

**Joint meeting - West of England Combined
Authority Committee and West of England Joint
Committee**

21 September 2021

Public statements

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JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE & WEST OF ENGLAND JOINT COMMITTEE - 21 SEPTEMBER 2021

Agenda item 4 – Statements received (full details set out in following pages):

1. Nigel Shipley - Item 7 - Motion on Bristol airport expansion
2. Jacqueline Walkden - Item 7 - Motion on Bristol airport expansion
3. David Redgewell - Item 8 - Principles for a refreshed climate emergency ambition
4. Rob Porteous - Item 7 - Motion on Bristol airport expansion
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8. Marcus Grant - Item 7 - Motion on Bristol airport expansion
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16. Jerome Thomas - Item 8 - Principles for a refreshed climate emergency ambition
17. Stephen Clarke - Item 7 - Motion on Bristol airport expansion
18. Mike Birkin - Item 8 - Principles for a refreshed climate emergency ambition
19. Dr Tessa Cook - Item 7 - Motion on Bristol airport expansion
20. Richard Baxter - Item 7 - Motion on Bristol airport expansion
21. Jackie Head - Item 7 - Motion on Bristol airport expansion
22. Councillor Martin Fodor - Item 7 - Motion on Bristol airport expansion; Item 8 - Principles for a refreshed climate emergency ambition; Item 9 – Green recovery fund
23. David Tudgey - Item 8 - Principles for a refreshed climate emergency ambition

24. Katrina Billings - Item 8 - Principles for a refreshed climate emergency ambition

STATEMENT 1 – Nigel Shipley

Statement for the Extraordinary, Joint meeting - West of England Combined Authority Committee and West of England Joint Committee, 21st Sept 2021

The New Economics Foundation has [reported](#) significant inaccuracies in Bristol Airport's economic benefit arguments for expansion. They reported how the airport cherry-picked the methods they use in their analysis to create a "*grossly overstated*" expansion argument. The NEF report says that by overstating passenger demand the claimed economic benefits to the region are inflated by almost 50% for the West of England region and 70% for the wider south-west region and Wales. For their estimate of the boost to tourism, the airport uses national data on spend per tourist rather than regional benchmarks, which NEF say could mean an "*overestimation of the benefits by more than a third*". If the economic benefits of expanding the airport are trivial what is the justification to expand it?

All three local authorities have declared a climate emergency and have published plans to reduce our carbon emissions, but we have not seen actions leading to significant reductions. The IPCC tells us that - *The evidence is irrefutable: greenhouse gas emissions are choking our planet & placing billions of people in danger. Global heating is affecting every region on Earth, with many of the changes becoming irreversible. We must act decisively now to avert a climate catastrophe.*

You now have the opportunity to lend your voice to preventing an additional million tonnes of CO2 emissions per year. If you fail to do so, when the crisis is fully upon us, you will look back and see that you were on the wrong side of history. Now is the time to take decisive action to address the climate crisis by opposing this destructive airport expansion.

STATEMENT 2 - Jacqueline Walkden

Statement to WECA on the motion **The Joint Committee resolves:**

- To oppose the latest plans to expand Bristol Airport.'

I'm writing to urge WECA to support the motion. Last week, I listened to the expert witnesses give evidence to the airport inquiry. One of the things that is most apparent from listening to them is that when Zero emission targets are set by governments (local and national) there has to be a clear strategy on how to reach it otherwise chaos ensues as everyone tries to get in their applications before the authority wakes up to how seriously off target they are. At the moment, the UK is overcommitted to carbon producing plans which will make the target of a 78% reduction by 2035 impossible. Pretending the national target can be reached while airports, coal mines and oil fields are being given the go-ahead is setting us on the road to disaster.

Regional authorities need to take note of this mismatch between policy and plans, because it is replicated at this level by more road building, and developments which can only be successful if there are more vehicle journeys. As one of the experts said last week, the UK cannot increase its CO2 emissions and reach the Zero target. In spite of the work that has been done on reducing emissions, we are way off track to meet the targets. To suggest that this airport is only a tiny percentage of total emissions is to miss the point. The analogy used by an expert witness was of a passenger arriving at an airport and being told the plane they wanted to catch is full. The passenger then pleads saying 'but I'm only one person and it's such a big plane, there must be space somewhere.' Full planes can't take more passengers without jeopardising the safety of the flight. We can't increase our carbon emissions without jeopardising the planet. The technology for low-emission planes and sequestration is not there yet. So WECA should follow the Committee on Climate Changes advice and not support expansion until there has been a demonstrable drop in emissions, over and above the planned trajectory.

Jobs are often cited as a reason for supporting the airports expansion, but last week the inquiry learned from an aerospace engineer that many engineers are worried about the unchecked expansion plans of many airports. They know what is possible in the next 14 years and they know that the technology isn't there to achieve the necessary reductions. Particularly as it relies on third parties (airline companies) to adopt it. Therefore they think expansion could tip the balance in emissions leading to severe restrictions in flights, which may in turn mean a catastrophic loss of jobs in the industry and in airports in general. Too much of a good thing kills you. You have to know when to stop.

Of course there are many more reasons to support the motion. These include the effect that the current level of activity is having on the health of residents in neighbouring areas of North Somerset (the inquiry has heard of the sleepless nights and the consequent problems with high-blood pressure and other stress related conditions, even in those not conscious of the noise). It also needs to be

acknowledged that the plan is against the wishes of the democratically elected council in North Somerset and that the decisions authorities take now will affect the lives of future generations not only locally but across the world.

Jacqueline Walkden

STATEMENT 3 – David Redgewell

Statement on the climate change emergency plan.

We are concerned about the lack of a decarbonised public transport network plan for the mayor of west of England combined authority and North Somerset council area.

We have no regional Targets.

There does not appear to be timescales in line with the Department for transport dates of December 2030 to remove all Diesel buses from the public transport network in line with First group with its Regional bus Depots in Bristol Hengrove, Lawrence Hill, Bath Weston island, Weston super mare and Wells Somerset. Stagecoach west depots at Patchway Bristol, Gloucester, Stroud and Plymouth. Faresaver buses in Chippenham.

Hct group bus depot at Parson street Depot and Rapt Bath in Keynsham. Somerset.

As Mayor Dan Norris is responsible for the bus network in the west of England combined authority area with North Somerset council through a joint arrangement under the bus back better Bus service improvement plan.

We need clear targets for Electrification of the bus network and target for Gas power buses and hydrogen buses.

Targets to improve bus services.

Network work improvements extra bus service passenger journeys.

Information to the travelling public.

Realtime information displays. Paper timetable at bus stops.

Investment is required for bus shelters bus and coach station.

There should also be clear targets bus services across the network especially on orbital network such as 18 Kingswood, Warmley, North Common, Oldland Common, Willsbridge, Keynsham, Saltford, Newbridge, Bath spa bus and coach station.

Service 5 Downend, Oldbury Court Fishponds, Stapleton village, Eastville park, Stapleton village, St Werburghs, St Paul's and Bristol city centre.

The loss of an evening and Sunday services.

The 19 Cribbs Causeway bus station to Patchway, Bristol parkway station uwe Bristol, Frenchay, Hambrook, Downend, Staple Hill, Hillfields, Kingswood, Warmley, Cadbury Heath, Oldland Common, Bitton, Kelston, Weston, RUH back Entrance, Bath spa bus and coach station.

Has no evening service.

Rural bus services.

With the climate change emergency and bus services improvement plan and the joint local transport plan with North Somerset council.

We need clear Targets for journeys by bus and coach, walking and cycling within the climate change emergency.

Strategic plan

With West of England mayor combined authority and North Somerset council opposing the Expansion of Bristol Airport.

Whilst it is important to improve public transport network to Bristol Airport by Bus from Bristol bus station Bristol Temple meads station to the Airport.

Buses from Bath spa, Keynsham, Brislington, Hengrove, Bishopsworth and Bristol Airport.

Coach service from Plymouth, Newton Abbot, Exeter, Wellington, Taunton Bridgwater, Brent Knoll, Churchill, Bristol Airport and Bristol city centre. By stagecoach. This route needs to look at electric Coaches.

And a mass transit light rail link to Bristol city centre and Bristol Temple meads.

With regards to the Railway alternative to flying with the UK and Europe. The climate change emergency plan for the West of England mayoral combined authority and North Somerset council.

North Somerset council needs to be a full member of the West of England combined authority.

With a governance review.

The railway plan for decarbonisation in the West of England combined authority and North Somerset council.

There appears to be no target for extension of the Great Western main line Electrification to Bristol Temple meads via Bath spa, Oldfield Park and Keynsham with all the Bridge and track lowering work been carried and extra track on Filton Bank and Bristol east junction are completed the electrification process to Bristol Parkway and Patchway.

Other routes needing electrification are the main line to Birmingham. For Manchester, the North and Scotland.

To Weston super Mare, Taunton and the rest of the south west Exeter, Plymouth and Penzance.

The local railway line in metro from Bristol Temple Meads station to Ashley Down, Horfield, Filton North for the area and Henbury for Cribbs Causeway. Bristol Temple Meads to Ashton Gate, Pill and Portishead.

Bristol Temple Meads station to Clifton Down, Avonmouth Dock and Severn Beach.

We need electrification of the freight lines to Bristol Temple Meads to Portishead line for Portbury Dock and Bristol Temple Meads to Henbury and Avonmouth.

Bristol Temple Meads station to St Anne's Park new station, Keynsham, Saltford new station, Oldfield Park, Bath spa, Freshford, Avoncliffe, Bradford on Avon, Trowbridge, Westbury, Warminster or Frome.

We need to make sure that with new railways, station lines service keep operating Bristol Temple Meads station to Bath spa to Chippenham, Swindon and London Paddington.

Bristol Temple Meads to Bath spa to Westbury, Salisbury, Southampton Portsmouth.

Bristol Temple Meads to Bath spa, Westbury, Frome, Yeovil, Dorchester west and Weymouth.

We need to upgrade and electrification the region railway network.

With First group, Great Western railway and South Western railway and cross country trains.

We need a West of England mayoral combined authority and North Somerset council plan to decarbonise our Railway working with Network rail western route with western gateway transport board and south west transport.

We must prevent the loss of service Bristol Temple Meads station, Keynsham, Oldfield Park, Bath spa, Bradford on Avon, Trowbridge, Westbury, Warminster, Salisbury to London Waterloo.

Because the Bristol Temple meads to Westbury metro service will get the path.

Discussion should take place to south western railway operating operation a 2 hourly service to London Waterloo.

As both Great western railway and south western railway are First group companies.

The mayor strategic plan should also have clear climate change target for net zero by 2030.

David Redgwell

Additional comments;

Bristol disabled equalities forum is working with Bristol city council and he Bristol mayor on the climate change emergency.

We are holding public consultation on the climate change emergency and disabled people.

We would like to clear targets in the west of England combined authority and North Somerset council.

Climate change emergency plan taking account of the Public sector equalities duty Network rail western route diversity equalities impact assessments.

Disability people wish to see the metro mayor Dan Norris delivery a fully accessible and inclusive public transport network both for bus services bus station interchanges.

Target for electric hydrogen power buses gas buses will talking passengers information Double wheelchair spaces and bus stops castle kerbs shelter with passengers information realtime screens and talking bus stops and information at Bus stations and interchanges and Railway stations.

We welcome the metro mayor opposition to the Expansion of Bristol Airport. But we fill that an improved and electricified railway system needs to be developed both linking the Inter city Express network and the local metro west railway network in the lines

From Bristol Temple meads station keynsham oidfield park Bath spa Freshford Avoncliffe Bradford on Avon, Trowbridge and Westbury.

Bristol Temple meads to pill and portishead.

Bristol Temple meads station to Lawrence hill station Stapleton road station both station are not fully accessible Ashley down new station Filton Abbey wood, Filton North for the arena Henbury for cribbs causeway bus station.

Filton Abbey wood Bristol parkway yate Charfield cam and Dursey stonehouse Bristol road and Gloucester central.

On the Bristol Temple meads to Weston super mare and Taunton railway line

We need Bedminster station to be made fully accessible Parson street station Nailsea and Backwell Yatton for Clevedon, Worle Parkway station and Weston Millon and Weston super mare

We need a fully accessible decarbonised railways by 2030

And the Chippenham to Bath Spa Bristol Temple meads and Bristol Parkway line fully electrified.

Community transport companies need fleet of Clean fuel buses gas electricity and hydrogen.

We do not see clear targets for buses and public transport.

We need to see more Public consultation on the bus, cycling, walk and e scooter

On pavements widening designed bus boards and drop kerbs.

An example of this is the Bristol to Bath A4 cycling walking and Public transport strategy consultation. Continues pavements.

Accessible taxis policy for South Gloucestershire Council

Taxi access strategy for the West of England Combined Authority and North Somerset Council.

Yate master plan.

Thornbury High Street.

Bath City Centre Security Zone .

Bristol City Central Pedestrianisation of Bristol Bridge and the Old City.

Kingswood town centre.

Weston super mare bus and coach interchange. LEF funding.

Review of disabled parking and electric charging points especially at Supermarket .

Mass transit system

All projects funded by the Metro Mayor Dan Norris and the West of England Combined Authority

On planning we have a clear plan at a strategic level by the Metro Mayor Dan Norris and the Combined Authority.

With targets for more affordable housing and council homes in the West of England Combined Authority and North Somerset Council.

Especially home built to meet needs of disabled people..

Regeneration of brownfield land

Protection of green space and parks .

Including a rural inclusion policy.

The present climate change emergency plan at the West of England Combined Authority lack any delivery date or targets.

We hope Mayor Norris will review this policy with Bristol City Council, Bath and North Somerset Council and North Somerset Council.

Bristol Disability Equalities Forum support a governance review of the West of England Combined Authority and North Somerset joining the Authority.

Gordon Richardson Chair Bristol Disability Equalities Forum.

David Redgewell, South West Transport Network and Railfuture Severnside.

STATEMENT 4 – Rob Porteous

I wholeheartedly approve of Mayor Dan Norris's decision to oppose the expansion of Bristol Airport, and his intention to set up a £20 million Green Recovery Fund. I agree that now is the time for increased ambition to reduce carbon emissions in the face of a climate emergency that is becoming ever more apparent. It does not make sense to me that Bristol Airport is appealing against the decision not to allow the expansion, at a time when demand for flights has significantly reduced; when it is crucial to find ways of living more sustainably; and when we need to be developing green technologies that can be a basis for future prosperity rather than reverting to systems and behaviours that are no longer fit for purpose. The expansion of Bristol Airport would make the intention to become carbon neutral by 2030 unattainable. It would be detrimental to the wellbeing of citizens and the right of future generations to live in an environment free from pollution and extreme climatic events.

Thank you

Rob Porteous

STATEMENT 5 – Richard Prior

Please could I send you my statement (below) that I made in objection to Expansion of Bristol Airport when I addressed the Inquiry on 16th September - and in support of the following motion

Motion on Bristol Airport Expansion Motion to be moved by Metro Mayor Dan Norris. 'The Joint Committee recognises: - There is a climate and biodiversity emergency. - The West of England has ambition net zero targets for 2030. - The proposed expansion of Bristol Airport is one of the biggest carbon decisions in the region for the coming decade. - The pandemic has significantly reduced air travel with a 75.6% drop in passenger numbers in 2020. - Bristol Airport's role as an employer in the region and the need for a just transition to a greener economy that does not leave workers worse-off. - Bristol City Council and Bath and North East Somerset Council opposition to current airport expansion and North Somerset Council's decision to refuse planning permission to expand beyond 10 million passengers a year. The Joint Committee resolves: - To oppose the latest plans to expand Bristol Airport.'

Bristol Airport Planning Inquiry – 16.09.2021 – Richard Prior

God of power and mystery

Who made the universe out of nothing.

everything that exists owes its being to you

and without you there would be neither time nor space,

landscape nor any companion creatures:

We thank you for the gift of life on earth;

For the ground beneath our feet and the sky above,

For water and air and the morning light.

Help us to see this world as you do, with the same loving eye.

You who reign for ever and ever. Amen.

I am grateful for the opportunity to come here today as someone who lives locally, in BaNES, but I particularly want to come here representing the faith community. Those that have a spirituality, a faith in some kind of deity, a greater being, or in Mother Nature. That created this beautiful and extraordinary world we live on. We clearly have a huge responsibility to look after the planet for future generations but also for us now.

It is quite clear what impacts on life itself the current trajectory has brought us to and the catastrophic place we are heading. We didn't listen to scientists in 1990, 2015 and will we take very much notice of the latest IPCC report. This amazing creation we are destroying in a generation.

I am not a scientist, I am not an academic in climatology but it is so abundantly clear the threat we are all living through....

I happen to come here today as a Christian; I personally believe in a creator God. A God who I imagine must be literally weeping and watching us destroy his beautiful creation. The arrogance that we seem happy to make a financial gain from the destruction of this beautiful planet that we see being destroyed in front of our eyes at an extraordinary pace:

- the eco-systems, the extinction of so many creatures,
- the polar ice caps and glaciers melting,
- the desertification of agricultural land in the Global South but also in Europe,
- fires destroying huge swathes of forest that hadn't thus far been cut down

And yet we continue our CO2e emissions at an unrelenting pace.

I recently attended my Eco Church, a local church service that has been dedicated to ecological themes for over 10 years. Excuse me for reading the following prayer which I hope will convey some meaning to all of you who have a belief in some sort of greater being;

God of Life. Our planet is dying. We are responsible for the destruction of species and eco-systems.

Save us, for our death-dealing systems that rely on fossil fuels, that strip-mine the commons, that convert Your natural world into cold, hard cash.

Give us wisdom and courage to find new ways of living. Empower our children who are striking for the climate. Shield all who work for a healthy environment, particularly indigenous earth-protectors. Gift COP26 with robust and workable solutions to mitigate the very worst effects of climate disruption.

Oh God, this we pray. Amen

I also come here as a parent; I am so scared for them and the world we have brought them in to. We are seeing the shocking results of climate change now, what will their world look like when they are my age?

Many of you will have children, grand-children.... I read in the Daily Mail just this week that in a study based on surveys of 10,000 children 40% of them did not want to have children due to their concerns. The article went on to say;

The majority of young people are filled with anxiety over climate change, a new survey has revealed.

... more than three quarters (77 per cent) thought the future was frightening and nearly six in 10 said they were very or extremely worried about climate change.

More than half said they had felt afraid, sad, anxious, powerless, helpless and/or guilty, and almost half (45 per cent) said their concerns negatively affected their daily life.

Young people also feel governments are failing them, betraying future generations, lying about the impacts of actions taken on climate change and dismissing people's distress about the issue, the findings suggest.

It is shockingly ironic that Bristol Airport is owned by Ontario Teachers' Pension Plan.... A group of school students from North Somerset have made a video film appealing directly to teachers in the Ontario region in Canada to take a hard look at the environmental and social impact of their pension fund investment in Bristol Airport. You can see their concerns on U-Tube They are investing in the destruction of their future, of their planet

You have surely seen what all the climate scientists are saying, predictions about feedback loops and tipping points. Only it is happening far more quickly and is more catastrophic than predicted. You have seen the news bulletins daily! Every news bulletin seems to contain really concerning stories about climate change, yet some continue regardless. The expert witnesses here just last week telling you the damage aviation pollution creates. Clearly, we have to fly less and we have to appreciate the *true cost* of the cheap subsidised flights.

Those starving in Africa due to droughts, increased mortality on every continent, from heat exhaustion; the highest being in Central and South America (up to 76 per cent in Ecuador and Columbia) and South-East Asia. Every year heat kills tens of thousands of people. Heat killed over 100,000 people in 2018 in the European Union, when high temperatures soared. A new study suggests that higher temperatures driven by greenhouse gas emissions was at fault for 37 percent of heat-related deaths globally. The world has only warmed around 1 degree centigrade so far [that is on average and affects some areas disproportionately], but that's already enough to kill roughly 100,000 people every year if you apply this paper's estimate to the entire world. – what will be the effect of 2 or 3 degrees increase in temperature [above pre-industrial levels]?

Widely reported on the BBC news this week;

"Climate change: World now sees twice as many days over 50C"

The number of extremely hot days every year when the temperature reaches 50C has doubled since the 1980s, a global BBC analysis has found.

The article goes on to say;

"The increase can be 100% attributed to the burning of fossil fuels," says Dr Friederike Otto, associate director of the Environmental Change Institute at the University of Oxford

Indeed the World Health Organisation states that climatic changes already are estimated to cause over 150,000 deaths annually. That figure obviously relates to a 1 degree warming of the world, the rate will clearly increase at an ever-increasing rate.

There is a legal requirement to be carbon neutral by 2050, there is moral obligation to do so much better than that just look at the recent IPCC report...,

Global surface temperature will continue to increase until at least the mid-century under all emissions scenarios considered. Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO₂) and other greenhouse gas emissions occur in the coming decades.

And many climate scientist's predictions are even worse with the domino effect of the feedback loops and tipping points.

And you know, you have heard in this very room, from other presentations, just how damaging the emissions are from aircraft and the disproportionate impact that they are having on this dying planet. You have heard the evidence from: Professor Kevin Anderson, Sam Hunter-Jones, Finley Asher and others. You have heard the facts they presented to this inquiry; they are not motivated by money but motivated by the need to tell the scientific truths about the destiny we are facing.

We have also heard the false and dishonest claims about the carbon neutrality by Bristol Airport and the absurdity of ignoring the emissions from aircraft flying from the airport or the polluting cars driving to the airport making profits for the airport from their disproportionate car-parking fees. Unlike most airports there is no rail connection and the bus service is poorly integrated.

Dan Norris, the new Metro Mayor was democratically elected earlier this year and clearly stated that he was against the airport expansion. He recently has written;

*As a teenager growing up in our area, I remember a slogan of the time: "Think globally, act locally." That couldn't be more apt
I'm sticking to my commitment to oppose Bristol Airport's proposed expansion. That isn't about stunting economic growth, as some may paint it, it's about taking urgent, pragmatic action to protect our irreplaceable planet.
Of course we need more jobs here as we move from a brutal pandemic, but in green industries, not airports, investing in projects to be carbon neutral by 2030*

Dan Norris, actually added this week; *"Now is not the time to expand Bristol Airport"* The Labour Metro Mayor will propose a motion, seconded by B&NES Council's Lib Dem leader Kevin Guy, at a special meeting of WECA; the West of England Combined Authority's Joint Committee which he leads....meeting, scheduled for next Tuesday (21st September), will call on all four local council leaders to reject Bristol Airport's latest expansion plans

Remember as well as Metro Mayor, Dan Norris is a former MP and was Environment Minister. He lives in Pensford, Somerset. He was democratically elected on this platform of opposing Bristol Airport expansion....

We also hear from many others, including from the faith community, who know and understand the science, such as His Holiness Pope Francis, in a Ted talk within the last year (as well as previously) he stated;

*Science tells us, every day, with more precision, that urgent action is needed -- and I am not dramatizing, **this is what science says** -- if we are to keep the hope of*

*avoiding radical and catastrophic climate change. And for this **we must act now. This is a scientific fact.***

That was from one of the world's most important and enlightened religious leaders, the Pope.

Unfortunately, however, you will have heard the bizarre assertions of CBI SW's Ben Rhodes who seems to believe that increasing flying, with the implicit further destruction of the planet, is a rational way to proceed, to raise income to aid research re carbon neutrality. *Commercially viability* carbon neutral aircraft are at best decades away or more likely to be pure science fiction. Bio fuels are not the answer as with failing harvests and desertification we will need every acre we possess to grow food

Maybe those that wish to fly could all pay commercial rates, rather than the subsidised fares and a levy from them put into research – rather than encouraging people to fly due to cheap flights & then spend their money abroad rather than assisting our economy.

In Rabbi Jonathan Wittenberg's prayer for the day on Tuesday this week on Radio 4, he prayed about our need to think in greener ways and minimise carbon emissions. He stated that net zero is among humanity's most urgent goals. He prayed about inner renewal; and rededicating ourselves to establishing a just and compassionate society. But most important today is an environmental re-working of our relationship with nature and with greater humility. God gives humans dominion over all creatures, but dominion means responsibility. He quotes Isaiah and his vision of a world in which 'They neither hurt nor destroy in all [God's] holy mountain.' Adding "it's a mountain we urgently need to climb. God, give us the strength and determination to do so together" – he prays.

A Moslem view;

My responsibility to the planet is not just as a campaigner, but as a Muslim; to me, the two are now synonymous. Muslim community leaders have been very clear that neglecting to reduce our carbon footprint is neglecting our religious obligation. We were appointed by God as stewards to care and preserve this green and beautiful earth. I have both a civic and religious duty to ensure that I am proactive, because I will be accountable for my choices

Honestly, is there really anyone in this room when they take their heads out of the sand can honestly support the airport expansion; they are literally stealing something that is not theirs to steal, including life itself. We have to radically reduce our carbon emissions now!

I have heard it said, I have heard the accusation of nimbyism;

- planes flying over our heads in the early hours of the morning
- cars driving on unsuitable roads through our small villages
- turning green fields into tarmac for car parks to increase the profits of Bristol Airport

[it is the area where they make most their profits so are pro driving and not keen to encourage public transport – buses, there are no trains to this airport!]

No all these are important points but it is not nimbyism. Rather than not being in our back yard, it is a global issue; not on our planet! I am here today because of the planet, God's incredible creation that we are all guilty of destroying.

I am a member of Christian Climate Action;

Christian Climate Action is a community of Christians supporting each other to take meaningful action in the face of imminent and catastrophic anthropogenic climate breakdown. We are inspired by Jesus Christ and guided by the Holy Spirit. Following the example of social justice movements of the past, we carry out acts of public witness, nonviolent direct action and civil disobedience to urge those in power to make the changes needed.*

*those that are derived from human activities

Since November 2018 we have worked closely with Extinction Rebellion and have become known as the Christians in XR.

I know many people who have made huge sacrifices due to their concerns; they have been arrested, received large fines and even gone to prison. While they make a huge sacrifice financially and with their freedom, others are happy to profit financially despite causing death and destruction to the earth with its catastrophic financial cost as well as the cost to life itself. There are parallels from past with the lies told by the tobacco industry faced by accusations of causing death through their industry. However, the consequences from this, is far more catastrophic.

Isaiah 24:4-6 NIV

4 The earth dries up and withers, the world languishes and withers,
the heavens languish with the earth.

5 The earth is defiled by its people; they have disobeyed the laws, violated the statutes
and broken the everlasting covenant.

6 Therefore a curse consumes the earth; its people must bear their guilt. Therefore earth's inhabitants are burned up, and very few are left.

I pray that is a prophesy of what is to come.

Earlier this month, the Government published a policy paper; "Valuation of greenhouse gas emissions: for policy appraisal and evaluation" In this paper carbon values are used in the form of a cost-benefit analysis to assess whether, taking into account all the factors such as

the impact of climate change and the environment. It clearly sets out that to meet our *statutory* obligations towards net zero, [and they are *statutory* remember!] we need to meet our 5-yearly carbon budgets.

The government has to take full account of climate change impacts of all projects appraising and evaluating their carbon values. They have to ensure the climate impacts of policies are fully accounted for and be transparent and consistent in decision making.

It is quite clear, when one takes in the overall evidence that has been submitted to this inquiry, the overall intended increase in flights and thereby the overtly planned increase in climate change gasses, would conflict with this government paper as well as our legally bound commitment to reduce our carbon equivalent gasses. It would also be extremely embarrassing with our leadership in COP26. Therefore, with all that we have heard in this room, we can be completely unequivocal that this application for the expansion of Bristol airport must be refused.

If you will excuse me, I would like to finish with a prayer that we finished with at the recent Eco Service:

Lord our God, you renew the face of the earth
And bring newness to our world:
Restore the waters,
Refresh the air,
Revive the land,
Breathe new life into your creation,
And begin with us.

Thank you

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School students from North Somerset school

<https://www.youtube.com/watch?v=HwpB6aLOnVU>

Prayer for the day, Radio 4 14.09.2021

<https://www.bbc.co.uk/sounds/play/m000zkql>

STATEMENT 6 - Peter Travis

CLIMATE EMERGENCY AND BUSES (CROSS BORDER TO BATH & BRISTOL)

SEPTEMBER 17, 2021

PETER TRAVIS CO CHAIR OF SOMERSET BUS PARTNERSHIP

- 1 There are a substantial number of passenger journeys made between the towns & villages of Mendip to the cities of Bath and Bristol in the West of England Authority.
- 2 Bristol and Bath provide employment opportunities, both secondary and tertiary education, medical services, retail shopping, dining and entertainment to residents of Mendip, indeed many new residents have and are opting to move to Mendip chiefly because of the employment and leisure opportunities offered by the two cities ... new housing developments in Mendip are the consequence of the growing appeal of relocating to the country but with city access. In turn, residents of the Mendip towns and villages supply skilled workers for the businesses and institutions within WECA plus Mendip towns and provide a large customer base of affluent consumers on the doorstep of Bath and Bristol. A customer base which must be of particular importance given the large fall in the number of international tourists visiting Bath as a result of concerns over Covid.
- 3 Currently, most of these cross-border journeys are undertaken by car, often at peak times causing both congestion (on the A36, A37) and pollution, it is noteworthy that Bath has had to introduce a CAZ scheme in the central Bath area and that Bristol plans to launch one next year. There is a need to reduce the carbon footprint of this travel pattern and encourage a modal switch away from (single occupancy) cars.
- 4 The distance and the often very challenging terrain between Bristol & Bath and the Mendip towns & villages means that for most travellers active travel options is not a viable option, especially given both the lack of cycle lanes and pavements along the main roads from Mendip into Bath and Bristol. Especially not so on winter evenings!
- 5 There is a rail link from Frome to Bristol and Bath via Westbury that is popular for very late-night travel. However, Frome Station is distant from most of the housing estates in Frome and is not well served by bus connections, hence for most of the day the chief alternative to car travel cross border to Bath & Bristol is going by bus.
- 6 Bus services from Mendip to Bristol and Bath are provided by First Bus (since the withdrawal of Faresaver from the Frome/Bath route):
 - a. As with bus services everywhere, passenger numbers are below Pre Covid levels following the 18 months of messaging by the Government advising against travel by public transport. The Government advice has now changed but the message is not being asserted with much force, with no advertising people recommending to go by bus (or train) and with confused messaging over the need for mask wearing.

As a result of reduced numbers, it is probable that many of the cross-border bus services are currently not commercially viable.

- b. One route however does have a capacity issue which needs addressing and that is the Frome/Bath D2 route. Since the withdrawal of Faresaver X67, there has been a reduction by a third in daytime weekday rotations. At peak times (now that the schools are back) there is not enough capacity and some passengers (especially school children) cannot be accommodated on the D2 bus and so can't get to school, certainly not on time!

This situation will only become further exacerbated as yet more people return and more often to their workplace.

There is a particular problem concerning school children in Rode on the D2 route, there is a morning bus to take Rode school children to schools in Bath but the afternoon bus that takes children back home does not go through Rode. Rode secondary age children are forced to choose to wait for nearly an hour by the bus stop at Bear Flat for the next bus, which does go via Rode, or go to Woolverton and walk for a mile along a busy country lane with no pavement .. dangerous at any time of year but especially so when the dark nights return.

- c. Rode, which is the largest village between Frome and Bath, has a not-fit-for-purpose bus service, especially since the withdrawal of Faresaver which saw it lose several services which have not been made up by First. Currently, only four D2 buses go to Bath via Rode and only four make the return journey back from Bath to Rode. There are no morning buses at all from Bath to Rode and after 10am there is only one D2 bus that goes into Bath via Rode.
- d. Speedy journeys are recognised within the Bus Strategy as important if we are to attract motorists to leave their cars behind and travel to the cities by bus.

Bus lanes have been put in place on the Wellsway giving priority to buses but the closure of Cleveland Bridge has resulted in traffic jams which are seriously affecting all traffic entering Bath., including buses.

The journey times between the towns of Frome and Wells into Bath could be made faster if some of the buses went along the main highway and not go via the villages. For example, First has considered introducing a D2x double decker that runs along the A36 during the rush hour and does not go through the villages, this should be additional capacity as the D2 service via the villages would still be required (especially at rush hour) to compensate for the many Faresaver X67 services that ran previously and which have been lost since the withdrawal of Faresaver from the Bath/Frome route.

An express Mendip Explorer Bath service from Wells would reduce the journey time and make the bus a more attractive to car drivers than the current routing that goes through many villages en route to Bath.

STATEMENT 7 – Bill Roberts

Statement for the extraordinary meeting of WECA on Tuesday 21st September:

Peter Kalmus says: “As a climate scientist, I am terrified by what I see coming. I want world leaders to stop hiding behind magical thinking and feel the same terror. Then they would finally end fossil fuels”

This statement sums up my feelings. I support the motion to oppose expansion of Bristol airport. Given that the effects of climate change are being seen much more rapidly than most scientists have predicted, I am very afraid of what we are facing as temperatures rise further due to our continued large CO2 emissions. It seems crucial to me to reduce emissions as quickly as possible. Aviation causes very large emissions, and there are no solutions anywhere in sight to significantly change this fact. Therefore any airport expansion needs to be curtailed for the foreseeable future

**Extraordinary, Joint meeting - West of England Combined Authority
Committee and West of England Joint Committee
Tuesday 21st September, 2021**

Agenda item 7: Motion on Bristol Airport Expansion

**Statement from Marcus Grant, CMLI FFPH
Environmental Stewardship for Health**

Thank you for this opportunity to make a statement to this important meeting of the SW regional authority.

I provide an account of someone involved as a sole trader in a research consultancy providing support to the World Health Organisation Healthy Cities programme and United Nations Human Settlement Programme, UN Habitat, with reference to the UN Sustainable Development Goals, in particular human and planetary health. I was an associate professor for healthy urban environments and deputy director of a WHO Collaborating Centre until 2016, and now continue similar research and consultancy independently. I have been closely involved with urban planning, design and governance in relation to health within Bristol City Council, initially having a seven year part-time secondment and latterly through founding a neighbourhood health integration team under the auspices of Bristol Health Partners. I am Editor-in-Chief of a peer reviewed academic journal called Cities & Health.

- I will speak firstly to my own business trends in terms of international travel.
- Then reinforce messages I hope you have already heard about the threat to planetary and population health posed by the impact of aviation related carbon emissions.
- And conclude with brief observations from my attendance at COP15 (Copenhagen) and speaking at the COP21 event (Paris).

So firstly, as a research consultant I have the opportunity and am asked to attend many international project meetings, and conferences and also to provide education and training overseas. Over the past seven years or more, I can track a steep decline in the degree to which I undertake these commitments using flights. I have been year on year cutting down on air travel, due to the known impact on climate breakdown. Initially there used to be two prongs to this.

- Firstly, restricting long haul flights to one a year, from a previous two or even three.
- Secondly, across continental Europe, traveling one way by air and return, say, by train. As such for business I have travelled to, or come back, by train to Bristol from Coimbra in Portugal, from Barcelona, Freiburg, Rotterdam, Copenhagen, Berlin and even Vienna. The later in a single day, city centre to my home in Bristol.

More recently, with the experience of the pandemic and the rise in virtual and also hybrid conferences, I now intend to reduce further my air travel, probably to one long-haul flight every other year, if that. I intend all continental travel, business and leisure to undertaken by surface modes.

Threats to population and planetary health. My work involves engaging with the World Health Organisation as an expert advisor. So I accept that I am sensitised by

their conclusions for health from climate breakdown. As we know from the IPCC, 'extreme heat thresholds relevant to ... health are projected to be exceeded more frequently at higher global warming levels ([with] *high confidence*)' (1p32)

- With regards to the WHO, there are many technical reports that I hope experts will present to this enquiry, but I chose this statement from WHO Director-General Dr Tedros Adhanom Ghebreyesus: "*The pandemic is a reminder of the intimate and delicate relationship between people and planet. Any efforts to make our world safer are doomed to fail unless they address the critical interface between people and pathogens, and the existential threat of climate change, that is making our Earth less habitable.*" His address to the 73rd World Health Assembly last year (2). With health we are, of course, not just talking about direct health impacts from extreme weather: but worrying and unpredictable changes in patterns of human disease and disease vectors, fresh water distribution and access, crop patterns, crop disease patterns and ultimately mass population migration as parts of the earth become unable to support human health.
- And with regards to the UN, I simply remind the enquiry of these statements 'People are experiencing climate change in diverse ways. It affects our health, ability to grow food, housing, safety and work' and that however small: 'Every increase in global warming matters' (3).

But it is not only me, this knowledge and that individual commitment and action can make a difference is spreading, both in my professional circles, and ever wider circles all the time. Once I was in a minority as a business traveller making my way across continental Europe by train, now I regularly see social media accounts of similar journeys. And this sensitivity to the damage that air travel causes is now replicated in the main stream media, for example - questioning of a government minister flying whilst on climate focused negotiations (4) and the coverage of a recent report saying that we had previously underestimated the social cost of carbon dioxide emissions - expressed as the 'real cost of flying' in the main stream media (5).

Finally to say, that having attended COP 15 (Copenhagen) and speaking at the COP 21 (Paris) event, it is evident to me that people in the UK and our societal decision-making systems, such as the planning system, are lagging in their ability to respond appropriately to this threat; which is already affecting millions worldwide.

Maybe COP 26 will help us all wake-up and catch-up? We need to step outside business-as-usual. An analogy is the glimpses we had back in Winter 2019 of what was happening in Wuhan seemingly so far far away. The lesson being that we need to take stock and act now before we are forced to act, too late in the day, and in a draconian and crisis riven manner.

As the WHO and UN-Habitat say in a recent joint report ‘If the purpose of planning is not for human and planetary health, then what is it for? (6 p.X). Although not strictly a planning authority, the work of WECA is a vital component in sub-national infrastructure planning,

Human health can be a material consideration at many levels of planning in England and Wales. The airline industry may say that regular flights to holiday destinations are good for an individual’s health; but climate breakdown is already diminishing the health, security and well-being of many communities at a population level, and this is only set to affect more people and with more intensity, unless those of us with capacity to act, act now and act beyond business-as-usual.

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STATEMENT 9 – Martin Garrett

STATEMENT

Climate change, ecological damage and transport.

Transport can counter climate change and ecological damage.

The era of the car and road-building is over.

Infrastructure needs to prioritise walking, cycling, and public transport.

Modal shift is required to energy efficient trains, trams and buses, powered by electricity, (possibly some hydrogen buses?).

Electric cars are an unsustainable blind alley, but still appropriate for the disabled or remote areas.

Modal shift in itself reduces carbon and ecological damage.

For most urban mass transit routes, trams are best for both modal shift and energy efficiency.

They are also compatible with pedestrianisation, and Dutch-style cycling. They can be supported by buses from lesser routes.

Encourage interchange with hubs. Hubs can be any combination of bus-bus-tram-rail.

Please see the TfGB bus plan Link, already submitted to BSIP.

<https://tfgb.org/wp-content/uploads/2020/08/TfGB-Bus-Plan-revised-2020.pdf>

Don't treat it as prescriptive, but an approach involving redesigned routes, radials, orbitals with interchange hubs and integrated ticketing. Regrettably it's based on Bristol and surroundings, but principles apply throughout.

Quick integration wins

- establish bus hubs now, using existing routes, with effective signage, network maps etc. Move bus stops, cheaply, to be near other routes. No need for elaborate bus stands yet. Put bus stops outside local stations, with extra signage for the hidden entrances!
- Address current gaping holes, e.g No northbound bus stop outside Bedminster station, or Stapleton Road. No bus-hub is planned for the new Ashley Down station, the rail-head for Southmead Hospital, even though buses to Southmead pass by, with stops up to 350 metres away!
- Buses on Filton Avenue do not travel through Abbey Wood station car park when 95% of the infrastructure is already there. (This station has the most local trains, other than Temple Meads, and no buses; it has the position for a significant bus-rail hub) Instead buses are caught in the congestion at the Ring Road junction, and add to it.

Quick points

Current approaches seem unintegrated. Plan them together. Go straight to trams, rather than Bus Rapid Transit and then an Underground on some corridors.

Example: Bristol's City Centre Framework plan possibly envisages Glider Buses. At the same time bus services on A4 Bath Bristol are being considered, possibly going through as mass transit towards Bath. Put trams on the City Centre Framework and run them through Temple Meads, and

thence along Feeder Road to Avon Meads Retail and Whitchurch Rail Alignment to Callington Road then along A4 retail car-parks and verges out to Hicks Gate P&R, and onwards to Bath. This alignment eliminates the need to disrupt the A4 to install mass transit into Bristol. It serves car-dependent destinations. It could be Bath and Bristol's first tram route. A Map is available. Trams could also use that Whitchurch rail alignment to access both Stockwood and South Bristol.
Etc., Etc.

We can go straight to light-rail mass transit with no need for BRT and then an Underground, at least on those routes.

Finally; An ITA, with local rail powers to make integration happen, is long-overdue.

Can we have a meeting to discuss these please?

Martin Garrett
on behalf of TfGB

STATEMENT 10 – Tony Jones

I am a Bristol resident and I urge all the constituent local authorities that comprise WECA to support the motion on today's agenda to oppose current expansion plans for Bristol airport.

Recent evidence from scientists, and multiple examples of extreme weather events around the world show just how urgent the need for action on the climate crisis is. The first, and easiest, action to take is to stop adding more greenhouse gases into the atmosphere. This should be the watchword for all local planning decisions from now on. In the context of the current planning appeal by Bristol airport, it means opposing the expansion plans for the airport, and supporting the decision of North Somerset Council to refuse these expansion plans.

Thank you

Tony Jones

STATEMENT 11 – Janet Grimes

I am a Bristol resident and urge you to vote in favour of the motion opposing expansion of Bristol Airport in agenda item 7 at your meeting today. Please demonstrate that WECA can make wise decisions in the face of the accelerating climate crisis.

Listening to the evidence given by Bristol Airport Limited's Environmental Consultant, Mr Osund-Ireland, at the planning inquiry, taking place in Weston-super-Mare at the moment, I am even more certain that Bristol Airport understates the emissions RISK in their proposed expansion plans. They admit that reliance on technical innovation for aviation may not ultimately guarantee the Government reaches its climate targets and see an *emissions trading scheme* as the fall-back mechanism for the Government to use, should sectors 'overshoot' their emissions targets.

Any ETS, whether the European one we have left, or the UK's own version, have not yet been tested as an ultimate emissions management tool, for a crisis. They are a 'carrot and stick' mechanism, prone to failing to deliver in several ways – most of which result in increased social and economic inequalities - as well as the risk to our survival from global heating.

A risk we simply cannot take, at this point in time, when the climate emergency is so grave.

Baroness Worthington, a lead author on UK climate change act, following recent climate related extreme weather events, said:

"Concerned scientists are no longer concerned - they are freaked out.
"They're worrying there might not be a 'safe landing' on the climate. We are working on the idea of safe carbon budgets (the amount of carbon we can put into the atmosphere without badly disrupting the climate). But what if there is no safe carbon budget?
"What if the 'safe' carbon budget is zero. We can't sugar-coat the potential realities of this."

STATEMENT 12 – Ollie Lax

I greatly welcome Dan Norris' proposal to oppose Bristol Expansion and I hope that this passes in this meeting. I think this change of stance from WECA could make a significant impact on the ongoing inquiry into the expansion plans. We are, as you say in your meeting notes, in a Climate and Ecological Emergency and all local authorities and organisations need to play their part in opposing plans which do not take this into consideration. Good on you for calling this meeting and I will be willing on your decision to come out in opposition of Bristol Airport expansion.

STATEMENT 13 – Claire Gronow

Thank you for the opportunity to make a statement in relation to the WECA Extraordinary Meeting on 21st September. My statement focusses on the refreshed climate ambition paper. I do not wish to present this statement orally but would appreciate being notified when minutes of the meeting and WECA responses to statements are available.

I would like to state that while I welcome the setting of more ambitious targets for achieving the target of net zero by 2030, I lament the further delays to action.

The June 2021 meeting minutes seem to indicate that recommendations for a much more ambitious plan would be presented in September 2021, with a 'new and ambitious approach' by November 2021.

The 'refreshed ambition' outlined in the papers for this meeting does not seem particularly ambitious, consisting largely of generic statements about the need to do something. It does not provide any new targets or actions, and indeed it now seems that these will not be presented until Spring 2022. Thus, it seems likely that a full year will pass since the 2021 election with no actions taken that further progress towards the zero carbon by 2030 target, let alone actually reduce emissions.

The refreshed ambition identifies the need to cut emissions by 464kt CO_{2e} per year, based on 2018 emissions of 5154 kt CO_{2e} per annum. However, it's not clear whether any reductions were achieved in 2018, 2019, 2020 or the first 9 months of 2021. Hence, by my calculation, the region needs to achieve a reduction of around 625 ktCO_{2e} per annum to reach net zero by 2030. If no further actions are taken until Spring 2022, this goes up to around 680 kt CO_{2e} per annum.

The refreshed ambition does include a list of six things that will be done in the 'run up to COP26', although only the first of these actually involves direct action to cut carbon emissions, and has an ultimate target of 900 tonnes of CO_{2e} per annum, about 1.4% of the annual reduction needed. The other five targets seem to be about building partnerships and raising awareness, with no measurable outcomes in terms of carbon emission reductions. With six weeks until the start of COP26, it is hard to see how these will be enacted in any meaningful way, or provide any kind of inspiration to local and regional governments. It is hoped that the refreshed ambition is a great deal more ambitious than these six actions indicate.

The revised ambition paper notes that continuing on with the existing climate emergency action plan was considered but rejected as the existing plan did not seem likely to realise the zero carbon by 203. While I quite agree that the existing plan is extremely lacking in ambition, I urge WECA to adopt another option, and that is to implement those components of the existing plan that we all know must be done, while simultaneously reviewing and tightening up the ambition of the plan. Thus, for example, I consider that WECA should immediately:

- Commence the 'green skill' training required to prepare workers for fitting/retrofitting insulation, replacing gas boilers and constructing zero carbon housing and other buildings
- Demand funding from the UK government to commence home insulation and zero carbon home heating initiatives in existing buildings in a socially just way
- Recommence collecting data and reporting on carbon emissions from the region
- Urgently update the joint local transport plan
- Continue funding Green Business Grants.

Finally, it is not clear how the general public will be involved in developing the revised plan. While any further delays must be avoided, I would like to see a citizen's assembly approach used to inform the types of actions that this plan should contain. I would also welcome the opportunity to comment on the Terms of Reference for the proposed Climate Board.

Yours sincerely
Claire Gronow

STATEMENT 14 – Caroline New

Dear WECA councillors

Thank you to Dan for calling this timely meeting to discuss whether the proposed expansion of Bristol Airport is compatible with the climate emergency and the existing commitments of WECA's constituent councils. In my opinion the airport's appeal flies in the face of local democracy - North Somerset's decision should have been accepted. Of course, BAL has the legal right to appeal. But in the short time since they first made their application, many things have changed. We can no longer hope for market-based solutions to the climate emergency to make the necessary reductions. The jobs the airport promises would probably not materialise; their promises were broken last time, and the New Economics Foundation report said they are over-estimating how many jobs would be created by expansion. Any jobs that were created are likely to be insecure and semi-skilled. The social justice argument based on employment and growth is no longer convincing. The way forward is a just transition, involving investment in training and multiplication of skilled jobs connected to the transition to a green economy. Please recognise that at this historical moment radical action is necessary for the inhabitants of the Combined Authority to survive and thrive... and this radical action cannot possibly involve deliberately increasing traffic congestion and carbon emissions.

Best wishes
Caroline New

Statement 15 – Councillor Tristan Clark

Written Statement on Principles for a Revised Ambition to Address the Climate Emergency

Bristol Airport Expansion

Local authorities in the West of England, from town and parish councils up to the West of England Combined Authority, have adopted declarations recognising the grievous climate and ecological emergencies threatening our planet. Bristol City Council and Bath & North East Somerset Council have both passed motions formally opposing the expansion of Bristol Airport whilst North Somerset Council refused the planning application to increase the capacity of Bristol Airport to 12 million passengers a year. These statements by authorities in the West of England, however, must be backed up with further unambiguous actions if the ambitious targets authorities have set themselves are to be achieved.

Despite the transitory impact of the Covid-19 pandemic upon the aviation industry carbon pollution from air travel remains one of the fastest-growing sources of the greenhouse gas emissions driving global climate change. The expansion of Bristol Airport without clear, detailed plans and timescales for offsetting the additional carbon that would be generated is fundamentally irreconcilable with the region's carbon reduction targets. The proposed expansion must be opposed. Furthermore, it is highly regrettable that Mayor Rees and Cllr Savage participated in a misleading public relations campaign by Bristol Airport to promote it becoming a 'net zero airport' despite knowing this purposefully excludes carbon emissions from the flights and car journeys of passengers. Until technology advances to a stage where such emissions can be successfully offset or negated the unsustainable expansion of airports only aggravates the emergencies we are endeavouring to overcome.

Accelerated Expansion of Metrobus Network

Currently the Metrobus network only connects the North and East Fringes to Bristol city centre and South Bristol. The present network does not yet extend to the north of the M4 motorway, to Weston-super-Mare or Bath. To substantially reduce carbon emissions in the West of England it is now imperative for the West of England to significantly accelerate the expansion of the Metrobus network to Yate, Bath, and Weston-super-Mare linking in existing and new Park & Rides in the process.

South Gloucestershire and the West of England have unsustainably high levels of car dependency generated by the need to commute to and from work. As the population of the region increases the pressure on our transport network will grow, congestion will be exacerbated, carbon emissions will increase and air quality will worsen. Our authorities need a more urgent, positive and forward-thinking approach

to the problems arising from poor rural bus services and high car dependency. These challenges will never be solved if they are viewed as inevitable and insoluble.

There is a critical need for mass transit that does not simply funnel metrobus services through the centre of Bristol. We call upon the authorities of the West of England to redouble their efforts to create new Metrobus routes, including orbital Metrobus routes, to help residents to get around the West of England without being channelled through central Bristol.

Submitted by Cllr Tristan Clark on behalf of South Gloucestershire Liberal Democrats

Statement regarding the Principles for a Refreshed Climate Emergency Ambition

I welcome the principles for a refreshed Climate Emergency Ambition being presented to the West of England Combined Authority on 21 September.

The call in the proposal for improved data analytics is particularly welcome. I would like to see a straightforward 'dashboard' of carbon emissions for the region, with the targets for their reduction by sector, and the potential reduction impact of the West of England policy interventions that are being considered in those areas. This will encourage carbon literacy in the Authority and among people in the region, so there is the widest possible understanding of the carbon benefits and costs of proposed policy interventions.

The area where the Authority has greatest control and responsibility to reduce the carbon emissions for the region is in the area of transport, and it's in this area that it would be good to see carbon reduction plans being implemented for the short, medium and long term as soon as possible. One area that needs to be incorporated into the Authority's Greenhouse gas reduction plans is food and agriculture, a huge element of our Greenhouse gas emissions in the region. On the flip side we need to look carefully at the level of spending that is being put into areas for carbon reduction by the Authority where the potential for reduction is either limited or very expensive.

I welcome the proposal for an Environment Board but note that politicians and other powerful stakeholders are often ahead of the wider population when it comes to some of the policies that are necessary to meet our climate ambitions. To complement the role of an Environment Board, Citizens Assemblies and more participatory decision making can play a valuable additional role. The Authority might be able to learn from the success of the Citizens Assemblies that ran in Bristol in 2020 with full cross party support.

Jerome Thomas
20 September 2021

STATEMENT 17 – Stephen Clarke

Statement to the Joint Committee Meeting 21 September 2021.

Bristol Airport Action Network write to applaud and support this motion and ask that all the parties approve it unanimously.

As people may know, we are currently coming towards the end of a ten-week public inquiry concerning this planning application from Bristol Airport to expand. As the motion here today states, this is *'one of the biggest carbon decisions in the region for the coming decade'*. The motion comes at a perfect time to help the three planning inspectors understand the strength of the local objections against the plans.

Bristol Airport Action Network are a full party to the inquiry and we have crowd-funded for a barrister and world class experts to give evidence to the inspectors. This is because if this expansion is approved, it would mean a million extra tonnes of carbon a year, 10,000 extra car journeys a day, many more night-flights and a multi-storey car park on greenbelt land. In this time of climate chaos, it cannot be allowed to proceed and we applaud Mayor Dan Norris' stance.

Mr Norris talked of the moral dimension in his statement last week, and it has been very noticeable as we have sat through day-after-day of evidence that this has been entirely missing from the misleading claims put forward by Bristol Airport. However, last Thursday, the public were allowed to make verbal statements and the inspectors heard a whole day of impassioned and often emotional speeches made in objection (only two in support), many of which referred to that moral question.

One of the speakers last week (Prof. Colin Davis of Bristol University) directly addressed the 'moral question' that Mr Norris has referred to. Prof. Davis framed it head-on in a difficult way to ignore. He calculated (using methodology from a peer reviewed paper published in the magazine Nature¹) the number of excess deaths that will be directly caused by the emissions from Bristol Airport.

Using the airport's own 2026 figures for carbon emissions, he calculated that 267 people (or more than 22 a week) will suffer early deaths for each successive year from excess heat alone because of Bristol Airport's emissions. This is heat alone, so not including flooding or any of the other impacts of climate change.

Lets think about that for a moment. Surely that statistic alone would make even the most hardened decision maker or politician think twice about supporting these plans. 22 people a week suffering early deaths simply to allow the Canadian pension fund owners of Bristol Airport to make more profit?

¹ <https://www.nature.com/articles/s41467-021-24487-w>

Indeed, when you look at the political decisions that have been made to date it is clear that as well as the local citizens, their elected representatives at all levels (from Town Councils to MPs) have considered these issues in detail and are firmly against the expansion plans.

At the local level we know that of the 11,500 plus formal responses that were made to the original planning application, 84% of the responses from local residents were against the plans.

We know that North Somerset Council's planning committee voted 18 to against the plans. They are the local decision makers; their decision should stand.

We know that local stakeholders from Bristol City Council to local MPs Liam Fox and Wera Hobhouse have spoken out against the plans. Bristol's motion on 8 Dec 2020, passed by Labour, the Greens and the Lib Dems stated that: *'the expansion is incompatible with the regions carbon reduction plans'* and we absolutely agree with that.

Now we have this motion which, if passed, will further increase the political pressure. We heartily agree with Mr Norris when he says that if the expansion plans are not opposed by the regional authority then *'our net zero objectives will be seen to be a sham'*.

That cannot be right, we just cannot have business-as-usual in this time of crisis. Please vote for this motion and show that as a region we have a united front against climate chaos and for development and jobs that are truly sustainable. Bristol Airport is simply big enough!

Stephen Clarke
(for Bristol Airport Action Network-BAAN)

STATEMENT 18 – Mike Birkin

Public Statement to Extraordinary, Joint meeting - West of England Combined Authority Committee and West of England Joint Committee

On behalf of Climate Action West of England, I'd like to welcome the principles for a refreshed climate emergency ambition as a definite step in the right direction. The principles are sound and provide a clear rationale.

We would urge WECA to raise its ambition for community and workforce engagement and participation in climate action. This participation cannot be viewed as a bolt-on or an optional extra: it is critical to the success of our region's zero carbon ambition.

- Some changes will create losers as well as winners and it is vital that they are seen to be fair and proportionate, and can gain widespread acceptance in the communities and workplaces affected
- Many policies need changes in lifestyles and expectations to be successful. Changes to infrastructure and technology can only go so far, the social aspects of change are every bit as important
- Communities and our workforce are seedbeds of innovation and creative change. Community-led initiatives in areas such as housing, food, transport and energy are showing how positive changes can be achieved that involve everyone. Workers frequently know what needs to change in their industries and proper engagement of their trade unions can bring these changes to fruition. Community and worker-led initiatives deserve respect, celebration and consistent support – including through dependable funding streams.

For these reasons we feel it is essential for climate action plans at any level that they have community and workforce participation and leadership at their heart.

The creation of a board is a welcome and helpful step, but by itself doesn't confer legitimacy on WECA's plans and actions. How will people in the West of England know that this board speaks for them? We urge that WECA's approach to the Climate and Ecological emergencies be strengthened by the addition of:

- Participatory democracy approaches such as Citizens' Assemblies, Panels or Juries
- An explicit principle to place community and trade union participation and leadership at the heart of WECA's zero carbon ambition.

Climate Action Plans need to be clearly and directly explained, in accessible language that leaves readers in no doubt as to the scale and urgency of the task, the necessity for radical change, and the invitation to everyone from all backgrounds across the region to be part of that change.

Mike Birkin, Climate Action West of England.

STATEMENT 19 – Dr Tessa Cook

I wish to put on record my support for the motion proposed by the Metro Mayor, Dan Norris.

I am a long term opponent of Bristol Airport's expansion plans. I have written letters opposing these in the past detailing the horrors of traffic congestion and consequent air pollution in Bristol. Equally the appalling noise pollution over South Bristol, Bath and obviously, North Somerset.

As a retired doctor these risks to health are extremely evident to me.

Often too, I have written about the loss of green belt land to car park expansion, which is one of the airport's main sources of income. This would have a drastic effect on biodiversity and the wellbeing of local residents.

I am very happy to see that this motion goes to the heart of the matter. It recognises the crisis of climate change that we are facing together. It sets out WECA' s ambitious (and rightly so) carbon emissions target and recognises that expanding Bristol Airport is a huge decision and one that will take us entirely in the wrong direction, against the wishes of three local councils: Bristol , BANES, and North Somerset itself.

Personally as a mother and grandmother the climate crisis is a source of anguish to me, but that spurs me on, not to denial and despair but to resolution and action.

I am also very pleased to see the issue of employment being addressed. It seems to me that a greener, more labour and skills based economy has the capacity to create many new jobs. I readily admit that I have no personal knowledge in this area. I can see that it is crucial to address this and will be interested to learn more from this and future debates.

I am very heartened that the WECA Committee and the West of England Joint Committee are actively addressing the issue of Bristol Airport's expansion proposals at this crucial moment.

Kind regards,

Dr Tessa Cook

STATEMENT 20 - Richard Baxter

Please accept this as my statement that I would like to talk to at the extraordinary meeting of the Joint Committee on 21st September 2021

At last, the anomaly of WECA/Joint Committee's inconsistent stand on Bristol Airport's plans to expand has the chance to be normalised.

I hope the parties concerned will follow their responsibilities having declared climate emergencies and vote to oppose the Airport's appeal to allow it to expand to 12 million passengers. This decision will fall into line with the surrounding many parish, town, district and city councils in the region who have clearly objected to the expansion plans of the largest carbon emitter in the area.

I have been extremely dismayed at the political shenanigans that have in effect delayed this decision. Climate change is happening right now and it has got to the point that humanity cannot stop it. Our only chance now is to work collectively to mitigate the effects of a warming planet but our chances of limiting global temperatures to rises between 1.5C and 2.0C are evaporating. We are well aware that rises within this range will affect us all with more frequenting weather extremes that will lead to lethal floods, heatwaves, storms. Temperatures beyond this will be cataclysmic for the environments we depend on for life. The science is clear. We have to decarbonise and we need to do it NOW!

In the UK we have made some of the easier changes to reduce carbon emissions but there remain hard and difficult decisions ahead on how we heat and power our homes and workplaces, what we eat, what we buy as consumers and how we travel. Everyone has a part to play in decarbonising the UK and it will affect every elected administration, every sector, every business, every family and every individual.

It is therefore irresponsible to allow the aviation industry, which has been heavily subsidised for decades, to grow and continue to pump out carbon and other greenhouse emissions over the years to come. The industry is in a tailspin now that it has finally come to the realisation that it has to drastically reduce its emissions for the good of the whole planet. The technology for zero/low carbon flight is in early development and many sectors say that it will not be commercially available for a couple of decades. I find it incredulous that the industry relying on off-setting as a way to accommodate growth when currently some 80% of schemes do not achieve the reductions in emissions claimed. It is this sort of shameful greenwash that gives us all a false sense of security whilst the aviation industry strives to retain a reliance on fossil fuel for as many years as it can.

The decision you make today needs to be communicated and logged as evidence to the current Planning Inquiry into Bristol Airport's appeal. We are acutely aware that some 20 other airports in the UK are looking to expand passengers and flights. This is an untenable proposition if we are to seriously combat climate change. I would therefore urge the Metro Mayor to take this

decision to every Metro Mayor as well as the Government and demand no airport expansion in the UK until it has been proven that the industry is fully decarbonised. Due to a lack of real action and coherent policy on aviation, this is now one of the hard decisions that need to be made.

The science of climate change continues unabated as it has no regard for debates, reports and reviews. The time for procrastination and impossible dreams is long gone. The time for real forward-thinking and tangible action is NOW!

Richard Baxter

STATEMENT 21 – Jackie Head

I am very disappointed to not be able to read this statement to you today. As someone with a chronic illness and disability which places me on the 'Severe risk' category for COVID I am not able to enter the council chamber and neither can I join you on Microsoft teams or Zoom. I believe this is a concerning situation, effectively silencing the voice of disabled people and would therefore like to ask the committee to consider doing something about this, offering blended meetings in the future. In the meantime I hope you will feel it is appropriate that this statement is read out by someone to the meeting.

The main reason for writing this statement is to thank you for raising the issue of the Bristol Airport Expansion and deciding to publicly object to it. I have been fighting against this expansion for the last 2 years, believing it cannot be justified in this present time when we have real dangers from a heating planet and a lack of alternative solutions to managing true zero emissions flight.

However, this is also a social justice issue as so many people who fly do so because of their own privileged position which limits this luxury to relatively few people and has the greatest impact for those living close to airports, for those in poorer communities and for the Global South. If the government truly wants to Level up one way to do this is to stop treating aviation as an exception, benefitting from no fuel tax (whilst cars are taxed for fuels) If this cost were passed on to consumers as a carbon tax it would help to disincentives flying and thus prevent the need for airport expansions.

In addition, rather than trying to get more jobs at airports (many of which will not be accessible to the less well off in local areas such as Weston and South Bristol because there are no adequate public transport links, it would be better to invest in new roles in renewable energy, retrofitting and environmental protection.

At the inquiry on Friday Inspector Ware made it clear that this decision, once made, can be submitted as evidence to the Inquiry and I would urge you to also do this formally as soon as possible.

Thank you

Jackie Head

STATEMENT 22 – Councillor Martin Fodor

Statement from Cllr Martin Fodor, Bristol City Council.

In June I attended your meeting to present the statement below. I was pressing you to increase the ambition of your response to the then two year old Climate Emergency Declaration.

At the same meeting you adjourned the item on your Climate Emergency Action Plan update to redraft it with more action.

I'm now commenting on the three items you have before you: the **Airport Expansion Motion**, the **Principles of a Refreshed Climate Emergency Ambition**, and the **Green Recovery Fund**.

Firstly, I'd like to express my congratulations for the commitment to challenge the vested interests and political sponsors backing business as usual: ever more capacity at the airport. Their backwards looking approach does need to be rejected and I'd like to applaud the willingness of members of the authority and joint committee who see beyond that disastrous plan and its false claims of carbon neutrality. I welcome the commitment to a just transition from the damaging industries and jobs of the past to create the vital new work opportunities and skills of the future for the region's workforce. Without some disruption we can't reach net zero, but with urgent, positive investment in new skills and new sectors we can tackle the climate emergency and share the benefits to local communities. I hope everyone in the joint meeting will support this motion. People are watching this break from the past.

Secondly I'd like to comment on the **Principles for a refreshed Climate Emergency Ambition**.

I'm less impressed by this. In the three months since you called for a refresh with more ambition what's been prepared is a new report, saying the same five principles apply and there will be a refreshed ambition. We actually knew that three months ago if not before – see my statement below – and need more than a promise to review the work underway after this meeting. It's not evidence of increased ambition to issue a report saying there will be increased ambition; that would be actual further and faster action.

The hard decisions referred to need to be faced as soon as possible, before the millions are spent on road and junction building, the mistakes of the JSTP4 which tries to face both ways but still builds more problems of the past. We discussed that in March 2020 when the outdated report was adopted. When will it be brought up to date and made less inconsistent to reduce the new damage being locked in?

While I welcome the £20m **Green Recovery Fund**, a three year programme needs to start now and accelerate faster, and we still need to know what the hard decisions are.

We are being asked to wait for a new Board and a new Director; when will the action start? The report calls for delivery at pace, but the pace sounds pedestrian – maybe active travel is being misunderstood?

How many meetings of the new Board will be needed before it actually drafts an action programme? You have had reports on active travel, sustainable energy for the region, nature recovery, and the well-established principles of low energy housing in the right place already.

Thirdly, I welcome the **Green Recovery Fund**, but we need to see not only the measures of success noted in your report but also the measures of damage reduced. When will the wrong investments being backed in this region be halted and reversed [the 'hard choices'], and when will the scale of the gap to be bridged be made public? With unaccountable projects in the region, and the work of the Western Gateway largely developed behind closed doors and premised on more infinite growth and traditional ideas of infrastructure, we need a new transparency and more joined up, consistent approach to be reported.

Enc:

WECA June 25th June 2021.

Statement on item 11: CLIMATE EMERGENCY ACTION PLAN UPDATE

*I'd like to thank the committee for this report. An update on the CEAP is urgently needed as it's now almost **2 years** since the declaration was made by WECA and we do need to see progress is being made and how far/fast the gap is narrowing towards the deadline of 2030. As the report says: "further, bolder action" is needed. Regular updates are needed so corrective action can be anticipated and taken in a timely manner by everyone who has a role to play.*

*It's useful to have details of the proposed regional activity in the lead up to COP 26. The importance of '**Local Contributions**' is now recognised as vital to achieving climate goals so if major activity is taking place locally we need the government and the COP to know both that this is underway and also what extra support is needed to achieve even more.*

I welcome the Metro Mayor's priority on taking urgent action to address climate change and protect the natural environment and biodiversity within the region. It's also significant that he signed up to the Bristol Energy Network "10 Asks from BEN". There will be widespread interest in his actions to support community energy now he's in post. Its potential is enormous as seen in other countries and prior to government changes that affected many plans; it's food to know the region can play a part in reversing the slowdown in projects as this is support urgently needed.

*Up to now all we've seen are minor actions and a lot of preparatory work reported by WECA, as I said in a previous statement – and another year has passed now. So **more ambition and a stepping up of large scale action** is going to be really helpful and is essential in the nine years left until 2030. As*

he says “we need to move fast and work in partnership with our unitary authorities, businesses and the national government.”

It’s very helpful to know that revised plans and new programmes geared towards supporting recovery also reflect our climate ambitions e.g. recovery funding to extend the Low Carbon Challenge Fund. A more fully developed Green New Deal for the region would be useful.

*The reference to positive behaviour change - such as increased levels of cycling and walking that became common in the pandemic and contribute towards overall emissions reduction and many other goals – are helpful. Traditionally individual action was disregarded and often dismissed by many in power as they thought it was irrelevant and far superseded by state and corporate actions like infrastructure or service provision, or just a middle class fashion. The rhetoric then changed to welcome and encourage it. Its cumulative effects can be significant, but it’s only part of the solution. What’s most needed now is **serious investment** to make street space safer and more welcoming for cycling and walking and strong signals to major organisations to play their part.*

Also action should be taken to make home energy efficiency as easy to do as possible through large scale retrofit programmes and support for skills and supply chains. The feasibility study may be helpful but many barriers and lessons have already been learned – please do move to action without delay to build a market and join up the supply chains and make sure we have a skilled workforce to do the jobs well and generate confidence in the work to our homes.

We also urgently need to step up the LCWIP from a handful of possible radial routes to create comprehensive regional networks each for walking and cycling [ideally safely segregated] that are continuous, direct and high quality.

*I welcome the commitment to establishing a green recovery fund that will tackle the climate emergency, protect biodiversity, and promote recovery and would like to see this scaled up and widely available. At the same time we need to know that other actions by WECA are not **undermining** this by investing in the old damaging infrastructure and sectors which are causing the problems in the first place. Green recovery can’t be credible or coexist effectively while business as usual continues in the form of large scale road building and traffic generation that was proposed in March 2020’s JSTP4. In this regard the bold statement by the Welsh Assembly Government is a landmark for the Western Gateway region. We shall be looking to see if WECA now follows suit and accepts the evidence that roadbuilding just generates more traffic, congestion and pollution.*

The Solar Together proposal sounds helpful and people will want to know what it offers and how soon it will be open to business. Also if it can be utilised by community groups as well as individuals?

*Cllr Martin Fodor
Bristol, Redland ward, Green*

STATEMENT 23

David Tudgey

Bristol Energy Network

Project Development Manager 20.09.2021

It is a Climate Emergency and we need to treat it with that respect on par with a war like footing with a response just as with the preparations for & during the Second World War effort, therefore we need not just words and promises but investment in our communities and community enterprises who can and will respond.

The South West is well recognised for its green credentials with Bristol as a European Green Capital. This region therefore needs to be a beacon for the transition to NetZero to other CITIES, REGIONS & BUILT ENVIRONMENT involving & advancing action in the places we live, from communities, empowering our citizens through community enterprise & community energy across the West of England Region.

Below is an extract from a slide from the short presentation that I delivered to Dan Norris¹ (much more articulated verbally) and also attached here (see hyperlink) [10 Asks for a Smart Local Energy System](#) giving examples of community energy across the city playing its part in the pathway to NetZero but also pointing to projects nationally as examples sent to all Mayoral candidates – their responses can be [found here](#) . Specifically I ask the West of England Combined Authority to consider undertaking the following as per my slide:

- Recognise Community Energy/Enterprise Role in the Pathway towards NetZero for Just Transition in updating the West of England Climate Emergency Plan.
- Recognise & resource community enterprise using community energy as blueprint for other sectors, food, transport, waste – in co production & ownership models with communities.
- Resources for Community Intermediaries to provide market infrastructure organisations such as Bristol Energy Network, anchor organisation & enable:
 1. Market participation with development grants for Community Enterprise
 2. Long-term supportive policy (e.g., priority access to local land & buildings– identifying suitable sites for renewable energy, community led housing e.g. for every development over 10 units % of serviced plots provided for community led self-builders
 3. Dedicated support for skills needs – creation of energy learning zones within communities such as Ambition Lawrence Weston’s aspirations to deliver locally rooted skills academy
 4. Wide-scale information campaign on why and how to engage on Climate Crisis and local effects of & how we together can combat the crisis without economically crippling poorer communities.

¹ As a cosigning organisation of the Friends of the Earth South West Open letter, "A Declaration on Young People, Climate and Jobs" - meeting DanNorris & our 10 Asks for a Smart Local Energy System. David met with Dan Norris on 9th August along with Friends of the Earth & other environmental NGO's from the West of England to discuss the WECA Climate Emergency Action Plan. Building, Retrofit, transport decarbonisation, and nature restoration were all on the agenda.

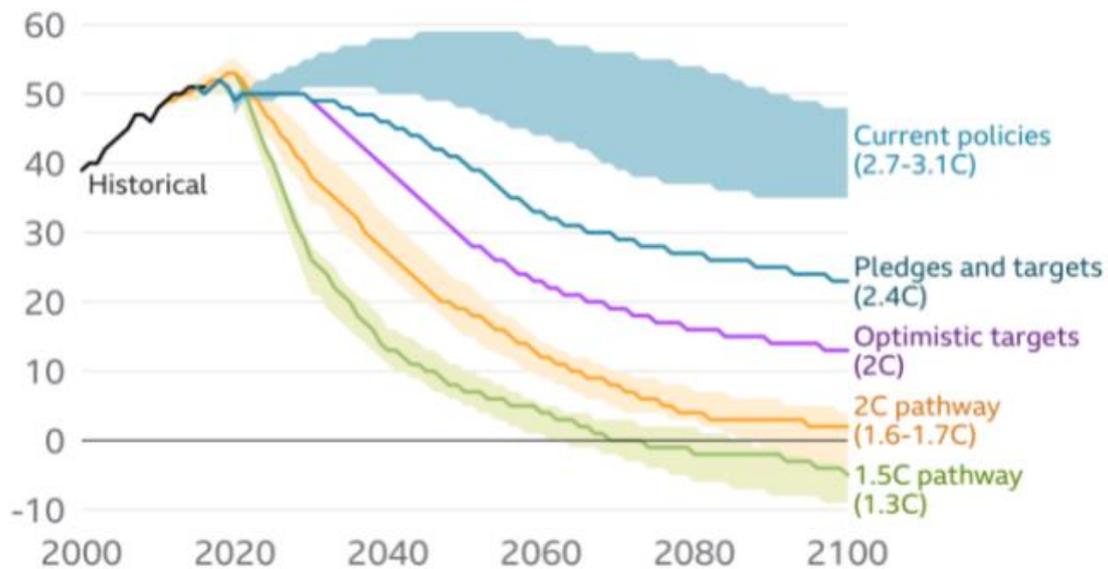
We look forward to hearing from you soon as to how we may contribute so that community energy & community enterprise are formally recognised & resourced as a result of this important document to ensure full participation of all communities in the Pathway towards NetZero.

Current plans are not inspiring citizens and thus they are left with eco anxiety, cognitive dissonance, and repeat let down by government schemes often led by local authority and national government. We can and are doing better here in Bristol but we can do so much more. Use your budgets to empower community enterprise and see that when resourced & supported by community infrastructure organisations such as ours Bristol Energy Network can do amazing things such as the [Ambition Lawrence Weston Wind Turbine](#) or [The C.H.E.E.S.E project](#).

Therefore I urge you all to allow for green finance for citizens and community enterprise to play a leading role in the Pathway NetZero & Energy Transition of our Region.

How the world is projected to warm by 2100

Past and projected emissions in gigatonnes of carbon dioxide



Source: Climate Action Tracker



BBC news 20/09/21 <https://www.bbc.co.uk/news/uk-politics-58620566>

Bristol Energy Network (BEN) working across the city region for more than a decade supporting community enterprises to respond to the Climate Emergency.

This week communities across the UK are coming together for [Great Big Green Week](#). There are lots of ways to get involved in climate and nature centred events in Bristol or online. Bristol Energy Network will be in Easton on Thursday supporting the local Climate Action group with their St Mark's Road 'Great Big Green Week Celebration'. Hope to see you there!

STATEMENT 24 – Katrina Billings

STATEMENT FROM BRISTOL CLEAN AIR ALLIANCE

To the Extraordinary, Joint meeting - West of England Combined Authority Committee and West of England Joint Committee - Tuesday, 21st September

On behalf of the Bristol Clean Air Alliance I'm writing to offer our support for the West of England Combined Authority's proposal to adopt the principles of the Climate Emergency Action Plan.

There is a climate and biodiversity emergency and to continue to act as if this is not the case is both ludicrous and dangerous. In particular our organisation supports any actions to stop further expansion of Bristol Airport. Since the first expansion of the airport in 2013 the impact on the health and wellbeing of those living in the locality has been well documented.

Noise, light and air pollution from the increased number of planes and the ever increasing levels of traffic is currently at a critical level. Expansion would only increase these factors and have an even more detrimental impact on the health and wellbeing of people in the region.

The World Health Organisation (WHO) states that "No level of air pollution is safe". We would add that no level of noise and light pollution is safe and that ultimately any increase in CO2 levels would be damaging to our communities in ways none of us have ever seen before.