it is in no way compatible with the combined authority's net zero carbon targets. If the expansion were to go ahead, it would jeopardise all of our futures, for very little short-term economic gain. The longer-term severe impact of runaway climate change can not be mitigated by unrealistic projections of new jobs, or technology which is barely in the research stage. It would be an action of almost criminal irresponsibility to expand Bristol Airport when its CO2 emissions would completely dwarf any attempts at CO2 reduction in other areas. I am extremely concerned that the case for expansion seems to be completely ignoring/misrepresenting the real cost of expansion, in emissions of CO2, for some very factually questionable economic short-term benefits, which would mostly benefit more affluent citizens, as the vast majority of flights are taken by a minority of the more financially privileged. I urge the council to oppose this unnecessary expansion.

STATEMENT 27 – SAMI GODDARD

Most significantly WECA have declared a climate emergency in June 2019 and an airport expansion feels completely at odds with responding to the emergency. This shocks me, especially when I take into account that much of North Somerset is at risk of rising sea levels. Bristol airport currently emits 945,000 tonnes of CO2 per year, this is set to rise to 1,568,000 tonnes per year when the number of passengers increase to 12 million – meaning that Bristol airport would be singularly responsible for more emissions than the whole city of Bristol combined.

The airport suggest that they will be able to become carbon neutral by 2025 but this only takes into account their internal operations and does not include either the planes taking off and landing or the passengers means of getting to the airport for their flights. These factors obviously make up a majority of their carbon emissions listed in the above paragraph. We are currently far from a carbon neutral solution to flying – in fact The Committee on Climate Change (CGG) stated in their September 2019 report that Aviation is likely to be the largest emitter of carbon in the UK by 2050, accounting for 30% of the total. Based on current advances it's likely that long haul electric flights won't be in service by 2050 and planned hybrid planes (electric / conventional) will make up less than 10% of the miles flown.

There's also issues around congestion - from what I've read the airport expansion to 12m passengers is likely to mean an additional 9,500 car journeys on already severely congested roads. Public transport to the airport is very poor, consisting of one bus route from Bristol and no rail link which means a majority of passengers do drive to the airport. The airports solution to parking for all these additional vehicles is to build a new car park on our already precious greenbelt land.

Mine was one of many of the unprecedented number of objections for this planning application lodged by residents (3,800) which I hope will be listened to. Especially when supported by many of the local communities, parishes and town councils who have sent formal letters of objection including Bath and NE Somerset as well as most recently Weston Super Mare who have withdrawn their previous support for the airport based on new information received.

Thanks so much for taking the time to listen to my thoughts.

STATEMENT 28 – STEVE MELIA

Climate emergency and Joint Local Transport Plan

My Background

For ten years I have been researching, teaching and writing about sustainable urban transport. I have advised many local authorities and some government departments over the years. I recently took part in round-table discussions in Somerset about how to operationalise the climate emergencies which councils in Somerset have declared. On February 8th I will be appearing at the UK parliamentary climate assembly in Birmingham, talking about how to decarbonise surface transport to achieve the legal requirement for net zero by 2050.

The Issue

All of the constituent members of WECA, plus North Somerset, have declared climate emergencies, with intentions to rapidly decarbonise. There are basically only two ways to do that in transport:

- a) change the fuels used by vehicles to zero carbon sources (usually electricity) and/or
- b) reduce the volume of movements emitting carbon.

Local authorities can do relatively little to influence a); they can build charging infrastructure to support the process but the speed of electrification will be determined by central government and vehicle manufacturers. As the Committee on Climate Change points out in their reports to Parliament, the rate of electrification based on current trends and government policies is much too slow. They are calling on government to act much quicker – to ban the sale of petrol and diesel vehicles sooner – but it is not clear at present that the government will follow that advice. They are currently consulting on the Sixth Carbon Budget, which is likely to place more emphasis on option b) (statement made by the CCC at a recent consultative webinar).

Any local authority which is serious about decarbonisation will have to take much more radical steps on b). There are few signs at the moment that many local authorities have appreciated this, although I understand that officers in some of the authorities are doing the calculations, which are suggesting far more radical change than the political leaders have contemplated so far. One important point to understand is that **improvements to public transport** (and/or walking/cycling), necessary though they are, **will make very little impact on traffic volumes and carbon emissions**. I explain the reasons for this in Chapter 5 of my book *Urban Transport Without the Hot Air*, which I can share with members if they would like to see the full analysis. I heard the same point made by an officer of Bristol City Council, when they were working on the Clean Air Zone. They showed us the slide attached, which makes the point very clearly. Public transport, walking and cycling trips have all risen but vehicular traffic has remained stable.

So, if we consider the draft Joint Local Transport Plan for the West of England in this light, it is clearly incompatible with a declaration of climate emergency. It proposes many public transport improvements. It talks about managing growth and it contains several proposals for major new roads, to increase the capacity of the road network and facilitate increased volumes of movement – the opposite of b) above. Some of these road proposals would cause very substantial environmental damage. The scheme assessment for the road between Backwell and the M5 says:

“based on preliminary screening of environmental designations: Scheme falls within: Greenbelt, SSSI, Ancient Woodland, Priority Habitats, SAM and Flood Zone 3. Scheme is also adjacent to (within 500m) of Listed Buildings and Registered Park and Garden. Due to the environmental constraints identified it will have an overall significant negative impact, which will be difficult to mitigate”

Many of these road schemes were proposed to **support housing growth identified in the draft Joint Spatial Strategy**. As that Strategy has been **rejected** by the Examination in Public inspector, **the JLTP4 must now be reconsidered**, and in particular, its emphasis on road building must be changed to an emphasis on **traffic reduction** – between the settlements as well as within them – to support the climate emergencies declared by the different authorities.

STATEMENT 29 – Mel Cairns

I have lived in Bristol for 13 of the past 17 years, and am a current resident. I care deeply for this city and I want to see us achieve the bold vision set out in the One City Plan for a fair, healthy and sustainable city as soon as possible. We have already had one major transport scheme, [Metrobus](#), that has not brought the benefit to Bristol that it was supposed to, at a huge cost to public funds. In the case of the airport, the cost to the people of the WECA could be greater still.

The people of Bristol deserve a chance to have a fair, healthy and sustainable city. The people of North Somerset deserve leadership from WECA in the fight against climate change that will exacerbate the already alarming sea level rise projections for the area. And we all deserve leaders who recognise that prioritising economic growth over social justice, environmental and health concerns is not working for us now, and is making it harder and harder for us to build a better future.

The reasons given for expanding the airport are largely economic and these have been exposed as "[grossly overstated](#)" by New Economics Foundation. If this is so, then to expand the airport is simply to prioritise short term profits for the few over the wellbeing of the many, in the WECA area and beyond.

The reasons not to expand are multiple; (1) To protect residents from the negative health and wellbeing impacts of additional night flights and car journeys and (2) to protect our planet (and thereby the stability and security of the future for us and our children) from the staggering additional GHG emissions the expansion would generate and (3) to democratically respect the unprecedented number of local residents who object to the airport expansion and (4) to protect the greenbelt land on which the airport propose to build a car park and (5) to respect the values and commitments outlined in the One City Plan and the climate emergency declarations made across WECA to prioritise decarbonisation, equality, health and wellbeing.

Please, represent WECA with integrity and honour, and listen to those who want a better future for everyone, not just profit for the richest few. Thank you for reading this statement.

STATEMENT 30 – Julie Parker

I object to the proposed expansion of Bristol International Airport (BIA) for the following reasons.

Our national government, WECA and North Somerset Council, have declared the existence of a climate emergency, brought about by our consumption of fossil fuels in the last 200 years. Our national government has committed the UK to a zero carbon economy by 2050. More ambitiously, North Somerset Council has pledged to achieve this by 2030. However, if planning permission is granted to BIA, which is proposing to increase passenger throughput to 12 million in the first instance, and ultimately to 20 million (doubling its passenger numbers from its currently permitted maximum of 10 million pa, though not yet its current annual throughput) all the mitigation measures the Council might adopt to reduce its own emissions will be neutralised and overwhelmed by the increase in carbon emissions generated by BIA's business expansion.

BIA claims that more than doubling its passenger throughput will have an "infinitesimal" effect upon its emissions, but this is no more than a form of creative accounting, and it is to be hoped that the assumptions BIA has made which permit such a statement will be examined in detail. Some exclusions are more obvious. BIA calculates emissions from additional new flight services, but only from the outgoing leg. The convention that emissions are assigned to the airport of origin conveniently ignores responsibility for the creation of new services, and immediately accounts for only half the emissions that result from a return journey, as most journeys will be. BIA also fails to account for effects such as radiative forcing (BEIS itself states that "aviation imposes other effects on the climate which are greater than that implied from simply considering its O₂ emissions alone") and ignores the carbon emissions which take place in support of the extra services created, such as extraction, processing, transport and distribution of aviation fuel and manufacture of the extra aircraft needed to service new flight routes and services. In ignoring these contributors to the carbon emissions generated by an expansion of their core business, BIA is attempting to massage the true environmental and social consequences of expanding its operations. Ironically, BIA is working towards carbon neutrality by 2030, but note that this excludes emissions from its core business - flying - and from vehicles (cars, taxis and buses) travelling to and from the airport, making it truly a surreal objective.

In 2018, there were over 65,500 passenger flight take-offs and landings at BIA (and an additional 11,000 plus positioning flights and other flights, including flying club and private charters). If BIA is given planning permission to double passenger throughput up to 20 million, and thus to increase the number of flights and range of travel destinations, then more people will come from further afield to take advantage of this expanded regional role. Bus services to the airport already exist from Wales, Cornwall, Devon and Somerset, yet the vast majority of 8.6 million passengers (around 70%) travel to and from the airport in private vehicles: either car or taxi. There is no rail link to the airport, and no plans for one, and despite very frequent buses, only 12.5% of passengers use the International Flyer services from Bristol and Weston-Super-Mare to get to and from the airport. There is little reason to expect a shift from private to public transport. Further, there is little incentive for BIA to change this even were it possible, since car parking charges constitute a highly profitable revenue source for the airport, and indeed, more parking space, intruding upon green belt land, is catered for in this application. There will thus be more congestion on roads ill-equipped to deal with further increases in traffic and more vehicle pollution arising from it. The alternative is road expansion, where possible, further contributing to loss of trees and green spaces – habitat for the UK's vanishing

wildlife - and further provision of car parking spaces. None of this is compatible with the UK reducing its carbon emissions, and only compatible with increasing them.

The Ontario Teachers' Pension Fund who acquired the airport from Australia's Macquarie Bank did so in expectation of substantial profit. Profit regardless of the misery caused to local residents (by aircraft noise from 06:00 and after 23:00 and throughout the day, from increased traffic and pollution on local roads, destroying the tranquillity of what used to be quiet country villages, of the blight caused by local entrepreneurs profiting from selling car parking spaces to undercut the airport's charges and the increased litter generated from increased throughput of motorists). Regardless also of the despoliation of a once tranquil and beautiful countryside. Above all, who seek to expand the airport in the full knowledge that expansion of aviation is inimical to the efforts humanity must make to reduce our carbon emissions.

We are at a critical point in human history. Climate scientists are absolutely clear: that we must reduce our greenhouse emissions within the next 11 years to avoid the run-away effects of irreversible climate change.

To approve expansion of a business which unavoidably increases carbon emissions (as well as increases air pollution, ruins quiet village and country life and destroys wildlife habitat) would be nothing short of criminally irresponsible, particularly for a council which has recognised the climate emergency now confronting our planet. I urge WECA to follow the responsible and ethical example of Uttlesford Council, who turned down Stansted Airport's application to expand, turn down planning application 18/P/5118/OUT, and, like Uttlesford Council, focus upon "the bigger picture".

Friends of Suburban Bristol Railways (FOSBR)

Statement to WECA Committee and West of England Joint Committee
31 January 2020 at 10am, City Hall, Bristol



1. Services truncated at Filton Abbey Wood

FoSBR requests that WECA put strong pressure on DfT and the rail operators to **resume daytime stopping services from Weston super Mare across the city to Bristol Parkway in the May 2020 timetable**. These trains now stop short at Filton Abbey Wood. We question whether the four-tracking of Filton Bank missed an opportunity to remodel Filton Junction and thus bring about the full benefits of the extra two lines.

2. MetroWest Phase 1

We are pleased to see that the DCO application for the Portishead line has been formally accepted by the Planning Inspectorate and trust that WECA will continue to give this scheme unwavering support. We note that there are still no plans for a station at Ashton Gate, despite the expansion of the Ashton Gate stadium and other development plans in the area. We ask WECA to at least ensure passive provision is made for this.

FoSBR continues to urge 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.

We trust that the Portway Parkway project is still progressing towards an opening date in December 2020.

We welcome the news that work has started on remodelling Bristol East Junction and ask that WECA initiate discussions on **extending double-tracking on the Severn Beach Line**.

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.

3. MetroWest Phase 2

We understand that YTL are investigating the possibility of a direct connection from the proposed Brabazon Arena to Bristol Parkway across the E-W chord on the Filton Diamond to link the proposed station at North Filton. We think this adds urgency to resolving the problem of road access at St Andrew's Gate, as the Henbury Loop seems like an obvious onward route for trains originating at Bristol Parkway. **Again we continue to urge WECA to hold talks with Bristol Port Authority to resolve the problem of this level crossing**, which is a significant obstacle to improving rail services in North-West Bristol.

In the meantime we continue to seek assurance that Henbury station is future-proofed for through running onto the Henbury Loop.

4. Joint Spatial Plan/JLTP4

According to the MD of First West of England, MetroBus journeys that should take 35 minutes are taking an hour and 35 minutes. MetroBus proves, if proof were needed, that no single mode of transport can solve our transport problems. We need an integrated system, with cycling, walking, buses and rail all playing their part.

Rail services don't get held up by roadworks. FoSBR suggests that sustainability criteria for Strategic Development Locations (SDLs) should include present and potential rail station access and not depend solely on MetroBus provision.

FoSBR continue to recommend that the JSP, JLTP4, and the ongoing WECA rail study should include our updated FoSBR Plan for Rail proposals for stations at Coalpit Heath, Long Ashton/Flax Bourton, Chittering for Severnside, Horfield, Uphill/Locking, and to **include the remodelling of Westerleigh Junction** to enable the delivery of the Thornbury Line, perhaps initially as a Park and Ride from Tytherington Quarry.

In the mean time **we continue to press for the reinstatement of the footbridge at Pilning** to allow use of both platforms and a meaningful service here. This station has huge potential to serve the growing industry in the area.

In the light of declarations of a climate emergency by WECA, Bristol, South Glos and B&NES, **it seems unfathomable these authorities are still planning and building road schemes whose only effect will be to encourage the use of the private motor car**. In South Wales, a £1.6 billion road scheme has just been cancelled and in its place ambitious schemes for Cardiff Crossrail, electrification of valley lines and a new Cardiff Parkway have emerged.

We need that kind of vision here. We believe it would be possible to grade separate Westerleigh Junction, for example, for less than the cost of building a new motorway junction. **Cancel M4 Jct 18a and other major road schemes, and spend the money to increase capacity and allow local services to run alongside the newly accelerated London trains.**

Tim Weekes, Friends of Suburban Bristol Railways <https://fosbr.org.uk>

STATEMENT 32

Oral statement to be presented to the meeting of the West of England Joint Committee on 31 January 2020 by

Keith Walton, Chairman, Severnside Community Rail Partnership cic

I would like briefly to update the Committee on the work of the Severnside Community Rail Partnership. Founded in 2004, we are the link between local communities and the rail industry.

We work with communities and a range of partners to identify and deliver measures to ensure that access to local stations is easy, and that stations are safe and welcoming. We have sponsored, organised and arranged funding for improvements at over half of the West of England local stations, including Keynsham, Yate and Yatton; a completely new station for Severn Beach and improvement of Avonmouth station, replacing a derelict eyesore, and run down environment with new facilities and a community garden. This also presents a more attractive public transport entrance to the Enterprise Area – and was delivered on time and below budget. We are currently leading a large scheme, backed by Community Infrastructure Levy funding, to improve the environs of Stapleton Road station.

We were very disappointed that the Access for All scheme for Nailsea station was cancelled completely last summer. The problem here was that the best was the enemy of the good - but we have now started work with GWR on designing a smaller interim scheme, for discussion with the local community and North Somerset.

As a Department for Transport Accredited Community Rail Partnership, our programme of work is designed to meet the four key pillars of the DfT Community Rail Strategy:-

- Providing a Voice for the Community
- Promotion Sustainable, Health, Travel
- Bringing Communities together, supporting diversity and inclusion
- Supporting the local economy

As well as station-based schemes, we also work to improve access to the railway, particularly by facilitating free-of-charge rail visits for disadvantaged communities. Special events are held on trains to encourage hard-to-reach groups to use their railway. During the journey they are encouraged to socialise and participate in an activity such as creative artwork.

Our rail familiarisation programme for year-six primary school pupils is designed to ensure those attending a school within walking distance of a station experience at least one rail journey, so they have confidence to use the local railway independently as they progress to secondary school.

The Partnership's running costs are funded by the local authorities and the rail operators. We bid for grants from various sources for our projects. I very much hope that the West of England Combined Authority and the Unitary Authorities will continue to support our activities and enable us to continue to deliver a range of improvements to local stations and train services.

Our new annual Progress Report is available on our web site www.severnside-rail.org.uk

STATEMENT 33 – Stephen Pill

Dear WECA,

I understand you are shortly to consider an application to substantially expand Bristol Airport's operations.

There are lots of papers - a mountain in fact, and I have studied many of them.

But in this statement I wish to strip away all the flim-flam - such as the specious mention of achieving carbon neutrality by the airport operators, a contortion possible only by ignoring the carbon emissions of the cars travelling there and of the planes flying from there. As if an airport has nothing to do with transport.

Matters such as this are a distraction from the central issue, which is: Are you taking a short term, or a long term perspective? If you only see the short term - the immediate profits for the airport business, the short term construction jobs, the next election....then it is no doubt possible to convince yourselves that a bigger airport has some merit.

But if you are taking a long term perspective, the issue becomes a simple one, even if the decision itself is difficult: carbon, and the necessity of achieving a carbon balance to avert the worst consequences of a climate catastrophe is the issue that dwarfs all others in the long term. And does airport expansion help...or hinder our ability to achieve net carbon zero? It is as simple as that.

So are you going to think long term? Of the primary school children in N Somerset and Bristol who, too young to know of climate trends are trusting we adults to take decisions that safeguard their future? Of the secondary school children, many of whom have climate anxiety but who lack the vote or the power to change things, and who by 2050 will have children of their own to worry about? Of the disadvantaged poor who struggle now to put food on the table and who will be last in the stampede when crop failures tear at the fabric of society?

It is an important decision you have to make: my fervent plea is that you make it a decision of principle, not expediency.

STATEMENT 34 – Hayley Richards

Personal statement calling on WECA to withdraw support for Bristol Airport Expansion

The West of England combined authority declared a climate emergency on Friday, the 19th of July. In doing so, Tim Bowles, mayor of the West of England, recognised the huge significance of climate change and its impact on the health, safety and well-being of the residents of Bristol, North Somerset and South Gloucestershire, and the very real concerns of residents on these issues. Tim Bowles recognised the foresight and leadership shown on this issue and the positive actions being taken by the West of England authorities.

It is of great concern therefore, that WECA continues to support the expansion of Bristol Airport. The Bristol airport expansion plans are not accompanied by adequate public transport options and will result in more than 9500 more car journeys per day, plus the building of a car park on greenbelt land.

How will WECA Mayor and the committee address the New Economics Foundation report that states that Bristol Airport's Economic Impact Assessment has 'grossly overstated the economic benefits'?

How does WECA Mayor and the committee align their climate emergency declaration with the fact that the net carbon produced by the expansion plans, when emitted in the upper atmosphere, comes to 1.2m tonnes - nearly as much as the whole of Bristol's emissions?

In light of both the climate change risks and the unprecedented number of objections for this planning application lodged by residents (3800 formal objections) and many of the local communities, parishes and town councils which have sent formal letters of objection (including Bath and NE Somerset and (only last week) Weston-Super-Mare who had previously written a letter of support but changed their mind and objected in the light of further information received), WECA must withdraw support for this expansion.

STATEMENT 35 – Cllr Mark Weston & Cllr Chris Windows (Bristol City Council)

AGENDA ITEM 13 LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME – Full Business Case for A4018 Corridor Improvements

From the outset, we wish to register our disappointment over the lack of engagement with local councillors over these revised mitigation measures. This oversight is somewhat surprising given the report before you today itself acknowledges the ‘very efficient’ role elected representatives can have in helping to communicate ideas and the views of local people to the Project Design Team as part of an ongoing and future consultation process.

The need for significant public investment in new infrastructure to reduce the impact of the planned Cribbs Patchway New Neighbourhood (5,700 homes) and growing economic/retail offer on the outskirts of Bristol is becoming increasingly pressing given the fact that the road network in this part of the city is already often overwhelmed. On the mapped bus lanes themselves, we feel compelled to say that these are not in pinch-point areas where the road actually gets congested which, rather begs the question why spend money there for unnecessary remedial action?

We have no difficulty with three of the four proposed interventions under development. These are (i) the suggested upgrade of existing bus infrastructure, to install Real-Time Information and increase the attractiveness of this form of public transport. (ii) The installation of additional road safety features such as new crossings over Passage Road and to the north of Dragonswell Road. (iii) The introduction of two variable messaging signs (one inbound-facing and another outbound-facing) to help improve traffic flows on the A4018.

Notwithstanding these innovations, we have real concerns over the detailed so-called active mode infrastructure, the construction of a segregated bi-directional cycle path from Crow Lane roundabout to the Charlton Road junction. There needs to be more investment in cycling and walking. However, the plan to spend the bulk of the £3,448,916 (LGF) grant being sought, running parallel to the main road is deeply flawed.

Few cyclists currently use this route and, as has proven to be the experience in other parts of our city, we fear will not use it after the construction of such an expensive designated lane. We also have doubts over the value-for-money calculation which mysteriously produces a highly theoretical *active mode user* benefit that equates to in excess of £7m over 20 years.

Traffic planners attribute the current low usage rate to potential cyclists being deterred by an intimidating and dangerous road environment. This is a sort of speculative ‘Field of Dreams’ hypothesis, i.e. the argument which amounts to ‘if you build it, they will come.’ Furthermore, Bristol Cycling Campaign asserts that high quality cycling facilities need to follow main routes where possible. The problem with the outlined scheme is that it will not easily service or facilitate access to the new housing development, thereby undermining one of the principle rationales behind the improvements project!

It is great to see more cycling infrastructure. But, the route outlined is not one favoured by cyclists. If you are a commuter cyclist in Henbury or from where the new housing estate is going by the Rugby Clubs, then probably the best route is Station Road-Henbury Road-Falcondale Road. You aren’t going to approach a busy dual carriageway. Equally, if you are a Brentry commuter cyclist, or from the new

housing estate on the airfield, then the route is either Charlton Road-top of Brentry Hill or Fishpool Hill-Brentry Lane-Passage Road. In either case you don't go near the Crow Lane Roundabout. This raises the risk that we are about to commit to spending millions on a cycling intervention that would be better spent on different roads.

Consequently, at this still relatively early stage, we would urge a reworking of this option. This needs to produce a model which reflects the reality on the ground so to speak, rather than rely on wishful thinking in changing behaviours and travel choices. Hence, our assertion above that this Business Case document would have greatly benefited from - and been improved by - the application of more local knowledge and experience.

STATEMENT 36 – David Redgewell

Transport Safety Enforcement and Security

Following recent assaults on members of staff working on the public transport network including a National Express coach driver at Bristol bus and coach station and a GWR booking clerk at Bath Spa railway station. We welcome the discussions between Metro Mayor, WECA joint committees, the Avon and Somerset Police Crime Commissioner, the British transport Police, Bristol Port Police, the transport trade unions (TSSA, Unite, RMT & ASLEF), local passengers groups and SERA to reduce assaults on staff and passengers when working on or accessing the public transport network.

We request that the Metro Mayoral Transport Authority continues Bristol City Council's and the Unity Council's programme of installing CCTV at local stations including Bedminster, Sea Mills, Shirehampton, Avonmouth, St Andrews Road and Severn Beach.

There is also a clear and urgent need to enforce bus lanes in South Gloucestershire from the Bristol control centre and for traffic control enforcement including bus lanes around Bristol and South Gloucestershire. There should be a transport safety partnership similar to that in Greater Manchester and the West Midlands working with Alex Perry and Alex Reekin.

Thanks

David Redgewell (Bristol Disability Forum)

STATEMENT 37 – Jill Tarlton

This is my statement for opposing Bristol airport expansion.

Aviation is a fast growing source of harmful greenhouse gases. And atmospheric concentrations of these gases are at an all-time high and still increasing (World Meteorological Organisation 2018 data). The Committee on Climate Change report Sept 2019 states that the Aviation industry is likely to be the largest emitter of carbon in the UK by 2050.

The recent United Nations Climate Report (Nov 2019) warns that we must start now and have globally decarbonised by 8 years' time in order to avoid very dangerous global warming.

Planned UK airport expansion will most likely stop the UK hitting its 2050 net-zero climate goals. The planned expansions are not a result of "inevitable" increases in demands. Instead, increased airport capacity is likely to result in cheaper flights which means people are inclined to fly more frequently. (Carbon Brief, Dr Declan Finley and Dr Giulio).

The declared Climate Emergency, arising from the increased levels of carbon in the atmosphere, needs to be acted on by taking steps to decrease emissions of carbon, rather than drive them ever higher by expanding the airport and increasing flights. Bristol airport has claimed to be carbon neutral by 2025 but this is not the case because this estimate does not include either planes arriving and leaving or the cars to get passengers there.

The extra emissions from planes and extra traffic getting to the airport on the A38 will increase levels of pollutants in Bristol's air. In Bristol we already have busy roads with air pollutants exceeding recommended safe levels. Bristol has around 300 deaths each year which can be attributed to pollutants mainly from road traffic.

The net carbon produced from the airport expansion plans, when emitted into the upper atmosphere, comes to 1.2 million tonnes, which is nearly as much as the whole of Bristol City emissions (per year).

The airports planned expansion will generate up to 9,500 extra car journeys a day, on already congested roads.

Airport noise from the 4,000 unrestricted night flights can cause damage to health and result in dysfunction of blood vessels leading to long term cardiovascular disease. The elderly and young are particularly at risk.

Given that the poorest people suffer the most, and 75% of air travel in the UK is undertaken by ABC1 social classes, the plans to expand the airport will harmfully impact upon the poor the most.

We all need to make sacrifices in future if we want to stop our dependence on fossil fuels. We know if we carry on the way we are we shall see billions of deaths and collapse of societies with mass starvation, displacement of humans, due to flooding, rising sea levels and loss of habitat. In the worst case scenario the climate crisis could well be an existential threat to humanity. This we know from the thousands of scientists who have published many peer reviewed climate change reports.

Flying is a luxury which we can survive without. It is also for the richer social classes. It should be the first industry to decarbonise. North Somerset Council, and indeed WECA, would be acting on the right side of history by opposing the Bristol Airport expansion plans and setting a good example globally to respect the declared Climate Emergency.

With best wishes and hope, from Jill Tarlton.

STATEMENT 38 – John Tarlton

Dear West of England Combined Authority.

I would like to register my strong opposition to the expansion of Bristol Airport in the hope that this will influence your decision as to whether WECA will endorse this damaging development.

This opposition is based on an analysis of the facts, and on the knowledge that WECA, North Somerset, South Gloucester, Bath&NES and Bristol have each declared a climate emergency. In light of the latter, it would be extremely inconsistent, even hypocritical, to support a development that will be so damaging to the climate. The urgency of the current climate crisis means that we do not have the luxury of time to fiddle around the edges whilst allowing the most damaging activities to continue.

Bristol Airport Expansion – the Facts

	Bristol Airport current CO ₂ e emissions (Tonnes PA)	Projected expanded CO ₂ e emissions (Tonnes PA)
Flights	747,000*	920,000*
Passenger travel	184,000*	237,000*
Employee travel	74,000*	95,115*
Airport energy use	6,300*	0**
Total	1,011,300	1,252,115
Difference		247,000

(*figures based on Bristol Airport figures in “Becoming a net zero airport”)

(**Assuming Bristol Airport eliminate their entire emissions from local energy use)

Bristol Airports claims to be aiming to become a net zero carbon emitter. This is based **ONLY** on the airport’s energy use (6,300 tonnes per annum, or 0.62% of the total emissions of the airport), with no responsibility being taken for the remaining 99.3% of airport emissions.

Even with complete elimination of energy-related emissions, Bristol Airport is projected to be emitting over 1.25 million tonnes of CO₂ into the atmosphere beyond 2026.

Putting this into context, Bristol City Council’s own projection of CO₂ emissions (2030) are 1.24 million tonnes (City of Bristol Carbon Neutrality; Regen). **Therefore, despite the efforts claimed by Bristol Airport to become a net zero emitter, they will in fact be releasing more CO₂ into the atmosphere than the whole of the City of Bristol.**

To further contextualise this, to mitigate 1,252,115 tonnes of CO₂ projected to be released annually (2026), Bristol Airport would need to **plant 500.9 million trees, requiring an area greater than twice that of North Somerset, South Somerset, Bristol, BANES and Gloucestershire combined (500,900 Hectares).**

Even the additional CO₂ released as a result of the expansion would require the planting of 98.8 million trees, requiring a total area twice that of North Somerset and Bristol combined (98,000 Hectares).

Bristol Airport is making no investments or commitments to reduce carbon emissions from flights, but are instead quoting the entirely unsubstantiated claims by the industry's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) who use creative accounting and misinformation to erroneously claim carbon emission and carbon offset gains. The central claims made by CORSIA on use of biofuels would require clearance of much of the world's forests, and the 15% increases in airline fuel economy would be overwhelmed by the increase in flights, as exemplified by the proposed expansion of Bristol Airport.

It is the poorest countries in the Global South that suffer the most from our greenhouse gas emissions, despite themselves having negligible emissions. Many countries in Sub-Saharan Africa will effectively cease to exist if we do not drastically reduce our carbon emissions. Within societies, it is the poorest members that are most impacted, without the financial resources to protect themselves from the global effects, and, living in inner city areas closest to major road links, suffering most from localised effects.

The West of England Combined Authority region will be impacted directly by the airport expansion. The increased travel from attracting customers from a wider catchment will contribute to an already heavy traffic load in the City. Routes from the North (M5) and the East (M4) to Bristol Airport are still directed through Bristol.

Professor John Tarlton

STATEMENT 39 – Lindsay Berresford

I would like to make the following statement regarding the Bristol Airport Expansion.

We are at a time when the global climate crisis is threatening the survival of humanity and in the place where the council were the first in the UK to have declared a climate emergency.

This is a time to be taking drastic action and to be setting an example for the rest of the UK.

It feels like it should go without saying that expanding Bristol's airport at this time is both catastrophic environmentally and sets a terrible precedent. It is communicating the message that the 'climate emergency' is not in fact an emergency and business as usual is a perfectly appropriate response.

We don't need more air travel, we need to start finding other solutions. Bristol is a thriving city full of alternative ideas and brilliant businesses. We don't need a bigger airport to 'keep up', we can lead the way with sustainable ideas for the future.

As a mum of 3 young children, I am desperately fearful for their future. Please, for all our children, put a stop to this.

Thank you

Lindsay Berresford - Bristol resident, business owner and mum of 3

STATEMENT 40 – Caroline New

Dear metro Mayor and Councillors,

In considering how to advise the North Somerset Councillors charged with deciding whether to grant Bristol Airport permission to expand, I urge you to consider the implications of your own Climate Emergency Declarations. It is quite true, as Tim Bowles is quoted as saying, that measures to mitigate climate change are compatible with good business decisions. But the airport's desire to expand its operations points towards stranded assets rather than sustainable profits, and is not in the interests of any section of the region's population. The serious and urgent climate emergency we face is likely to require, in the near future, a hefty tax on carbon or some other measure to discourage flying, whichever government will be in power. It makes far more sense for WECA to encourage training programmes to increase capacity to expand renewables and retrofitting than to encourage more airport parking and shopping malls. Investment in airport expansion is incompatible with the government's 2050 goal for carbon neutrality, let alone the more ambitious goals of WECA and N Somerset. For the sake of residents, the Green Belt, our children's health and survival and that of future generations, please advise N Somerset planners to say no to the airport's desire to expand.

STATEMENT 41 – Alastair Halcrow

My name is Alastair Halcrow. My young family and I live in the West of England. After initially working with some of the largest companies in the UK, I now work helping businesses across the region with their strategies. I've come here today to talk about the climate emergency.

I want to say two things. Firstly, thank you for declaring a climate emergency last year. Clearly I don't have to spell out how critical this is for all our futures. Neither do I have to tell you that the climate now consistently ranks as a key concern for voters across the political spectrum.

Secondly, and the thing that bothers me is, when I have spent a bit of time looking at the documents you have published around your strategy and observing how WECA impacts the region, I can see very little evidence of any meaningful action around the climate emergency.

Your opening strategy page lists expanding "connections by road, rail, air and sea" as one of your three key areas of focus. Your strategy overview, published after you declared a climate emergency, boasts about the region's "aerospace cluster" and the "international airport" with some far smaller suggestions of initiatives for green infrastructure that feel tapped on at the end. These initiatives tend to be smaller grants, drops in the ocean.

The UN's IPCC report says the world has the technology, resources and ability to save us from the worst impacts of climate change. However, what the UN's scientists don't know is if the policy makers of today's world have the will to drive the changes we all so desperately need them to. Neither do we.

So what should you do?

Everyone here agrees that the world faces an unprecedented crisis. WECA needs to put the climate emergency at the front and centre of every single decision it makes. You have a number of regular reports on issues such as the business environment, people and skills, and quarterly economic bulletins. Only the Grand Challenges report you publish really addresses the climate emergency and it does so with a bit of desktop analysis and general patting of the region on the back.

Instead of this, you need to report on the impact each of your decisions has on the climate and do so as regularly as you review general business in the region. This report can include the funding for initiatives around sustainability and work as well as helping with walking and cycling. But it also needs to include the impact of everything you are involved with – road building, planning reform, airport expansion, public transport decisions – to name a few.

The idea that there can be modest grants given for tiny clean technology businesses while public transport is archaic, the airport capacity is growing and planning has little appreciation for the climate emergency that you yourselves

have acknowledged is, I presume, not the legacy that you want from your time in public office.

You have the ability to become a model region for the rest of the UK and the world. As you have already identified, the region is perfectly placed to lead a local fight back against these huge challenges we all face.

I urge you to put the climate emergency front and centre of every decision and every action you take; to turn the taps on for funding for better, cleaner public transport; to stand against the airport expansion; to focus planning on sustainability and to do all this for the sake of all your voters and their children.

STATEMENT 42 – Carla Smith

We are in a climate emergency. WE need to be radically reducing the amount of carbon we release into the atmosphere and aviation is one of the most significant offenders. Increasing traffic to our airports is completely at odds with the action we need to be taking right now to prevent climate and ecological breakdown. Expansion of Bristol airport would be contrary to both national and local declarations of emergency.

Bristol was the first council to declare a climate emergency - surely we should be acting to prevent more damage, not accelerate it.

STATEMENT 43 – Rosemary Collins

As a West of England resident who is extremely concerned about the climate emergency, I applaud WECA's declaration of a climate emergency and goal of carbon neutrality by 2030. However, it is worth noting that as we speak, North Somerset Council is due to vote on a proposed massive expansion of Bristol Airport. If these proposals are implemented, the airport's increased capacity will lead to increases of 59% in aviation emissions and 16% in vehicle emissions compared to 2017 levels, rendering carbon neutrality in the West of England impossible. Bristol Airport claims that the airport will be zero carbon, but this ignores the very high emissions from the flights themselves!

We need to achieve peak global greenhouse gas emissions this year to keep temperature increases below two degrees. We have a very narrow window to act to avoid passing on global ecological collapse to future generations. This calls for bold and radical action. For this reason, I urge WECA to use your influence to strongly oppose the expansion of Bristol Airport.

Thank you for reading my comments.

STATEMENT 44 – Harriet Williams

I hereby submit the following statement to this meeting, regards proposals to expand Bristol Airport

I object to this proposal on grounds it will greatly add to carbon emissions at a time when local authorities across the UK, including those within WECA have all declared a climate emergency. How can such an enormous expansion of Bristol airport possibly be squared with this? Quite simply, it can not, and I urge WECA to oppose these proposals.

I am affected by aircraft noise daily even living many miles away in East Bristol. I have friends and relatives who suffer far more worse in the Mendips, Weston and Sand Bay. We do not want to hear the 12,000 extra flights per year this proposal would entail.

I note that the case in favour of airport expansion is weak on many levels. Estimates of job creation vary wildly, 10,000 if you believe the airport, but only 1,000 if you believe their consultants. And it will surely harm the SW tourist industry - more cheap flights = more tourist expenditure spent abroad.

I also note that 'carbon neutral' aviation is a fantasy that's been talked about for years but never yet come true. The UK's Committee on Climate Change says aviation will account for 30% of the UK's total emissions by 2030, i.e. 'green aviation' is not likely any time soon.

As a parent of young children I look to local authorities to make responsible decisions about infrastructure projects that have a material bearing on their future. This is a prime case in point. Public opinion is turning, history is watching the decisions made now.

STATEMENT 45 – Nicola Bindon

As a WECA resident I wish to express my concern and objection to the mayor and committee's support of the proposed expansion of Bristol Airport.

WECA declared a climate emergency June 2019 and each council within WECA has also declared a climate emergency. How can the WECA mayor and the committee reconcile declaring a climate emergency whilst at the same time supporting airport expansion? The airport's pledge to become carbon neutral by 2025 is meaningless since it doesn't include emissions from aircraft or cars. Increased emissions from flights will totally nullify any reductions in emissions throughout the WECA region, at a time when rapid and wide-reaching decarbonisation is urgently required.

Noise from planes is already a problem for many, including myself, and would be significantly increased should expansion go ahead. Does the WECA mayor and the committee understand the full scale of the nuisance and health damage that will be caused to residents of WECA by 4000 unrestricted night flights and an overall increase in flight numbers? There is an increasing and indisputable body of scientific evidence detailing the serious negative consequences of noise on physical and mental health. It is not fair to blight the lives of countless more people and increase the suffering of those already impacted. It should not be for those who happily are unaffected to decide on behalf of those who are.

Bristol Airport's claims of the economic benefits have been grossly overstated, as shown by the New Economics Foundation report. Bristol Airport's own planning documents state that if the planned expansion goes ahead there would only be an extra 1000 jobs in the wider region and 95 in South Bristol, not the 10,000 that the airport has claimed in subsequent publicity.

There has also been an overstatement of future demand. In response to recent raised awareness about the climate emergency, people across Europe are increasingly looking to alternatives to air travel, and this is set to increase.

There are many more reasons why the expansion should not be supported, including traffic issues, loss of greenbelt and risk to ecology.

At such a critical time when the future of our planet hangs in the balance, dependent on our choices and action, I urge you to be on the right side of history. Once a tipping point is reached it will be too late to undo the damage.

STATEMENT 46 – Joanna Walter

I am writing because I would like to add my voice to those who are objecting about the proposed airport expansion.

All councils within the WECA district have declared a climate emergency. This doesn't mean recycling coffee cups.

It means starting from NOW that the planet is in an emergency state and that all our behaviours must change. This means looking at economics in a different way.

All money that is generated by oil/ fossil fuel is now a minus. There may be money in the bank but there are no natural resources left on the planet, the signs are here and now.

I work in a large garden near the airport and have done for the last 8 years. The traffic has gradually increased and now there are times when we have to shout to each other if trying to converse in the garden. The road traffic is heavier and the small lanes are congested with lorries and holiday traffic. The local farmers no longer grow crops – they park cars.

All of this without any expansion and the increases the airport are proposing are from 8.6 million flights to 12 million and then to 20 million.

How can this sit with the climate emergency that all 3 councils have declared?

How is it that the actual flights are left out of equations as though once the planes have left the ground they don't count?

This is such a crucial time for this decision. If you choose the wrong one you will be locked into a mistake of huge proportions and huge consequences and it will be seen by future generations as downright stupidity. Because we all know the facts that global heating is here.

It is now. And to add to it is shutting your eyes and hoping it will go away.

Imagine if the money required to expand the airport was invested in green and sustainable energy and retro-fitting houses with better insulation. What a brilliant move and this would create far more than the 1500 jobs than the airport expansion. And what a great feeling that the West of England is really facing up to Climate change.

STATEMENT 47 – Tim Bamber

I would like to submit a statement for the above meeting regarding plans for the expansion of Bristol Airport.

In ideal world I would love for Bristol Airport to be expanded. I have flown from there in the past and it is a pleasure to be able to fly to other destinations in Europe in just under 45 mins from my home. And it is a joy not to have to journey through London to do so!

But we live in a world that is far from ideal and we face huge problems, the biggest of which is the Climate Emergency, which both Bristol and North Somerset authorities have independently declared to be of critical importance. The idea of a carbon neutral airport is a fantasy. Technological developments in aeroplane manufacture are far too far down the line to have an impact to our emissions before it is too late. We cannot engage in the cognitive dissonance of recognising the scale of the crisis on the one hand and engaging in retrograde actions like airport expansion on the other.

I would love to see the South West and Bristol develop its links, economically and culturally, with the rest of the UK, Europe and the world, but we must look to doing this through more carbon-efficient forms of transport, such as investing and subsidising rail links to the rest of Europe.

In addition, there are other major concerns over the expansion of the airport. 12m passengers would mean an additional 9,500 car journeys a day in already congested roads. The public transport to the airport is very poor; it is the only major airport in the UK which has no rail link, so a very high percentage of passengers drive to the airport. The airport are applying for an additional 4,550 car parking spaces including a five storey car park on the Greenbelt. The current position has led to a major problem with 'rat-runs' around the airport and illegal parking on local rural land.

If the application is successful, there will be 4,000 unrestricted night flights between 23.30 and 6.00. Various health studies have shown that aircraft noise at night can be especially damaging to health and can result in the dysfunction of blood vessels and cause long-term cardiovascular disease.[2] The elderly and the young are particularly at risk. This is in addition to the nuisance caused during the summer when residents underneath the flight paths are likely to have their windows open at night.

As an asthmatic and father of a daughter with a genetic condition on long-term ventilation support, the issue of air quality is critical to me, and Bristol's air is already extremely poor. With both air pollution and the climate emergency posing huge risks to public health, this must be the salient issue in councillors' minds when deciding their position. **Economic benefits to the region can never be justified at the expense of constituents' health.**

With thanks and regards,

Tim Bamber

STATEMENT 48 – Jackie Head

I am here to ask if you will make a stand as a combined authority, against the expansion of Bristol airport.

You will be aware of the airport's arguments for expansion, and some of you may even have already read the officers report recommending approval.

You are probably aware of the New Economics Foundation report criticizing the validity of the airport's claims and recommending the planning application is not approved. You will know there are thousands of objections from local people and might have seen the recent Friends of the Earth report pointing to the craziness of facilitating increased carbon being put into flight by approving expansion.

The point I would like to make is this. We know that people living under flight paths are more likely to experience sleeping difficulty, more likely to have respiratory difficulties and serious diseases, and that their babies are more likely to have a lower birthweight and physical difficulties. We know they already experience traffic congestion, air pollution and noise pollution directly attributable to carbon emissions from flying.

Each plane that flies is a unit of carbon burnt, and each unit of carbon burnt impacts on local people and beyond the local area too, contributing to global warming, loss of biodiversity and the extinction of species. The balance is fragile.

How when we know about this delicate balance can we even consider airport expansion?

Your local authorities and many of your individual parishes have declared a climate emergency. If you don't stand against the airport expansion, then this means nothing.

North Somerset council need to hear from you in a clear and unequivocal way. The Councillors need to know that you have your hand on their back, if they decide to take the courageous decision to go against the officers' report and reject the planning application.

Other councils have done this, meaning Southampton and Stansted Airport plans to expand have been rejected.

Becoming ill and disabled over the last 2 years has given me a profound understanding of human frailty and has made the sap rise in me to help protect this beautiful planet.

I am here to remind you of our human frailty and to ask you to make a public stand against the expansion of Bristol Airport.

STATEMENT 49 – Jemima Alexander

I am writing as a very concerned citizen. I am against the expansion of the airport because it will increase net carbon output hugely at a time when we are trying to work towards being carbon neutral by 2050.

As WECA has declared a climate emergency it feels imperative that they honour this by blocking attempts at expansion. There are no climate benefits to be found in this plan and even the proposed economic benefits have been proven to be "grossly overstated"

I am not an expert, but the sources I quote are, I expect you have seen them before but I am going to quote them again please read them and allow them to help you to make the best decision for future generations:

Claimed Economic Benefits

The Airport have consistently over-estimated the number of jobs that will be created by the expansion widely quoting figures such as 10,000. York Aviation have produced an Economic Impact Assessment on their behalf which states that the actual total number of additional jobs (both direct and indirect) in the whole of the West of England as a result of the expansion is 1,050 (page 52 of report).

However, the New Economics Foundation have produced a critical report looking at the airport's figures called '*Evaluating the Case for expansion of Bristol Airport*' (www.nefconsulting.com/our-work/clients/cpre-expansion-of-bristol-airport/) commissioned by the Campaign to Protect Rural England. The purpose of this report is to examine the Economic Impact Assessment produced by Bristol Airport and submitted as part of their planning documents. The NEF report's overall conclusions are that because of the methodology used the report produced for Bristol Airport '*grossly overstates the economic benefits*'.

It also states that because of an overstatement of the demand and the constraints likely to be put in place by the government to constrain air travel '*the expanded capacity of Bristol Airport would be redundant...*'.

Carbon neutral airport and technological solutions

The airport say they will be carbon neutral by 2025 but this only refers to their internal operations and does not include either the planes arriving and leaving or the cars to get the passengers there[10].

The Committee on Climate Change (CCC) is a Government appointed, independent scientific advisory board. Their September 2019 report to the Government stated that

Aviation is likely to be the largest emitter of carbon in the UK by 2050; accounting for 30% of the total. They also state that it is likely that no long haul electric flights will be in service by 2050 and planned hybrid planes (electric/conventional) will make up less than 10% of the total miles flown.

STATEMENT 50 – Jack Alexander

I'd like to add my strong opposition to the plan to expand Bristol airport, which will increase greenhouse gas emissions. As an organisation that has declared a climate emergency, please act consistently with this declaration and reject the plan.

STATEMENT 51 – Bristol Schools Climate Action

As a group of families with young children, we write to ask WECA and all its constituent authorities to oppose the expansion of Bristol Airport.

The Bristol Schools Climate Alliance formed to represent the interests of children and future generations. Over 1,000 people took part in our spontaneous school-gate protests last summer, held in solidarity with Bristol Youth Strike 4 Climate.

There is little time left to avert catastrophic climate change. Now is the time to act. Now is not the time to add 600,000 more tonnes of CO₂ to the atmosphere ever year by increasing Bristol Airport passenger numbers by nearly 50%.

The airport expansion is wholly inconsistent with the climate emergency declared by WECA. We urge all your member authorities not to submit to overinflated estimates of job creation and overoptimistic 'green aviation' scenarios. We urge you to publicly oppose these proposals before the planning decision by North Somerset Council next week, following the example set by Stansted Airport's local authority which just refused an expansion there on grounds of noise, air quality and climate change.

These same impacts already affect us deeply in Bristol. We do not want or need 12,000 more flights per year. We look to you to make responsible decisions about long-term infrastructure projects with a material bearing on our children's future. This is a prime case in point. Public opinion is turning, history is watching the decisions made now.

Sincerely

Sophie, Megan, Hannah, Harriet and Chloe on behalf of BSCA

STATEMENT 52 – Daisy Brickhill

Our generation has a crucial legacy to the future of the planet - we must be the ones to make the transition to sustainable living. Already global temperatures are reaching new record highs around the world. We have watched as Australia burned, forcing people from their homes and burning millions of animals alive. Closer to home, much of North Somerset is especially at risk from rising sea levels. Airport expansions are a backwards step in a time when we need to be making strides forward.

Quite rightly, North Somerset and Bristol Councils have declared a Climate Emergency arising from the increase of the amount of carbon in the atmosphere. Current carbon emissions from Bristol Airport are 945,000 tonnes of CO₂ per year. At 12 million passengers per year the figure would be 1,568,000; an increase of 623,000 tonnes. Effects of carbon, other gases and contrails in the high atmosphere means that the net impact of the carbon from aviation is at least doubled.

The claim by the airport that it will be 'carbon neutral by 2025' is misleading in the extreme. This refers only to internal operations and does not include either the planes arriving and leaving or the cars to get the passengers there. Offsetting the light bulbs used in the airport buildings with a few trees is merely greenwash in the face of the extra **623,000 tonnes** the expansion would cause.

The Committee on Climate Change (CCC) is a Government appointed, independent scientific advisory board. Their September 2019 report to the Government stated that: "Aviation is likely to be the largest emitter of carbon in the UK by 2050; accounting for 30% of the total. They also state that it is likely that no long haul electric flights will be in service by 2050 and planned hybrid planes (electric/conventional) will make up less than 10% of the total miles flown."

The South West should be working to be ahead of the curve - true sustainability will generate a thriving economy with many new skills and jobs required. We should be investing in those areas that can put us in pole position in this time of transition. We must do the right thing for the South West and for the planet. That is **not** an airport expansion.

STATEMENT 53 – Richard Baxter

Why Is The Impact Of Bristol Airport Omitted From WECA's First Climate Emergency Update?

I find it absolutely astonishing that WECA has completely ignored the impact on the region's biggest greenhouse gas emitter in its 6 monthly update on tackling the climate emergency (Item 15). This report is a complete waste of time in suggesting ways to become carbon neutral because whatever projects you continue to pursue over the coming months/years will be cancelled out by carbon emissions from Bristol Airport.

Two of the three constituent authorities support the expansion of the airport on grounds of better connectivity with the rest of the UK/World, increased jobs and economic contribution for the region. Good compelling reasons that have unfortunately been overstated by the airport according to the New Economic Foundation report that examined the Airport's application.

I applaud Bath & North East Somerset for looking past the hype and actually focusing on the impact on the health and wellbeing of local communities, the sheer logistics of accessing the airport and reconciling the fact that we cannot tolerate a huge increase of CO2 emissions amounting to 627,000 tonnes per year. B&NES declared a climate emergency and looks like they are determined to act on that commitment by opposing the application to expand the airport.

There are over 20 other local and regional airports seeking expansion in the UK. Last week the councillors of Uttlesford District Council had the temerity to turn down the application to expand Stansted. This week Southampton City Council opposed the plans to extend Southampton's runway so that bigger aircraft and more passengers could fly. On both occasions, one of the reasons given to oppose their plans was that it would "exacerbate" the climate crisis

I ask this Combined Authority to act as if there is a climate emergency. You cannot cherry-pick those areas to decarbonise. You have to consider and act on all areas. You certainly cannot look the other way and allow the region's biggest emitter of greenhouse gases to expand. The health of your constituents, the health of the local environment and the health of the planet are all at risk.

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