

**JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE - 4 DECEMBER 2020**

Agenda item 6 – Items from the public

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

1. David Redgewell - Regional governance; transport issues
2. Lucy Travis - Regional governance; transport issues
3. Kim Hicks - Spatial Development Strategy engagement
4. Clive Weston – Bristol airport expansion
5. Jill Coleman – Bristol airport expansion
6. Gavin Smith / Martin Garrett - Integrated Transport Authority
7. Dr Sarah Keown – Bristol airport expansion
8. Janet Grimes – Bristol airport expansion
9. Glenys Smith – Bristol airport expansion
10. Dr Tessa Cook – Bristol airport expansion
11. Richard Matthews – Bristol airport expansion
12. Mary Collett – Bristol airport expansion
13. Tarisha Finnegan-Clarke – Bristol airport expansion
14. Dr John Leach – Bristol airport expansion
15. Greg Dring – Bristol airport expansion
16. Breda Kingston – Bristol airport expansion
17. Jackie Head – Bristol airport expansion
18. Oliver Lax – Bristol airport expansion
19. Simon Omiotec – Bristol airport expansion
20. Joanne Pemberton – Bristol airport expansion
21. Jill Tarlton - Bristol airport expansion
22. Rachel Lunnon - Bristol airport expansion
23. Polly Bramley - Bristol airport expansion
24. Nikki Jones - Bristol airport expansion

25. Kingsley Belton - Bristol airport expansion
26. Phil Sturgeon - Bristol airport expansion
27. Nicky Sweetland - Bristol airport expansion
28. Piers Sadler - Bristol airport expansion
29. Rory Peliza - Bristol airport expansion
30. Rachel Wilson - Bristol airport expansion
31. Annie Beardsley - Bristol airport expansion
32. Robert Helson - Bristol airport expansion
33. Helen Phillips - Bristol airport expansion
34. Robin Simpson - Bristol airport expansion
35. Alexandra Limberg - Bristol airport expansion
36. Brian Piper - Bristol airport expansion
37. Arne Ringner - Bristol airport expansion
38. Deasy Bamford - Bristol airport expansion
39. Amy Fletcher - Bristol airport expansion
40. Bridget Page - Bristol airport expansion
41. Cllr Huw James – WECA & North Somerset
42. Cllr Brian Allinson – Strategic rail investment report – Parkway railway bridge
43. Peter Andreson - Bristol airport expansion
44. Laura Norton - Bristol airport expansion
45. Grant Mercer - Bristol airport expansion
46. Helen Struthers - Bristol airport expansion
47. Bob Langton - Bristol airport expansion
48. Constance Piper - Bristol airport expansion
49. Sue Poole - Bristol airport expansion
50. James Collett - Bristol airport expansion
51. Rob Bryher - Bristol airport expansion
52. Margaret Boushel - Bristol airport expansion

53. John Waters - Bristol airport expansion
54. Olga Taylor – Pilning railway station
55. Duncan Porter - Bristol airport expansion
56. Andy Parsons - Bristol airport expansion
57. John Tarlton - Bristol airport expansion
58. Katherine Piper - Bristol airport expansion
59. David Clegg - Bristol airport expansion
60. Diana Warner - Bristol airport expansion
61. Bill Roberts - Bristol airport expansion
62. Dawn McGhee - Bristol airport expansion
63. Fenella Butler - Bristol airport expansion
64. Renee Slater - Bristol airport expansion
65. Dr Christine Hine - Bristol airport expansion
66. Garvan Donnelly - Bristol airport expansion
67. Jon Turney - Bristol airport expansion
68. Caroline New - Bristol airport expansion
69. Sally Lawson - Bristol airport expansion
70. Maggie Singham - Bristol airport expansion
71. Tony Lloyd – WECA; rail issues
72. Gaie Delap – Bristol airport expansion
73. Andy O’Brien – Bristol airport expansion
74. Richard Baxter – Bristol airport expansion
75. Charlie Low – Bristol airport expansion

The public statements received for the 4 December meeting are set out on the following pages.

The statements have been submitted by residents living in the region.

The Combined Authority encourages the submission of public statements. Occasionally, there will be matters raised in statements which may require some clarification from the Combined Authority's perspective.

In connection with the enclosed statements, the Combined Authority wishes to comment as follows, for information, for anyone reading these statements:

Statement 3 – Spatial Development Strategy

* WECA launched the Spatial Development Strategy engagement exercise on 2 November 2020 and it closes on 14 December 2020 – running for 6 weeks. The survey is an informal engagement exercise and the responses are the first step in developing a draft of the Spatial Development Strategy (alongside evidence and studies). Once the draft is completed and published in 2021, the Strategy will be subject to a full statutory consultation, providing opportunity to formally comment on the proposed plan.

* We have done a huge amount of digital engagement, which is proving very effective, but the online survey has been supplemented with offline alternatives. We have given people the opportunity to contact us for hard copies of the survey from the start of the engagement. We have been sending these out to residents and groups that have requested them.

* During the six week period, anyone has been able get hold of paper copies of the questionnaire by calling 0117 428 6210 or by email at planning@westofengland-ca.gov.uk. The paper copies are posted to a free postal address – to simplify and encourage the completion of the survey.

* To promote the survey we have balanced an online campaign with offline promotions – there has been significant traditional media coverage as well as print adverts in local news publications.

* We have also sought to increase the number and breadth of stakeholder groups we contact, making use of insights our constituent councils have gained throughout our region's Covid-19 response. We have notified a wide range of typically hard-to-reach groups as well as equalities groups about our engagement. Everyone who had previously signed up for updates about strategic planning received an e-bulletin encouraging them to get involved. A notification also went out to every consultee from previous JLTP4, Bus Strategy and Local Cycling and Walking Infrastructure Plan consultations (who consented to further communications) – totalling 2,500 residents.

Statement 6 – Integrated Transport Authority

It should be noted that WECA became the Transport Authority for the region when it was set up in 2017, taking responsibility for some operational public transport functions as well as strategic transport policy and planning.

From 1 April 2020, our councils' combined public transport resources and the delivery of these functions are now carried out directly by WECA. Working together in this way means we can achieve more to address our challenges as a region, planning public transport across council boundaries.

Staff from the three councils have transferred to WECA to form a new combined team and are responsible for public transport across the region, including delivering the following:

- **Concessionary travel** – administering a service providing free off-peak bus passes for older people and people with qualifying disabilities.
- **Bus service information** – providing bus timetable information at bus stops and data to journey planners and apps, including real-time predictions.
- **Community transport** – funding, advice and support for on-demand local transport services, such as dial-a-ride, community buses and voluntary car schemes.
- **Supported bus services** –procuring and managing bus contracts supported with public money where the service is not commercially viable.
- **metrobus** – managing the metrobus partnership with the operator and providing service information to iPoints.
- **Travelwest**– managing the Travelwest website, including travel information.

Statements in relation to Bristol airport expansion:

There are a number of statements on this issue.

For clarity, please note that the issue of the Bristol airport expansion is **not** an agenda item for the 4 December meeting and there will be no debate on this issue at the meeting.

Please also note that subsequent to the North Somerset Council decision on the Airport's planning application, Bristol Airport has submitted an appeal. This appeal will be determined by the Planning Inspectorate.

STATEMENT 1 – David Redgewell

Firstly, it's very important that progress is made with the secretary of state Robert Jenrick MP and local government minister Luke Hall MP to respond for the request by Bristol City Council mayor, Banes council and South Gloucestershire council and North Somerset council to join the West of England combined authority.

And to bring forward some idea of the money available in a second devolution deal to improve public transport in WECA mayoral transport authority area and to fund public transport schemes in North Somerset and the regeneration project in Weston Super Mare, Clevedon, Portishead, Backwell, Nailsea, Banwell, Winscombe and Locking.

The motion passed by Bristol City Full Council and proposed by Councillor Mhairi Threlfall on negotiations to take place urgently for North Somerset council to join WECA mayoral combined authority in 2021 and for public consultation to take place and the orders to be laid in the House of Commons and Lords to set up a new Authority by May 2021. These negotiations are very important to improve public transport network and to bid for investment in the light rail system mass transit system which will serve the Airport and south Bristol, the main rapid transit route for travel to develop a light rail system to Cribbs Causeway to East Bristol and Bath, Keynsham and Bath. Through North Somerset council area in fact Long Ashton park and ride is in North Somerset council area and the building needs to be covid secure 19 cleaning.

The metro west project includes in its first phase the Portishead Railway line with stations at Bedminster and Parson Street, Ashton Gate new station, Pill and Portishead.

And the commuter route to Weston super mare and Taunton.

The Bus network into Bristol area of Ashton Vale and Hotwell all start in North Somerset Towns of Weston super mare x1 x2 Clevedon x6 x7 Nailsea x8 and x9 .
Portishead x4 x5

The Airport and half the port of Bristol are in North Somerset.

The Health Authority covers North Somerset Bristol and south Gloucestershire Clinical commissioning Group.

The city and county of Bristol boundary of 1974 does not cover much of the Bristol built up area with the east and the North of the city in South Gloucestershire council area. The south east of the city in Banes and south west Bristol in North Somerset. This is why its very important to have strong regional government and for the Bristol Bath city region.

We need to set up integrated transport authority for provision of the main and Strategic road network.

We need all these functions under transferred from the 4 unity authorities to WECA mayoral transport and Planning authority the main staff to provide this service.

Not just to run the bus network to manage service delivery under covid 19 bus operators grant and bus service tendering passengers information.

Providing bus infrastructure shelter and Interchanges. To build and design light rail systems and to set up.

We need a Railway Executive to work with Network rail and the Department for transport and its management contractor First group Great western railway, south western railway and cross country trains.

We cannot wait 4 years to bring in North Somerset council and set up a regional transport authority.

Whist the regional bodies are in place in Greater Manchester, Sheffield city region, West Midlands, Liverpool city Region and Cambridge Peterborough.

We want to see progress on this issue. In Somerset region we also Bath and North East Somerset and North Somerset councils also being part of the Government reorganisation of Somerset councils into unitary authorities.

There is a proposal to deal Somerset council elections to 2022, this of course could include the WECA mayoral combined authority as well.

This may allow local government reorganisation to take place in Somerset and for North Somerset council to join WECA mayoral combined authority.

The strong WECA city Regional combined authority will also allow progress on metro west Railway reopening of the Portishead line the Henbury loop line services to Gloucester and Cheltenham spa, Bath spa and Westbury, Frome and Warminster. and the reopening of station at Ashley Down, Pill, Portishead, Ashley Down, Horfield, Filton North, Henbury, Portbury, Parkway, Charfield, Stonehouse, Bristol Road, St Anne's park, Saltford.

We would still like to see the Bus services restored on the following routes Bristol to Thornbury T2 via Gloucester road, Bishopton, Horfield Filton and Cribbs Causeway bus station Evening and Sunday services.

Y2 Bristol bus station to Fishponds, Downend, Yate bus station and Chipping Sodbury evening service restored.

Service 37 Bristol bus and coach station, Lawrence Hill station, St George Park, Hanham, Longwell Green, Bitton, Kelston, Weston, RuH and Bath spa bus and coach station.

We would like to see an hourly service restored Monday to Saturday and Sunday services.

We also wish to see later service on the 19 Bath spa bus and coach station to Weston, RuH back entrance, Kelston, Bitton, Cadbury Heath, Warmley, Kingswood, Hillfields, Staple Hill, Downend, UWE Bristol Parkway station and Cribbs Causeway bus station.

There needs to be extra evening and service due to nightingale hospital being brought into use as an out patient hospital.

The late journeys restored on service 60 Gloucester bus station to Dursley and Cam station, Dursey bus station, Wootton under Edge, Charfield and Thornbury.

Covid 19 issues - we need to see urgently safety screen urgently fitted to Hct group of London fit to fit Bristol Parson Street depot fleet that runs service 505 Long Ashton park and ride to Clifton Down and Southmead hospital bus station.

506 Bristol city centre to Easton Eastville and Southmead hospital. bus station.

515 Stockwood to south Bristol hospital via Hengrove.

62 Bristol bus station to Dursley bus station via Dursley hospital.

There are a number of local services in south Bristol, Keynsham and the chew valley that do not have screens.

Bristol city council Director of public health team has now written to the company and sent a report to the HSE. Its very important screen are fitted to protect the staff.

On the covid 19 tier 3 for North Somerset, Bristol city and county of Bristol, South Gloucestershire council covered by North Somerset Bristol and south Gloucestershire clinical commissioning group Health Authority.

With Bath and North east Somerset in tier 2, there is a problem that people will leave Bristol and North Somerset and travel to Bath spa, Whitchurch, Kelston, Saltford and Keynsham.

What plans are in place to prevent travel on the public transport network to Bath - will covid marshals be travelling on bus service from Bristol bus station and the city to advise passengers not to travel - will note be put up on Railway stations in the Bristol area Bristol Temple meads and Bristol parkway and Weston super mare to

advise on travel restrictions to Bath spa from zone 1 also similar from Zone 2 into Zones station on the local First group Great western railway network and local bus stations and interchanges.

We agree with the metro mayor that the city region for Bristol and Bath city region should all have been in the same tiers. WECA mayoral combined authority should be able to oversee health provision similar to Greater Manchester.

There will need to be a robust policing plan to prevent travel from tier 1 to 2 with the Avon and Somerset police, port police and the British transport police.

Otherwise the virus will spread into Bath and North east Somerset and Wiltshire. And Gloucestershire.

We hope that first group Great western railway stop all travel by train advertising campaign on west country tv to prevent travel and the western daily press western morning news visit Bristol and Bath tourist board.

And the Department for transport will support passengers information as it should be essential work journeys only.

And key shopping health care.

These issues need urgently addressing before the 3rd of December 2020.

Addendum – points from Tracey Harding (to be presented at the meeting by David Redgewell on her behalf):

In the view of the offer by Somerset County Council to fund the afternoon school bus on the D2s via Rode as offered by Councillor John Woodman, Cabinet member for Transport for Somerset County Council, can you provide an update on what progress is being made between Somerset County Council and WECA. (The D2s school bus currently doesn't go via Rode meaning school children have to walk along single track country lanes or over muddy fields and will soon be doing this in the dark).

Also can you look at the at the number of buses that call at Rode on the Frome to Bath bus corridor. The Rode village has seen over half it's bus services cut since the withdrawal of the Faresaver Buses x67 in March 2020 and also First Bus has also withdrawn services this year too. The last day time service to Bath from Rode is 845am. Rode needs a day time and weekend bus service to ensure people get to work, schools, colleges and universities, hospitals, retail and leisure.

Would both authorities meet with First Bus to discuss the D2s school service and the service via the villages of Beckington, Rode, Norton St Philip, Hinton Charterhouse and Midford. Plus also look into establishing a express D2x double decker bus from Frome to Bath.

What progress is being made to insure bus connections to Frome railway station? Frome station has trains to London Waterloo, London Paddington, Bath, Bristol and the South West. Frome train service compliments the First Bus D2 as this bus route services different parts of Frome and the villages.

What progress is being made on making sure there is coach, bus and train connections to take the students home from Bath and Bristol and Weston-Super-Mare from Bristol University, Western College, University of the West of England, Bath University and Bath Spa University for the Christmas period.

Addendum – additional points from David Redgewell and Gordon Richardson Bristol Disabilities and Equalities forum

On WECA mayoral transport authority and North Somerset council.

We are very concerned to make sure the Department for Transport is working with National Express Coaches and megabus and the Facon coach service to provide adequate Coaches services for Christmas and New Year 2020

From Weston super mare coach terminal ,Bristol bus and coach station Bath spa bus and coach station and uwe bus and coach station.

Firstly to get university and college students home from Weston super mare college and university college, Bath spa university, Bath university, Bristol university and Uwe university Bristol.

We need to be sure that coach service provision is in Sir Peters Hendy plan for the Department for transport.

On Railway services we wish to ensure that the Department for transport is commissioning adequate Train service and capacity from The south west of England Through Taunton, Weston super mare, Weston, Worle, Parkway, Yatton for Clevedon, Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa to Chippenham and Swindon to London Paddington and London Waterloo.

From Bristol Parkway and Swindon to London Paddington.

From Taunton, Weston super Mare, Bristol Temple Meads and Bristol parkway to Birmingham New Street and the North east via Leeds, York and Newcastle upon Tyne to Scotland.

North west to Manchester.

Bristol Parkway and Bristol Temple Meads, Weston super Mare, Taunton to Exeter St David, Newton Abbot, Plymouth North Road to Penzance.

Bristol Temple Meads, Keynsham, Oldfield Park Bath spa and Freshford, Avoncliffe, Bradford on Avon, Trowbridge, Westbury to Southampton and Portsmouth harbour for Brighton and the Isle of Wight. And Channel islands.

Westbury also to Dorchester west, Dorchester south for Bournemouth and Poole Weymouth.

Bristol Temple meads and Bristol parkway to Newport, Cardiff, central Swansea and west Wales and ferries to Ireland.

The need for additional carriage and trains over the Christmas and New year period

On covid 19 Weston super mare clevedon, portishead, Bristol Kingswood , yate and Thornbury.

We are concerned that North Somerset council, City and County of Bristol and south Gloucestershire Clinical are in tier 1 commission group Heath authority and Bath and North East Somerset in tier 2 .

What action is being taken to prevent people cross into Bath and North east Somerset against government guidance and regulations. to Whitchurch, Pensford , Keynsham, Saltford, Kelson and Bath .

What key notices are being put up at Bristol Bus and coach station.

Bath spa bus and coach station, uwe bus station, Cribbs causeway bus station.

Keynsham town centre, Kingswood town centre, Thornbury town centre, Yate bus station ,Weston super Mare, Clevedon, Portishead, Backwell and Nailsea. Main bus interchanges on key Railway station at Bristol Temple meads, Bristol parkway, Bath spa, Weston super mare. And local rail station and the Severn beach line advising people not to travel unless it's an essential journey for work, education, health visit or shopping.

What work is happening with the British transport police, Avon and Somerset police and Bristol port police and the covid 19 marshals in Bristol, South Gloucestershire, Banes and North Somerset on enforcement and advice.

The number of covid cases are dropping

But we must take action to prevent covid 19 cases by people travelling to Whitchurch, Pensford, Keynsham, Paulton, Midsomer Norton. Radstock, Peasedown St John, Saltford, Kelston, Chew Valley and Bath .

The Bristol Evening post and Bristol live run a guide to public houses open in Bath and North Somerset, Gloucestershire, Wotton under edge and Gloucester and Cheltenham.

In Somerset Highbridge and Burnham on Sea.

The metro mayor is right. Bristol city and Bath city region should have been the same tier.

This is going to make enforcement very difficult the Bristol Bath city region.

Metro west railway project.

While we welcome the progress with 9 months delays on the Portishead line

reopening and The Development Consent order public inquiry

This will allow the Severn Beach to Clifton down Bristol Temple meads and station to Bath spa and Westbury line to move forward.

We would like to see a start date for Portway parkway at Shirehampton with Bus interchange and park and ride.

The progress on the passengers lifts at Patchway station and new car park.

I am very concerned about the lack of progress on the Henbury line .

Ashley Down ,Filton North and Henbury station for Cribbs causeway bus station and shopping centre.

The recent Government infrastructure plan does not mention the Gloucester line and no station development is being funded at Charfield for Wootton under edge by central government and of course Stonehouse Bristol road is only at concept stage.

We welcome the study of St Anne's park station and the track capacity on the Bristol Temple meads station to Bath spa Westbury line .

But we note the Government projects approved in south west England in the Railway reopening programme including the Exeter central, Exeter St David to Okehampton station. Opening May 2021.

Progress on Wellington and Cullompton stations on the Devon metro.

Devizes parkway station, Somerton and Langport parkway

The Falmouth and Newquay line improvements.

The Wareham to Swanage railway through service to south western railway.

We are very concerned about the lack of a Railway executive similar to Greater Manchester combined authority and West Midlands combined authority.

We note the south west transport board is speaking to ministers and the secretary of state for Transport Grant Shapps with one voice .

We have got to sort out one clear voice with North Somerset council joining WECA mayoral combined authority.

And a clear voice from the western gateway transport board.

The main priority is developing the A350 from Poole Harbour to Chippenham m4 with the Melksham proposed bypass.

We hope that further progress can also be from the Government National infrastructure Plan on going modernisation of the city region Buses with bids for new vehicles and for WECA combined authority to set up a equalities panel to look at planning and transport. On the regional plan we will need to move on social inclusion and policy on regeneration of Areas like Southmead, Knowle west Lockleaze and Cheswick ,Lawrence Weston, Hartcliffe and Withywood, Patchway, Filton Kingswood ,Cadbury Heath ,Twerton and Morelands in Bath and Bournville in Weston super Mare and affordable and rented housing for disabled people. We also note the need for more rural policy on affordable housing, shops, Employment land and farming, village schools and public transport.

STATEMENT 2 – Lucy Travis

We would like to support North Somerset council joining the West of England Mayor combined authority.

We feel that by North Somerset council joining this will improve bus and coach services across city region and into Somerset.

We need to put together a strong integrated transport authority with all the staff move from North Somerset council, Banes, South Gloucestershire council and Bristol city council to WECA mayoral combined authority.

With staff to plan bus and service contract service maintenance of bus stops information shelters, bus stations and interchanges.

To maintain metro bus infrastructure and i points. provide new routes to Yate Thornbury and Clevedon via Nailsea and Backwell.

The Authority need to take responsibility for the main road bus lanes and priority measures and bus interchanges.

We also need to set up a railway executive to work with the Department for Transport and Network Rail western routes to oversee existing railway management contracts and to develop Metro west railway services from Bristol Temple meads to Ashton Gate, Pill and Portishead, to the Henbury loop.

From Bristol Temple Meads to Ashley Down, Horfield, Filton North and Henbury for Cribbs Causeway.

The improvements on the Bristol Temple Meads to Gloucester and Cheltenham line with new stations at Charfield and Stonehouse Bristol road.

Bristol Temple Meads to Bath spa, Westbury, Frome and Warminster.

With new stations at St Anne's park and Saltford.

As a passenger transport campaign, we welcome the plans by WECA mayoral transport authority and Bristol City Council, Network Rail western routes and First group to provide bus rail interchange facilities for bus connection in the city region and Somerset towns of Keynsham 178 349 39 to Paulton, Midsomer Norton and Radstock 178. 376 to Wells bus station, change for Cheddar 126 and 174 to Shepton Mallet, Glastonbury and Street for Taunton 29 77 Yeovil bus station.

With North Somerset council, money needs to be spent on a metro bus route to Bristol Airport or light rail system.

Improve bus services or a fixed link between Yatton station and Clevedon.

Improvements in the bus service 126 Between Weston super Mare and Wells bus station via Locking, Banwell and Winscombe.

New bus rail interchange at Weston super Mare railway station and the bus station.

Park and ride site at Weston super Mare.

And a light rail system in the Bristol Bath city region.

By having an effective city region for Bristol and Bath city region and with North Somerset joining the Authority, we hope the government will invest more money in the region.

We would like to see regional bodies like The Northern powerhouse and Transport for the North and the Midland Engine.

In the future we would like to see Gloucestershire county council, Wiltshire county council, Swindon and Somerset county council or the new unitary councils all join a merged western gateway partnership and WECA mayoral combined authority. With one region transport board for the south west transport Authority.

With the Government supporting devolution and the Labour and Liberal Democrats and Green parties all look to see powers and service transferred from London we need a strong planning and transport authority for the city region and a metro mayor to fight for this part of the south west.

Please submit our statement to WECA scrutiny commission 2nd December 2020 and the committee meeting on the 4th of December.

We need to get the parliament order for North Somerset council to join the west of England combined authority.

And for the secretary of state to carry out community consultation in the west of England combined authority area at the same time he carries out public consultation in the Somerset region about local government reorganisation involving Banes, North Somerset and Mendip district council.

We would ask Bristol city council and the city mayor to support North Somerset council joining WECA mayoral combined authority.

One of the urgent cross boundary issues is the provision of a better service with Somerset county council and First group on D2 Bath spa bus and coach station to Frome Sainsbury's and extra buses to ride especially for school and college students in the afternoon and more links to Bath spa bus and coach station.

And a better service hourly on bus routes 37 from Bath spa bus and coach station to Weston RuH back entrance , Kelston ,Bitton, Longwell Green, Hanham, St George, Lawrence Hill station and Bristol bus and coach station, Mondays to Saturdays.

Thank you

Lucy Travis for Somerset catch the bus campaign.

STATEMENT 3

Statement from Kim Hicks on behalf of the South Bristol Wrong Road Group

I am really concerned that WECA is excluding non-digital residents from the current 'planning for the future' survey. i.e. non-digital folk who are not online, do not use the internet or have a smart phone etc.

The survey ends on 14th December. This is during a time when the vast majority of the people, who live in the WECA region, are in Tier 3. <https://consultation.westofengland-ca.gov.uk/infrastructure/the-spatial-development-strategy/consultation/subpage.2020-10-16.9459552114/>

The survey is gathering views/opinions that will shape the Spatial Development Strategy which will impact on all of us where we live, work and play. The SDS will impact on us all **for 10's of years to come**.

By ending the survey on 14th December, WECA are excluding SO many people, particularly those who are not 'digital' and 'online'. Even those who are digital but on a basic level, have not had the opportunity ask questions in 'real life' at public meetings etc. If they need help and support to complete the survey, even in hard copy form, others cannot currently help them under the current Tier restrictions. This does not seem morally right when the feedback asked for will feed into plans that will impact on us ALL of us for many years ahead. The SDS will lead the way to planning many things that can't be undone. It is SO important to get the SDS right.

It is appreciated that WECA are now offering to send hard copies in the post. BUT you have to be online in the first place to be aware of survey taking place! I am not aware of WECA contacting anyone, non-digitally, to make them aware of the survey in the first place. I am a person who has been actively looking out for it and had not seen any attempt to initially inform residents non-digitally.

We are assured that there is light at the end of the tunnel and that things will be in a much better place in the coming weeks and months. A short delay, of the survey, will ensure that the plans are right for us ALL and our future for years to come.

I urge you to delay the closing date of the survey to tie in with a time when you can confidently be sure that you have allowed the majority of 'non digital' residents to actively and constructively be included.

The SDS is too important to get wrong. The preparation work is key to getting it right. Please learn from the mistakes made preparing the JSP.

Thank you for your time reading this.

STATEMENT 4 – Clive Weston

I wish to state my strong opposition to airport expansion when we are in the midst of a climate and ecological emergency (as recognised by Bristol City Council). Expansion would send the completely wrong message about the region's commitment to tackling these emergencies. I understand that Mr Bowles, the Metro Mayor supports expansion. It seems to me pointless for WECA citizens to reduce their carbon footprint only for there to be an expansion of air travel. Please oppose the airport expansion and support the democratic decision of North Somerset council.

STATEMENT 5 – Jill Coleman

Dear Mayor of WECA

You have declared a Climate emergency so how can you support the expansion of Bristol Airport. Please object to this expansion and explain to the public why this is necessary. Our Government is taking steps in the right direction and we need LEADERSHIP to address the existential crisis facing us. We have learnt with the pandemic that the public are ready and willing to do what is right and necessary if we are given clear information backed by science. Declaring a Climate emergency sends us the right message so don't muddy the waters by then encouraging more flying. We cannot keep flying off whenever we feel like it - this has been a mindless privilege enjoyed by the wealthy nations and contributing to the immense hardship to the poorer countries of the world who cannot withstand the shocks of climate change.

STATEMENT 6

TfGB ITA Statement

We ask you again to set up an Integrated Transport Authority for the West of England. An ITA is a way to promote business efficiency, social justice and opportunity, as well as environmental stewardship.

- It is vital that public transport is organised regionally and by an ITA, This would have to include North Somerset. Travel patterns in our region cross city borders, many existing bus services serve more than one authority, and a local rail network should be organised on a regional scale. This lack of co-ordinated planning is also one of the reasons why our networks are so poor.
- Three examples out of many: an Ashton Gate station is far less likely without a full WECA with an ITA. Unless you have a credible organization, funding for the rail spur to Henbury and North Filton is at risk. These are but 2 of countless examples, with lots of small simple improvements possibly lost.
- One tiny example: why hasn't the now redundant bus stop on Southmead Avenue been moved 10 yards to allow the 76 bus (re-routed via the Hospital Bus Hub) to use it again? An ITA would sort that.

* The Local Transport Act (2008) offers an opportunity through an ITA to effect control, organise and promote local passenger transport, including bus and rail, where this city region is renowned nationally for failing to provide what is required to reduce reliance on the car and reduce carbon emissions from road transport. The latter point is important for both Bath and Bristol as they implement Clean Air Zones to reduce pollution and carbon levels.

* We recognise that the LTA (2008) makes no provision to fund the establishment of an ITA . However, with the application of some imaginative thinking, some costs of setting up an ITA can be found through the transfer of transport staff from existing councils. This also allows for perspectives from each of the councils that WECA encompasses to be represented in the decision-making process. Further, approaches could be made to local MPs, most of whom support an ITA, for ongoing funding from central government. Elsewhere the PTE's and ITA's have a proven track record of their funding applications being well received by central government. Administrative overheads in those budgets might be used to help fund the ITA organization.

- Any investment would be money well spent and could lead to much needed public transport and long term well thought active travel improvements, which would make this region attractive to commercial investment, particularly as we emerge from Covid based recession.

* The bus operators, the transport campaign groups, the environment campaigners, and some local MPs recognise the necessity of an ITA. This opportunity has been dismissed before due to the old adage 'but we are doing alright', which in itself is not true. Transport services in the West of England have barely improved in efficiency, lowering carbon emissions, etc. since TfGB last presented this idea. It remains easy to envision the continued demise of public transport and the consequential increase in traffic congestion where road building is now proved as no solution.

We still have a transport system widely described as “rubbish”, as an absurdity, an insult to the passengers and not fit for purpose. Our Combined Authority still focuses on transport solutions that prioritise road building and car ownership, rather than public transit solutions which have already shown to improve transport systems in Manchester, West Midlands, and elsewhere.

This is borne out by the evidence in our region

- a) It has the slowest-moving urban traffic;
- b) This congestion increases the running costs of buses which is the main cause of high fares, a vicious circle thwarting modal shift.
- c) People have worse access to buses than in any other urban part of Great Britain. (Though this has improved recently from a very low base);
- d) Much of the rail infrastructure is life expired and underused;
- e) Greater use of cars is made in the region than elsewhere.

We expect better, on the issue of public transport which is the key to a sustainable and healthy economic future in the region.

If you to preside over these dysfunctional arrangements without reaching for the organisational solutions available for the whole of the West of England, the transport and environment problems seen today will continue and will likely force you or your successors to implement an ITA or its future equivalent in the end. That is, if you wish to maintain the environmental, economic and social well-being of the region and its citizens. We ask you once again to have the vision to start that process now and use the post Covid situation to truly Build Back Better for the West of England’s people, environment and economy.

Please take a look at the ITA Note submitted.

Martin Garrett

on behalf of - Transport for Greater Bristol Alliance

Integrated Transport Authority/Passenger Transport Executives. Explanatory Notes

Many ITA's started out as PTE's , Passenger Transport Executives, in the late 1960's before widening their powers to become Integrated Transport Authorities which might cover more than passenger services.

Generally this long history has promoted a level of co-ordination and co-operation between local authorities and transport providers which means that there is a capacity and tradition of organization and co-operation that has weathered various changes in the political climate including the impact of deregulation. Their transport culture and their approach can be very different to that found in the West of England and they achieve significant results.

It has been suggested that the West of England, especially Bristol, has recently witnessed unusual growth in public transport use (pre-Covid) achieved without an ITA but this is because it had to come from a very low base. This was largely precipitated by the introduction in the 2000's of a fragmentary network of bus lanes in Bristol (GBBN) combined with a special focus by First Bus Group to promote its ailing bus services. It was also the result of demographic changes especially the growth of the student market. It unlocked a potential untapped source of demand. Comparable evidence comes from the growth in the local rail sector, engendered by early efforts by local lobbyists to defend and promote rail services, as well as a national resurgence of rail travel. This catching up is not likely to be repeated without serious interventions. Recent local development has been lacklustre and there is no equivalence to the pro-public transport culture and progress found in ITA's.

Some cities have achieved a progressive attitude to public transport without an ITA, notably Nottingham, but its history since at least the 1960's of positive action on environment and transport has developed the first class services we see today. Again the reasons are not straightforward. Though about 65% of its superb buses are still operated by an arm's length (largely) municipal undertaking, Nottingham City Transport, a further 30% approx. of services are private, notably Trent Barton, who are also award winning. Others include Community Transport. However Nottingham City Council have managed to weave a web of co-operation and co-ordination across providers and neighbouring local authorities without a formal ITA. Nottingham is a Unitary surrounded by suburbs which are in District Councils as part of Nottingham County Council. The fact that its major suburbs are in different local authorities is similar to Bristol. Nottingham's excellent buses and fast developing tram network reach out to those districts. They all share a culture of co-operation for progressive public transport, and for ancillary developments such as local transport hubs going back many decades. One result is that Nottingham City Council has not been required to produce a Clean Air Plan.

The West of England does not share the history or transport culture found in places like Greater Manchester, and West Midlands, or even Nottingham. Unfortunately Bristol does not have Nottingham's 60 year history of single minded modern transport development. To have a hope of catching up we require the mechanism of an ITA, the legal structure for organising transport across a region like ours. An ITA requires a dedicated team of specialist transport professionals of various disciplines combined under a single management. Here are some answers to help us to achieve this.

1. When were ITA's created?

First created by the 1968 Transport Act to coordinate transport services in the UK's largest urban areas (West Midlands, Greater Manchester, Merseyside, Tyneside and Glasgow). The 1974 local government act reorganised the boundaries of these ITA's to match the newly created metropolitan counties. Additionally, South and West Yorkshire ITA's were created. The Local Transport Act 2008 granted ITA's capacity to take power over roads, rails and local highways. This also allowed for the creation of new ITA's, given it will improve efficiency and effectiveness in transport.

2. How are ITA's funded?

Funded by council tax and national grants. PTE's are governed by councilors representing the areas served by the ITA. These councilors are responsible for funding and making policies for ITA's/PTE's.

3. What does an ITA do?

- contribute to the planning of local rail services (in partnership with the Department for Transport);
- plan and fund (via subsidies) socially necessary bus routes;
- work in partnership with private operators to improve bus services - for example through bus priority schemes;
- run concessionary travel schemes - including those for older, disabled and young people;
- invest in local public transport networks - including new rail and bus stations;
- develop and promote new public transport schemes - like light rail and guided bus networks;
- provide impartial and comprehensive public transport information services - including by phone and internet;
- manage and maintain bus interchanges, bus stops and shelters.

4. Are they responsible for running the public transport/highway services?

They might also run the public transport services, but in most cases this is done by a private company. Similarly, they are not always highway authorities, with this responsibility often given to district councils.

5. How are ITA's organized?

Each ITA is made up of representatives from the local councils in the areas they serve. Each ITA has Passenger Transport Executive (PTE) made up of officers under a Chief Executive to undertake the actual work.

6. Where are there currently ITA's?

Greater Manchester, Liverpool City Region, South Yorkshire, Tyne and Wear, West Midlands and West Yorkshire

7. What if any is the formal legal relationship between an ITA and a Combined Authority. Do they exist separately? Can they be together in the same legal entity?

In West Yorkshire and the West Midlands, the ITA has been absorbed into the Combined Authority. Making the authority itself the executive. Other ITA's exist separately from the Combined Authority.

8. What are the potential benefits of creating an ITA?

- Provide robust governance for planning, delivery and management of transport in the area.
- Transport for London style 'Overground' with ITA setting rail fares, timetables and quality standards.
- One brand for both rail and bus services with integrated ticketing, smartcards and London style 'Oyster' cards.
- Take over strategic roads as well as rail.
- Extend ITA into neighbouring authorities to cover full travel to work areas at District or County level. Note this would mean the whole area of a county or district or unitary.
- Powers over traffic management measures and maintenance.
- Franchised bus network through Quality Contracts – specify and regulate bus services across the whole of the West of England.
- Set bus fares and frequencies through Quality Partnerships.

9. What are the potential disbenefits?

- Costs of setting up, operation and funding.
- Additional tier of administration.
- Loss of some local authority highway powers.
- Weaker geographical and transport links if ITA covers too great an area.

Important resources:

<https://www.legislation.gov.uk/ukpga/2008/26/notes/division/8/5> 2008 Local Transport Bill

http://www.westofengland.org/media/67030/meetings_pteg_29-02-08_itapaper.pdf WECA Paper on ITA's

<https://www.urbantransportgroup.org/about-us/who-does-what-transport>

STATEMENT 7 – Dr Sarah Keown

This is incredibly disappointing that Bristol Airport have shown utter disrespect for the residents of North Somerset and the Bristol area by even attempting to appeal. It is unthinkable that in a state of climate emergency with worsening CO2 levels and the implications this will have for innocent future generations that something like this would even be considered. This will make the problem far worse by vastly increasing the number of flights and hence pollution as flights are obviously one of the major contributors to global warming.

Please listen to your residents and public as you have done before - Bristol is a Green city and has been awarded for this. It would be hypocritical and insulting to allow expansion of Bristol Airport and would drastically worsen your support from the Bristol public. North Somerset council made the right decision previously for our future and set an example that can contribute to further environmental progress.

Be a leader that is not bullied by large corporations - for my 18 month old daughter - please do not let this happen

STATEMENT 8 – Janet Grimes

As WECA has stated it will 'build back better' by putting the climate emergency at the forefront of all Covid 19 recovery plans, I hope it will seriously reconsider its support for the expansion plans of Bristol airport.

This year has shown us that aviation is a sector which is very vulnerable to emerging and emergency situations, and not a resilient sector.

The business case for increasing aviation capacity is far less optimistic than it was.

We already know that job creation from enlarged airports is not guaranteed as this is a sector which is increasingly automated. We already know that the engineers are finding it difficult to design low emissions aircraft which can transport a large number of people. This will become increasingly problematic for carbon reduction targets – and for the climate aware public.

And now we have seen how aviation is a very 'fixed' mode of operating, which cannot respond to developing situations easily.

What lies ahead for us with dramatically changing weather patterns will challenge aviation even more.

The increasing frequency and intensity of: sea level rise, flooding, storms, large scale forest fires, heat waves, extreme cold and now the increase in incidence of injury-causing 'clear air turbulence' (a more everyday occurrence in aviation terms for European and trans-Atlantic air space) , all mean a huge increase in the number of flights being delayed, re-routed or cancelled.

This is a problem for aviation, as flights are organised by scheduled air-space slots. Delays etc have a huge knock-on effect. One flight has to be rescheduled and many more are equally effected.

The insurance industry is already considering its travel insurance capacity if flight cancellations increase as predicted.

STATEMENT 9 – Glenys Smith

I am writing to add my voice to the opposition of any further expansion of Bristol airport.

In view of the fact that WECA declared a climate emergency in 2019, and we are going through a pandemic, I urge the Mayor, Tim Bowles, to make his objection to Bristol airports plans for expansion currently being reconsidered by the Planning Inspectorate.

The WECA Mayor has declared his wish to include the people of North Somerset in the WECA election due to take place in 2021 and should support their overwhelming objection - 82% rejected the expansion.

Since BANES has consistently raised objections to the expansion plans I don't understand how the WECA mayor can continue to support the airport. Despite the lessons of Covid-19 which has driven a coach and horses through Bristol airport's business plan for their expansion: the overwhelming objection by people in North Somerset and the locally declared climate emergency, the airport are persisting in trying to get planning permission for their expansion.

Half of the people in the UK do not fly year in, year out. Many of these people live under Bristol airport's flight paths, in the more deprived regions of South Bristol. Why should these people have to put up with an extra 20,000 extra flights a year, including many more night flights?

New research that has been revealed during COVID-19 highlighting the inequalities existent in society and that the poorest suffer more health and social deprivation. They should be protected from the environmental impacts of an expanding airport and I urge Tim Bowles to submit a letter of objection to the appeal process.

STATEMENT 10 – Dr Tessa Cook

To Tim Bowles WECA Mayor

Dear Sir,

As things stand you are on record as supporting the proposed expansion of Bristol Airport.

I am writing to you in the hope that you have already reconsidered your decision. If not I strongly urge you to do so, and to publicly oppose the plans for expansion and write to the Planning Inspectorate accordingly.

WECA declared a Climate Emergency in 2019. How can increased aviation be compatible with this? This floundering industry talks about electric planes. My background is in the physical sciences and I can assure you that these ideas are quite literally 'pie in the sky'.

I live in Bristol and would be appalled by the increased traffic and air pollution that 20,000 extra flights would generate. I am a doctor and am well aware of the morbidity and mortality (300 deaths annually in my city) our already illegal air quality is proven to cause.

50% of the population of the UK never fly, myself included. Why should we and our families suffer from traffic congestion, air and noise pollution, and the terrifying consequences of climate change for the unnecessary trips abroad of the other half? Many who do not fly are amongst the poorest and consequently (as Covid19 has shown) the least healthy in our society. Many socially deprived areas of Bristol lie under the flight paths, adding insult to injury!

You are on record as saying that WECA 'wholeheartedly' supports the expansion proposal but BANES has consistently objected. Friends in Bath live under the flight paths and I can assure will not be welcoming the increase in planes and proposed night flights.

I also understand that you are seeking to expand WECA to include North Somerset. Support for the airport and its cynical plans, despite a decisive rejection by North Somerset Council Planning Committee back in February would not be a vote winner. Ex-councillors in that area found that, to their cost, prior to the decision. 82% of the local population opposed the plans!

I realise my tone may be hectoring at times but I, along with many others, am exasperated by Bristol Airport's brazen attempt to take this matter to appeal. I hear today that airports in the South West are to receive £8million of our money to stay afloat. It really does beggar belief. This was from the Weston Mercury. I would be only too delighted to find that it isn't true.

The Government is (apparently) looking again at national economic policies post Covid 19 with a view to aligning them with the UK's climate and environmental goals, particularly ahead of COP26. I sincerely hope and trust that you will show true leadership at a regional level and do the same.

Please demonstrate vision and authority in this matter. In hope.

Yours faithfully,

Dr Tessa Cook

STATEMENT 11 – Richard Matthews

I am prompted to write following the news that the airport has just received a significant amount of financial support. It is disappointing to learn that there are no conditions attached to our money to support the airport, such that the airport starts to make a positive contribution to a greener future. An approach mandated by the Committee on Climate Change in June 2020

One small but important first step would be for the airport to bury its expansion plans. These plans will be heard at a public enquiry next year and I ask you to now oppose these proposals. I am not asking for the airport to be shut down: just for it to start the process of reducing its very harmful impacts on the global and local environment.

STATEMENT 12 – Mary Collett

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

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

Carbon reduction and air pollution are crucial issues. We can't wait for the next generation to make the required changes.

We are relying on you to make the decisions regarding the decarbonisation we need to create a healthier fairer world for the future.

WECA **cannot** continue to support Bristol Airport's expansion plans when they have declared a climate emergency.

We need to drastically reduce carbon emissions not increase them by up to a million tons each year, which is what Bristol airport expansion and the increased flights and car journeys would produce.

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

Locals around Bristol Airport have to bear the brunt of noise, air pollution & huge increases in traffic so that the affluent minority can take more flights.

The Covid-19 pandemic has substantially decreased air travel for the foreseeable future.

Business flights only accounted for 15% of flights before the pandemic and now businesses are familiar with online meeting technology, there will be even fewer business flights

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

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

Bristol needs an 88% reduction in carbon emissions by 2030 to reach net zero according to the One City plan.

How can you possibly support increased emissions?

Please **retract** your support statement for Bristol Airport Expansion plans and **commit** to submitting a letter of objection to the appeal process.

STATEMENT 13 – Tarisha Finnegan-Clarke

The Conservative government are carrying out an inquiry into how they may align any post-pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. I think the Mayor of WECA should show the same leadership by withdrawing WECA's support for the planned expansion of Bristol airport by writing to the Planning Inspectorate, especially as he declared a Climate Emergency in April 2019.

STATEMENT 14 – Dr John Leach

I am a resident of Bath and therefore fall under B&NES and the West of England. I am writing to add my opposition to the opposition of many thousands of other people within the West of England to the proposed expansion of Bristol Airport.

WECA and B&NES have both recognised and acknowledged the impending Climate Emergency that people in the West of England face. There is no silver bullet that will solve the problem of climate change. It is imperative upon all people to treat the Climate Emergency as an emergency and act with urgency, determination and commitment to do all the things that can be done to reduce our GHG emissions before the region, country and planet exceed their carbon budgets.

In order to keep the global average rise in temperature to no more than 1.5C, we have a carbon budget that will run out in 9 years' time if we persist in emitting GHGs at the rate we emitted then in 2019. Alarmingly, many of us recognise that this battle has probably been lost already. Given that, it is imperative that we strive with every option before us to stay within the carbon budget that would limit global warming to 2C, hoping that that amount of warming will not make life on this planet unmanageable for many millions if not billions of people.

I call on you to show your awareness and understanding of the dire situation we face and the need to reduce as rapidly as possible the share of our carbon budget consumed by aviation. Please reject any and all proposals to expand operations at Bristol Airport until such time (which might never arise) as the region and country can afford to allocate a significant share of its over-stretched carbon budget to aviation.

STATEMENT 15 – Greg Dring

I am writing to express concern about the Combined Authorities support for the expansion of Bristol Airport. Having declared a climate emergency WECA needs to follow through with policies aimed at making rapid reductions to greenhouse gas emissions. Aviation is a growing, not a declining source of such emissions. The Absolute Zero report for the Parliamentary Committee on Climate Change makes it clear that there is no prospect of zero-carbon aviation, even by 2050. The last thing we should be doing is expanding aviation. We need far fewer flights not more. There are therefore no grounds for expanding the airport. WECA should change it's stance and oppose the airports expansion.

STATEMENT 16 – Breda Kingston

Mark Carney, in the first of his Reith lectures on BBC 4 today 2/12/20 refers to COP26 as a time when 'the leaders of the world will meet to try to put right what has gone so wrong - to turn what the industrial revolution has wrought into the sustainable revolution.'

<https://www.bbc.co.uk/sounds/play/m000py8t>

Increasing carbon emissions through airport expansion cannot play any part in a sustainable revolution. There is no viable alternative to fossil fuelled flying at present or in the foreseeable future. The decision to refuse the proposed expansion, a decision made democratically must stand. One of the unitary authorities, BANES, has already objected to the proposed expansion. I appeal to the whole of WECA to uphold the decision made and object to the appeal against it.

You must look ahead, beyond the immediate horizon to the longer term future. The existential threat that is faced by us and all life on earth is too grave to be subjected to short term business interests or political or partisan thinking. (Not to mention - again from Mark Carney - it is sustainable businesses that will make profit in the climate transition.)

Please be on the right side of history and play your part in giving our children and future generations a chance of a habitable earth.

STATEMENT 17 – Jackie Head

I note with concern that Bristol Airport is appealing the decision by North Somerset Council to reject their expansion plan.

I can see no logic to this given the following factors:

1. At present Bristol Airport is operating way below capacity and this is likely to be the case for some time
2. During the pandemic the public had the chance to experience improved air quality, reduced airport traffic and clearer skies and many have realised that they want more of this.
3. During the pandemic companies have learnt the value of working from home and using online platforms for a range of business needs and the savings this affords in terms of travel: it is likely many will not return to previous travelling practices.
4. During the pandemic people have experienced the positive impact of staycations, on their mental health and their pockets and on the U.K. tourist industry it supports.
5. As we head for COP 26 in 2021, and in the light of the most recent IPCC report, people are more aware of the need to undergo a paradigm shift in terms of our consumption of fossil fuels.

With North Somerset on your doorstep and the areas WECA covers under the flight path, surely it is your responsibility to be forward thinking and proactive in vigorously objecting to the planned expansion.

I am aware that some people cite job security for airport workers as a reason for expansion, but in reality jobs at the airport are likely to offer little job security given the decline in the demand for flying.

Instead, and in keeping with your work to support greener travel options, will WECA commit to working with the unions to seek opportunities for present airport employees to retrain into green industries, where there is a shortfall of trained individuals to meet their expansion. There is a wide range of future roles likely to be available from tree wardens to retrofitters.

Show some real leadership and do the right thing.

STATEMENT 18 – Oliver Lax

I am writing to implore you to change your stance in support of Bristol Airport expansion. All of WECA's constituent authorities have now declared climate emergencies which is fantastic. The next harder stage is to take real and impactful action to reduce our carbon emissions across the West of England. The Climate Emergency action plan you published in October is a great first step, however to miss out any mention of airport expansion here is inexcusable. Expansion would mean a further 1 million tonnes of additional carbon emissions a year which is colossal and completely the wrong direction for becoming net zero by 2030.

It's not too late to change your minds on this. A change in stance could help to influence the outcome of the appeal process starting early next year to overturn the decision by North Somerset council not to expand the airport. Doing this will show that you are serious about the grave threat that climate change has on our communities and will put you on the right side of history. Most importantly, it will make it easier for the West of England to become genuinely carbon neutral by 2030.

STATEMENT 19 – Simon Omiotec

I am writing to you to lodge my view on Bristol Airport's appeal against the planning application.

At a time of climate emergency we need to travel less, not more. Our planet is facing an ecological disaster. Our current way of living is unsustainable and we have to stop burning fossil fuels. I realise that we cannot do this overnight, but we should be on a path to reduce our carbon emissions, not increase them by expanding airports.

Every day more companies are proudly announcing that they will be carbon neutral by some date in the not-to-distant future (in the last week it's been ITV), and whilst they may have different motives for this, their direction is clear, and the message is something that the public is 100% supportive of. This may not be enough to save us, but it's a move in the right direction. Expanding Bristol Airport is, in my opinion, a move in the WRONG direction.

I urge you to reject this appeal for the good of the local population and the other 7 billion people who want a future on this planet.

STATEMENT 20 – Joanne Pemberton

COVID has exposed the inequalities in how the poorest in society are affected most by bad health. I don't want Bristol to expose the vulnerable to more fumes and poorer air quality by expanding the airport!

This is the last thing the planet needs with the climate crisis that WECA have declared. Will the mayor now object to the airport expansion.

STATEMENT 21 – Jill Tarlton

In 2019 a report in Carbon Brief (Finley and Mattini) warned that planned UK airport expansions would most likely prevent the UK from hitting its 2050 net-zero climate goals.

Moreover, the expansions are not a result of increased demand but would encourage people to fly more by providing cheaper flights.

Now in 2020 following aviation industry's decline as a result of the COVID 19 pandemic, the government is about to help boost the aviation sector in the South West (including Bristol Airport) with no conditions for the airports to become more carbon friendly. And electric planes are decades away from being developed. This goes against the advice from the Committee on Climate Change June 2020 report on securing a green and resilient recovery following the COVID 19 pandemic. This year, frequent business flyers have seen the benefits of working from home and now have the mechanisms set up in place to do so. A recent statement from Gatwick airport stated that the aviation industry would take at least 4 to 5 years to recover and return to the level it was pre pandemic. It would not be economically viable to support airport expansions, moreover the cost to the environment too high to justify or mitigate (the proposed expansion would require a forest the size of North Somerset to be planted every 4 months to offset the resulting extra carbon emissions.)

Half the population of the uk do not fly, and most frequent fliers are higher earners. Why is it fair for poorer people who suffer more health problems should be subjected to worsening environmental impacts from an expanding airport?

Please will WECA now oppose the ongoing expansion plans for Bristol Airport.

Finally, if nothing else, the UK is hosting the UN Climate Change Conference (COP26) next year and must be seen to be acting on reducing our emissions, not facilitating their increase. Boris Johnson is aiming for world-leading UK emissions cuts.

In the words today (December 2nd 2020) of UN Secretary General Antonio Guterres " Humanity is waging war on nature. This is suicidal".

STATEMENT 22 – Rachel Lunnon

WECA has recognised the importance of the climate and ecological crisis facing us by declaring an emergency - the only logical and moral next step is for WECA to object to the proposed expansion of Bristol Airport. The climate and ecological crisis is something that will affect all residents of WECA in the years to come and by opposing the expansion we have the opportunity to be on the right side of history.

Covid-19 has shown us that we can react in a radical manner to protect what is important to us, but it is essential that we act now to the threat of the climate and ecological emergency because if we wait until those of us in WECA are dying from it, it will be too late.

STATEMENT 23 – Polly Bramley

Please do not support expansion of Bristol airport. We are in a climate emergency and it is imperative that we reduce CO2 emissions. Given that flying is such a massive contributor of CO2 emissions, we have to make a stand. Let's promote a green economy instead.

STATEMENT 24 – Nikki Jones

Proposed Bristol Airport Expansion

Covid has given us all time to reflect on the 'Business as Usual' trajectory we have been on for the last few decades, the narrative that there is no alternative to endless economic growth. Despite all the evidence of environmental, societal and health costs, we have been unable to question the premises underlying our economic system - *till now*.

Airport expansion appeared to many to offer net benefits and I expect that most of its supporters have been well motivated. But, unexpectedly, we have been given a chance to re-think, to question our assumptions, and to look at new evidence.

That evidence includes our civilisations' 'war on nature' that the [UN Secretary General has today described as 'suicidal'](#). We have just seven years of carbon budget left before our climate is well and truly out of our control. To go ahead with the expansion of such a high greenhouse gas and pollutant emitting industry would be worse than reckless - **it would be criminal**.

As ambassadors for a vibrant, local economy, I can see that it is difficult for you to step back from such large construction projects. You want to create jobs and protect ordinary workers who may not fully understand the implications of going ahead. But **the coming chaos from climate change - economic, political, physical, practical - is likely to dwarf Covid** in terms of its impact. We have a small window now to act to weaken this - and it calls for strong leadership from you, guided by science and fact.

If you need an argument that works within the 'economic growth at any cost' mindset, then please consider just how realistic the airport's linear growth projections really are - and whether, if you go ahead, you are part of a **gross misrepresentation to investors**. Given our weakened economy and its long-term restructuring, which is inevitable, plus the short-term physical (climate) and transitional (carbon and passenger taxing, increased prices of jet fuel, government regulation,) risks, the airport's projections are a pipedream. **Being part of this - and committing tax payer money to supporting the expansion - is both negligent and fraudulent**.

I urge you please to make a decision based on science and fact. There *are* alternatives to stimulate the local economy, alternatives that give our civilisation a chance of survival. Please take the opportunity of Covid to rethink and re-assess.

STATEMENT 25 – Kingsley Belton

Re Bristol Airport Appeal

I note that you supported the original application to increase passenger numbers using Bristol airport by two million people. This application was firmly rejected by North Somerset Council's Planning Committee. In the light of this and the fact that you have declared a climate emergency I am urging you to re-evaluate your decision and withdraw your support. A thorough and democratic process was followed and reached the conclusion that any expansion would not yield the benefits claimed. The people of North Somerset objected the proposal overwhelmingly.

We have no need for an expansion which will cause an unacceptable increase in air pollution and will harm the fragile planet already facing ecological catastrophe, at a local level it will also an increase noise levels and traffic congestion.

Please align local economic policies with the UK's climate and environmental goals, withdraw your support and write to the Inspectorate objecting to the planned expansion.

STATEMENT 26 – Phil Sturgeon

The last thing we need is more flights. We need to wind this entire industry down and focus on rail travel or we're never going to hit our 2030 or 2050 goals as a country.

More roads and more airports always means more pollution and this was rejected for a reason. Please don't let it happen.

STATEMENT 27 – Nicky Sweetland

I understand you will be discussing the upcoming appeal by the Bristol Airport Company against North Somerset Council's decision to deny planning permission for the expansion of Bristol Airport.

I'm writing to ask if the Mayor can please update their stance on this issue and declare opposition to the expansion of Bristol Airport. This will help North Somerset Council maintain the decision that was democratically reached by it's councillors in early 2020.

There have been local and national declarations of climate and ecological emergency but little action has taken place as yet. It's time to take a stand against corporate profit and ecocide and oppose the expansion of carbon heavy industries such as aviation.

STATEMENT 28 – Piers Sadler

In the light of the Climate Emergency Declaration by WECA in July 2019 and the recognition that the appropriate response is a reduction in carbon emissions I urge Regional Mayor Tim Bowles to write to the Inspectorate and make it clear that he now objects to the expansion of Bristol Airport.

This is the only reasonable course - otherwise the Climate Emergency Declaration appears to be a sham with the primary purpose of minimising vote losses on this issue.

STATEMENT 29 – Rory Peliza

Please see my public statement for the 'Joint meeting - West of England Combined Authority Committee and West of England Joint Committee' to be held on 04/12/20 below:

I am writing to you to encourage WECA to object to the Bristol Airport Expansion. There are concerns that this expansion will affect the surrounding area negatively.

- Noise from aircraft is already significant, adding additional night time flights will only exacerbate the situation.
- All the constituent authorities of WECA have declared a climate emergency, additionally WECA have said that they intend to become carbon neutral by 2030. North Somerset council have rejected the application, citing climate change as a material consideration. With efforts throughout WECA being taken to reduce carbon emissions, it is foolish to ignore the impact an airport expansion would have on the overall carbon footprint of the region. The emissions from the airport would, in one go, reverse the effort put into our fight against the climate crisis[1].
- Please do not accept the marketing for the airport, that the airport will be carbon neutral . These calculations do not include the emissions from the planes and therefore this is a misleading statement.
- The additional land for car parking facilities required are substantial - encouraging people to fly, and to drive significant distances to do so is again a contribution to the detriment of our local air quality and encouraging further emissions contributing to climate change The Airport's own planning application predicts an increase 16% in the annual level of Airport-related private passenger vehicle emissions by 2026, which may well be an underestimate.
- Expansion is unlikely to create increased job opportunities for local people over and above those already in employment. The Airport already imports employees from Wales, Gloucestershire and Devon. The jobs it does offer are mostly contracts and / or low-skilled, low-paid and temporary which will increasingly be mechanised. The financial gain from the airport expansion is not significant enough to outweigh the above concern [2].

[1] Adrian Gibbs (2019), 'Just Plane Wrong'. Isonomia, Bristol, <https://www.isonomia.co.uk/just-plane-wrong-bristol-airports-expansion-application/>

[2] Prof John Whitelegg (2019), 'The Economic Impact of Bristol International Airport', The Aviation Environment Federation.

STATEMENT 30 – Rachel Wilson

I strongly oppose the expansion of Bristol airport. Instead invest in my child. Give him clean air to breath, give him a job in the green sector because Bristol took a bold move to invest in renewable unlimited energy. Let him live in a city that does not flood but instead plants trees and finds nature based solutions. Let me tell my son of the beautiful future he has because the people that represent us in Bristol care about him and are planning for his future right now even though he is only 3. What a legacy you could create. The science and the facts are there. Please be bold. Be wise. Be kind

STATEMENT 31 – Annie Beardsley

Re: Bristol Airport Expansion Appeal

As a forward thinking authority, determined to 'build back better' post-COVID and with the Climate and Nature Emergency in mind, will you formally speak out against the expansion of Bristol Airport and work with the unions to move present employees to retraining opportunities to equip them to work in new green industries? Thus ensuring job security and the appropriate scaling back our reliance on air travel.

As a resident of Bath, I am very concerned about the potential increase in the number of flights because we live beneath one of the regular approaches from the East. While not against air travel per se, I don't believe there is any logical case for expanding air travel given the existential crisis we are facing due to climate change.

Half of the people in the UK do not fly year in, year out. Many of these people live under The Bristol airport's flight paths. Why should we have to put up with an extra 20,000 extra flights a year, including many more night flights?

In view of the fact that B&ANES, where I am a resident, has consistently raised objections to the expansion plans of Bristol airport, how can the WECA Mayor continue to justify his previous position that WECA whole-heartedly support the airport's plans? In view of the fact that WECA declared a climate emergency in 2019, and we are going through a pandemic, will the Mayor now put in an objection to Bristol airports plans for expansion currently being reconsidered by the Planning Inspectorate?

STATEMENT 32 – Robert Helson

I wish to put in the strongest possible terms my objections to any expansion of Bristol Airport. We are in a climate emergency in which I believe there is no certainty that our planet will continue to sustain us. We need to reduce, not increase our aviation industry, and this is the time in which we need to do it. We cannot go on polluting the world in the way we have been, and I urge you to ensure that this expansion does not take place.

STATEMENT 33 – Helen Phillips

I wish to make a statement to WECA concerning their position on the Bristol Airport expansion Appeal.

As WECA has declared a Climate Emergency and this week the UN has presented its case for radical and immediate action to combat to combat Climate Change, I can see no reason to give way to Bristol Airport to allow its expansion plans to go ahead. It can only be to the detriment of all Bristol and North Somerset residents and only benefit Canadian pension funds

STATEMENT 34 – Robin Simpson

Statement in opposition to Bristol Airport Expansion Appeal

Bristol Airport has rightly been refused permission to expand its operations. The people of North Somerset have spoken. They do not want more traffic, noise and a vast increase in carbon emissions. There is no way Bristol airport can make flying at this present time a carbon neutral experience. This claim is untrue. We need to drastically reduce all carbon emissions today. WECA have already signed up to this. Let WECA hold by their commitment and show they really understand what this means and vote against this appeal.

STATEMENT 35 – Alexandra Limberg

I am writing to express my deep concern and dismay at the possibility of the expansion of Bristol Airport being considered, when all the stark facts point to the profound and cumulative loss that supporting it will have on our land and our lives. We passed the crossroad of choice a while ago and are now, through supporting ventures like this, walking inexorably towards the end of the future.

Please do not hide your heads in the sand or be pressurised into thinking only of short term possible financial gains. Allowing the expansion of the Airport will have deleterious consequences that far outweigh the small and local short term benefits. The Reith Lectures have been in part about weighing up value and Values across societal systems. The expansion of the Airport will provide very little of the former and none of the latter.

STATEMENT 36 – Brian Piper

For years I have watched with concerned disbelief as CO2 emissions climbed higher and higher not believing that humans could allow this to continue. Despite the IPCC reports and children demonstrating, everyone seems to think they can continue spewing out more CO2. This has to stop, if we don't want to reach a point of no return, that is if we haven't already reached that point. We have to stop now.

Aviation is the most CO2 emitting form of mass transport and **MUST** be curtailed until there is an alternative fuel or alternative means of aircraft propulsion. (biofuel, hydrogen or electric). Airport expansion should not even be considered until these alternatives are available. If the aviation industry cannot function, because of its devastating effect on the climate, then the development of alternatives will be prioritised.

Please, for the sake of you, me, and the whole of human and animal life, **DO NOT ALLOW BRISTOL AIRPORT EXPANSION** until the aviation industry cleans up its act.

STATEMENT 37 – Arne Ringner

Dear Metro Mayor

Please cast your vote to oppose any expansion of the airport at Lulsgate Bottom. We are in a state of environmental emergency and air travel is a significant contributor to this. We must not permit the 'commercial market' to dictate our future by enabling further growth in air travel. This is what the airport group is saying: "Our forecasts assume that the impact of Covid-19 is ultimately a short term issue, covering the next two to four years and that, over the period of the planning forecasts, more normal market conditions and drivers for growth will return."
TOTALLY UNACCEPTABLE!!

STATEMENT 38 – Deasy Bamford

I am writing to urge you to keep our democracy strong and allow the peoples vote and the vote of their councillors to stand . If we have no right to oppose anything , then we are not either free of democratic . If someone else economic argument can win every time , then there is no democracy , there is only money and power and we with little of either, have no hope .

The case against Bristol Airport expansion has been made by us , the people who live under its flight path , breath its air pollution ,listen to its engines roar above us. it should not be the teachers pension fund of Ontario that determines our future ,. If you believe that we have some rights , please do not allow this to go to appeal on the flimsiest of reasons , ie they didn't like the decision we came to .

Thank you for you time to read this . And I hope it gives you strength to stand for what is right .

STATEMENT 39 – Amy Fletcher

I'm hoping that in view of the strong rejection of expansion plans by North Somerset, WECA will now support their decision.

This is particularly important if WECA is planning to incorporate N. Somerset in the near future.

Besides which, we are apparently in a Climate Emergency to which various authorities are sadly only paying lip-service. We really need to change the ways we live, and as transport is one of the major emitters of CO₂, we should not really be planning to move millions more cars each year into the lovely Somerset countryside.

STATEMENT 40 – Bridget Page

Dear WECA

I would like to ask whether the mayor will withdraw his support for the airport expansion in the light of the Climate Emergency and the pandemic.

I would also like to ask whether the mayor is willing to listen to the people of North Somerset who showed that they rejected the airport expansion by objecting by letter.

The pandemic has changed the goal posts for the airport and their business model must have changed significantly. Does it still justify expansion in the view of the mayor.

Why should the poorest people in our region, many of whom don't use the airport, suffer from the effects of air and noise pollution from the extra 20,000 flights per year.

And finally Do we really know what Brexit is going to do to the economy and the ability of the British people to indulge in air travel.

STATEMENT 41 – Cllr Huw James

Please find below a statement from me for the next West of England Combined Authority Committee meeting.

Context

The West of England Combined Authority was created to encourage the joint working of Bristol, Bath and North East Somerset, South Gloucestershire, and North Somerset. Due to failings of previous political leadership, North Somerset opted out. The change in Administration in May 2019 brought a cross-party consensus that this was a mistake and that joining the West of England Combined Authority would be the best option to improve investment in businesses, skills and transport together as a region.

North Somerset, Bath and North East Somerset were quick to show their support, and in a Full Council meeting the City of Bristol Council expressed support for North Somerset's Membership of the West of England area alongside a new financial deal for the West of England Combined Authority.

The City of Bristol Council will not consult on the possibility of North Somerset joining the West of England Combined Authority until there's a significant financial deal on the table.

The Department of Housing Communities and Local Government refuse to offer a financial deal until the four authorities consult on North Somerset joining the West of England Combined Authority.

Whilst it is clear that this deadlock is now out of the hands of North Somerset, the climate emergency, the housing crisis, and the recession soon to come now demand immediacy and action – we simply cannot wait another four years till we join the Combined Authority. North Somerset residents would also rightfully be upset if we joined an authority led by a Mayor who they could not themselves elect.

Resume Meetings

Whilst the West of England contains four totally independent local authorities, their leaders must show that they can work together.

The Mayor of Bristol has shown a willingness to meet urgently with other WECA authority leaders to agree on a financial settlement, review the methodology for distributing WECA funds and a clear governance arrangement and publish the statutory consultation on North Somerset joining WECA. Whilst the conditionality of this offer is not ideal, it presents some willingness to move forward.

Residents not just in North Somerset but across the West of England, need relevant Government players, Mayor Bowles, and the four authority's leaders to come together to put forward a plan that involves North Somerset within WECA, and a strong deal for the whole of the West of England.

Clear Communications about what is going on

As a cross-party administration, North Somerset know that successful cross-party working thrives on openness and trust. Residents and constituent councillors need to be able to understand the details blocking North Somerset joining the West of England Combined Authority. During these talks, there have been multiple truths, and there's no way for councillors never mind residents to understand what's actually going on.

That is why I am requesting for an explanatory paper to be released to the public outlining the legal process for North Somerset joining the West of

England Combined Authority, and how we can move on from truisms about wanting to work together into action.

Alongside this, I am requesting that the West of England Combined Authority holds a briefing and Q&A open to councillors from all authorities, making use of our new way of working, to provide some clarity and openness about North Somerset's proposed membership of the West of England Combined Authority.

Deferring the WECA Elections until there is a clear deal for the West.

I note that Mayor Bowles wishes to stand down after the end of his term, and I wish him good luck with his future endeavours. However, if there is honestly no other feasible course of action for North Somerset to join the West of England before 2025, might it be a possibility for this Combined Authority to follow the example of Somerset County Council, and to defer the combined elections till there is some clear information from Central Government about the outcome of the Government White Paper on Devolution? That spare time could be used wisely to give the West of England the financial deal it deserves, with North Somerset as a full constituent member.

STATEMENT 42 – Cllr Brian Allinson

West of England Combined Authority

WECA /Joint Committee

4th December 2020

On behalf of the residents of the Stoke Gifford Area of South Gloucestershire and also the thousands of rail travellers using Parkway Railway station each week, I wish to thank Mayor Bowles and the Combined Authority for recognising, within the Strategic Rail Investment paper (Item 11), the clear and very present danger presented to pedestrians and cyclists passing and re-passing under the Parkway Railway Bridge every day.

First Built over 70 years ago, Parkway Bridge provided access to Filton and eventually Bristol, along the small lane now known as Brierly Furlong. At the time there were very few people using the lane and traffic was light. As such, the walkways under the bridge was perfectly adequate.

However, in more recent decades, hundreds of new homes have been built in the area, three large educational establishments have opened on New Road and, combined with the increasing number of commuters going to large employment sites such as the MOD Abbey Wood, the University of the West of England and AXA Sun Life, and shoppers going to the large retail outlets and supermarkets in the area, the increase in traffic has grown rapidly.

It must also be noted that Parkway Railway Station has grown in importance and now provides the daily access point to all of the aforementioned establishments.

Parkway Railway Bridge is the only practical route by which hundreds of pedestrians need to access the areas to the south of the railway line on a daily basis and, with the narrow roadway under the bridge catering for the increasingly heavy traffic, the pavements either side are proving inadequate to provide safe passage, particularly in a time where social distancing is vital.

Following several reported incidents, and in an effort to provide an element of safety for the pedestrians and cyclists, South Gloucestershire Council this year introduced a one-way traffic flow system controlled by traffic lights, allowing for the expansion of the walkway on either side for social distancing to be observed. The new system has provided an enhanced level of safety but has on occasion caused traffic congestion to build up especially at peak times and this situation will only get worse when traffic returns to normal as we start to see light at the end of the dark tunnel that has been this pandemic.

The only practical solution will be to provide a dedicated pedestrian and cycle tunnel through the Parkway Embankment parallel and close to the existing road tunnel, which will then become for vehicular traffic only.

I would like to reiterate my delight that the need for this scheme is being acknowledged in today's agenda. I have been made aware that Mayor Bowles and Cllr Savage, as the Leader of South Gloucestershire Council, have begun discussions with the bridge's owner Network Rail to work towards the delivery of this tunnel and am pleased progress is being made.

I would still ask, with the pressures on safety and congestion likely to build in the coming months that this matter is treated with a proper level of urgency.

Cllr Brian Allinson
Stoke Gifford Ward
South Gloucestershire Council

STATEMENT 43 – Peter Andreson

I understand that the West of England Combined Authority will be debating the Planning Appeal for the expansion of Bristol Airport on Friday 4th December at 2pm. I wish to urge the Mayor to put in an objection to Bristol Airport's plans for expansion to the planning inspectorate on the following grounds:

The people of North Somerset have overwhelmingly objected to Bristol Airport's expansion plans (82% objected to the plans). Although not part of WECA at present, the Mayor has declared his wish for North Somerset to be included in the election due in 2021 and I very much hope this comes about so that we can have our voice heard at WECA.

The unitary authority of Bath and North East Somerset has repeatedly raised objections to the expansion plans.

The pandemic has completely overturned the business plans for Bristol Airport and it has to be asked why the airport is persisting with this appeal in the face of massive opposition from the people of North Somerset and the West of England.

An inquiry is being undertaken by central government into how they may align post-pandemic economic policies with UK climate and environmental goals. It is important that far reaching and long term decisions such as the airport expansion are not made at this time before the results of this enquiry are known and that WECA do not support the airport in their expansion appeal.

20,000 extra flights are proposed including extra night flights. Why should the people of South Bristol which is one of the more deprived areas in this region have to put up with this when many of these people never fly.

I hope that the WECA Mayor will take the above points into consideration when making the very important decision whether to support the planning appeal for the expansion of Bristol Airport.

STATEMENT 44 – Laura Norton

To the Mayor of the West of England, Tim Bowles, and all at WECA,

My voice is no doubt joining many others, today, and we unite in asking you to consider what is best for the **majority** of people living in the region. You, the WECA Mayor, have declared your wish to include the people of North Somerset in the WECA election due to take place in 2021. Will you also now agree to listen to the people of Bristol and North Somerset following their overwhelming objection (82% objected) of Bristol Airport's expansion plans and submit a letter of objection to the appeal process? **Allowing or supporting an appeal would make a mockery of the 'democratic services' you claim to provide.**

We are facing a **CLIMATE EMERGENCY**. What could possibly be more important than protecting our fragile, already polluted environment?!? Either you deny man-made climate change, or you fight for equality, conservation and a healthy future for us all. I would be sorely, sorely disappointed by any intelligent adult who falls into the former category, and hope beyond hope I am not represented by them.

The Conservative government are carrying out an inquiry into how they may align any post- pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. **Can you, the Mayor of WECA, please show the same leadership by withdrawing WECA's support for the planned expansion of Bristol airport?**

Elected representatives **must** have the long term interests of all those in their region uppermost in mind. **A more polluted, congested, environmentally damaged region is not in anyone's best interests.**

Please, please help stop the expansion.

STATEMENT 45 – Grant Mercer

Dear West of England Combined Authority

With nationally and locally declared Climate Emergencies, appeals against the decision not to expand Bristol Airport are an affront to all our futures. The time for rapidly diminishing our consumption of fossil fuels has long past, we must not actively seek to increase it.

It would be tremendous news to see the WECA Mayor submitting an objection to the Planning Inspectorate as they consider the appeal.

Our society is becoming increasingly aware of the damage we, as a species, are inflicting upon the climate and natural world and the assumptions used to predict future demand for air travel were unavoidably flawed, not least due to the pandemic.

Let's have the Mayor on the right side of history.

STATEMENT 46 – Helen Struthers

I am a resident of Bristol and am extremely concerned about the detrimental effect of Bristol airport on the environment and the proposed expansion of flights currently being considered. Please would you consider at your meeting the following points and questions.

1 The WECA Mayor has stated his intention to include the people of North Somerset in the WECA election due to take place in 2021. Will he also now agree to listen to the people of North Somerset following their overwhelming objection to Bristol Airport's expansion plans and submit a letter of objection to the appeal process?

2 As one of the unitary authorities (BANES) that make up WECA has consistently raised objections to the expansion plans of Bristol airport, how can the WECA Mayor continue to justify his previous position that WECA whole-heartedly supports the airport's plans?

3 The Conservative government is carrying out an inquiry into how to align any post-pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. Please will you, WECA, in view of this, withdraw your support for the planned expansion of Bristol airport.

STATEMENT 47 – Bob Langton

I am writing to urge the Mayor and West of England Combined Authority to change their stance on the expansion of Bristol Airport - in other words to move from a position of support to one of opposition.

I note that WECA declared a Climate Emergency in 2019 and ask you to recognise that support for the expansion for air travel, with its quite disproportionate associated carbon emissions, is simply incompatible with such a declaration. It is simple fact that air travel is massively more carbon intensive than any other form of transport; that aircraft emissions have a greater impact on climate change than those made at ground level; and that, despite the hype being generated by the industry, the prospects for low emissions flying at any sort of scale are fanciful.

Equally, it is the declared wish of the WECA Mayor that North Somerset, where I live, should join the Authority in 2021: it is quite clear that the people of North Somerset are overwhelmingly opposed to the expansion of the airport on both overall climate and ecology grounds, but also because of the threat it poses to the local environment and people lives especially through the additional traffic generated on our already overcrowded and inadequate roads.

I ask you also to take note of the essential injustice inherent in the aviation industry. A recent study showed that in 2018 of the world's population:

- only 11% took a flight of any sort
- only 4% took a flight outside their own country
- 1% contributed over 50% of the emissions from aviation

Equally, the damage done by carbon emissions and the consequent climate catastrophe we are witnessing has much greater impact on the world's poor, who most certainly do not contribute significantly to the problem. The proposed expansion of Bristol Airport will only worsen that injustice.

Finally: one consequence of Covid-19 has been a huge expansion of the use of Zoom and similar technologies by business. It is inevitable that the efficiency that this way of doing business will simply disappear when the pandemic emergency ends. It will not, and a significant consequence will be a reduction in business flying. The Airport's reliance on tourism will increase further the ongoing damage of popular destinations: it should be opposed on those grounds alone.

STATEMENT 48 – Constance Piper

We have been experiencing one of the most devastating events in recent history with Covid-19. This will pale into insignificance compared to the effects of climate change. We have to stop putting CO2 into the atmosphere and aviation is a contributor to this.

Through the pandemic we have had to find alternatives to holding meetings in person and I think to a large extent this will continue. People are becoming aware of climate change and will eventually adopt behaviour changes to do their bit to mitigate. Companies are encouraging less flying for meetings because it increases productivity and looks good on their sustainability ratings. People are pledging not to fly because of its impact. Future Government intervention with carbon reduction initiatives are probable. Competition from high speed rail and ultimately Hyperloop are also likely. All of these actions will have an impact on the predicted growth of the airline industry. The problems facing the airline business are formidable with carbon reduction being a huge problem. So until the aviation industry cleans up its act there is no argument for extending Bristol airport.

For the sake of my children please do not extend Bristol airport.

STATEMENT 49 – Sue Poole

Dear Mr Bowles

I am a resident of Bath & North East Somerset and am writing to you as Mayor of WECA in connection with the upcoming appeal next year by Bristol airport against North Somerset council's overwhelming decision to reject their expansion application.

In addition to direct pollution, disruption and ecological damage from expansion of the airport, to local people and the environment, the wider negative impact of adding so many additional flights in terms of the additional carbon emissions is completely counter to the climate emergencies declared both by B&NES council and WECA.

At 2019 levels our overall carbon budget has only 9 years left to limit global heating by 1.5C, and in view of this impending crisis, to wantonly expand one of the significant contributors to increased carbon emissions is not only dangerous in terms of actual increased emissions but also allows people to carry on thinking that we can carry on as normal, flying wherever and whenever we like (if able to afford this of course) without consideration to the impact on the environment and other communities (principally those least able to afford to fly).

In addition to this key issue the current Covid-19 pandemic has drastically called into question the airports business plan, we are as a country gearing up to host COP26 next year and the government is looking to align its post Covid recovery plans with the UK wide declaration of climate emergency. B&NES also of course do not support expansion.

IN view of all these issues will you and WECA provide the leadership needed and withdraw WECA's support to the planned expansion of Bristol Airport ?

STATEMENT 50 – James Collett

I would ask that the WECA Mayor should show leadership by withdrawing his support for the planned expansion of Bristol airport by writing to the Planning Inspectorate, especially as he declared a Climate Emergency in 2019.

Bristol Airport (BAL) have appealed against the clear rejection of their planning application by North Somerset Council earlier this year. The application was built primarily around an assumption / forecast that there will be a significant growth in demand for air travel to and from Bristol airport. While these figures were far from conclusive at the time of the original application, they are now irrelevant following the Covid-19 pandemic which has decimated the airline industry. Demand for air travel has collapsed primarily due to Covid risks and is unlikely to recover for many years.

The people of North Somerset and their planning committee voted overwhelmingly to reject BAL's application to expand. The WECA Mayor has declared his wish to include the people of North Somerset in the WECA election due to take place in 2021. The WECA mayor should also now agree to listen to the people of North Somerset following their overwhelming objections of Bristol Airport's expansion plans and submit a letter of objection to the appeal process.

Please reject the expansion plans and write to the Inspectorate to say so.

STATEMENT 51 – Rob Bryher

In view of the fact that the Combined Authority declared a climate emergency in 2019 and that Bristol Airport's proposed expansion would massively increase carbon emissions, will the West of England Mayor and all West of England leaders now personally put in formal objections to the Appeal being heard by the Planning Inspectorate?

If not, what did they actually mean when they declared a Climate **Emergency**?

STATEMENT 52 – Margaret Boushel

Dear West of England Council Authority,

Please see my public statement for the 'Joint meeting - West of England Combined Authority Committee and West of England Joint Committee' to be held on 04/12/20 below:

I am writing to ask you to please, please withdraw your support for Bristol Airport expansion. All of WECA's constituent authorities have now declared climate emergencies which is an important first step. However, this will not, in itself, reduce carbon emissions in the West of England. The Climate Emergency action plan you published in October is a great first step but critically needs to be amended to object to airport expansion. Expansion would mean a further 1 million tonnes of additional carbon emissions a year which is colossal and will make the possibility of becoming net zero by 2030 almost impossible to achieve.

This is a crucial moment when a change in WECA's stance could help to influence the outcome of the appeal process taken by Bristol Airport to overturn the decision by North Somerset council not to expand the airport. This appeal process, as you know, is due to start early next year. Making it clear right now that you do not support the airport expansion will show that you are serious about the grave threat that climate change has on our communities and our children and grandchildren. Most importantly, it will may make it easier for the West of England to become genuinely carbon neutral by 2030.

Please withdraw your support. I cannot believe that in all conscience you could do otherwise.

STATEMENT 53 – John Waters

Please don't let the **Bristol Airport expansion** happen. I know there is a full meeting of BCC on 8/12/20 and I really think that this is the final opportunity to stop any planned expansion. It's great having an airport near Bristol but we really don't need more flights to more destinations.

STATEMENT 54 – Olga Taylor

Please find below Pilning Station Group's statement, which we would like to submit for the joint meeting on December the 4th. I would appreciate it if you could kindly confirm receipt.

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Pilning Station Group urges WECA to bring forward the long-awaited upgrade to Pilning railway station.

A decision to remove the station's footbridge in 2016, thus rendering our train service one-direction-only and therefore near-useless, was made by Network Rail without taking notice of the growing enterprise area and the extension of leisure facilities within easy reach of the station. Now that the Wave inland surfing lake is in operation, and there are plans to re-site Bristol Zoo to the Wild Place Project (both are within a 2-mile radius from Pilning station), we desperately need better public transport links on the England's side of the river Severn. Work to build the new junction on the M49, which would open up the potential to develop Pilning as a park-and-ride station to reduce the volume of vehicular traffic into Bristol and on the Magor to Cardiff stretch of the M4 in Wales, is also nearing completion.

It is our understanding, based on numerous email exchanges with Network Rail, that they would consider reinstating the footbridge (which would enable the train operator to provide a more meaningful, two-directional service) if they were to receive a formal request to do so from WECA / South Gloucestershire Council, providing that the number of passengers at Pilning keeps going up. Pilning Station Group have kept their end of the deal, publicising the station and encouraging people to use it, ensuring the station's growing popularity despite recent difficult times. The latest figures from the Office of Rail and Road (published on December 1st) show that in the previous year there were 710 entries and exits at Pilning, which represents a quite remarkable 1,440% increase on the 46 passengers recorded in 2016. This suggests that many more people would use the station if it had a proper two-way service, rather than just the current two trains a week (Saturdays only) in one direction only. Pilning station is thus a potential transport and developmental asset to the surrounding area which is currently going to waste.

We therefore now urge WECA to do the right thing, request Network Rail to reinstate the footbridge, and make Pilning station available again to passengers travelling in both directions so that it can play a full and meaningful part in the area's future development.

Attached is a letter of support from the Wave for your information.



TO WHOM IT MAY CONCERN

I am writing on behalf of the Wave at Easter Compton with respect to the campaign run by the Pilning Station Group for regular services to be provided at Pilning Station.

The Wave opened to the public at the end of October last year and while we have had to close due to the Coronavirus restrictions, we fully expect to attract circa 155000 surfers pa. to the site when we reopen.

We built the Wave with sustainability at the heart of our ethos, in order to try and get people active, out into nature and engaged with our sport. We are often approached by visitors about how to visit the Wave using public transport.

The Wave is not directly served by any public transport. It is a long walk from the nearest bus stop, which is a local service and outside reasonable reach of alternative railways stations like Patchway or Severn Beach.

The quickest way for visitors to come to the Wave from London would be via Pilning Station, the journey time would be circa 1.5 hours if the station was served directly.

There is an existing public footpath which runs from Pilning Station to the Wave and if a regular service was provided, we would be happy to explore the possibility of running some form of environmentally service between the two locations.

In short, we understand that our MP Jack Lopresti is supportive of the move, as is the wider railway community and would like to put our backing behind the proposal.

Regards


Ian Williams

Operations Director

STATEMENT 55 – Duncan Porter

FAO Tim Bowles and the West of England Combined Authority

As a climate action group, we strongly oppose the expansion of Bristol Airport.

In 2019 WECA declared a climate emergency, yet the WECA mayor supported the Bristol Airport expansion, which opposes the actions needed to tackle the dangerous situation we are facing. Blocking the expansion will avoid another increase in CO2 creation and will also communicate a clear message that we are in an emergency and we cannot carry on with business as usual.

Please consider our position and the legacy you will be leaving for future generations when making a decision on the expansion tomorrow.

Duncan Porter

On behalf of Winterbourne and Frome Valley Environmental Group

STATEMENT 56 – Andy Parsons

I live just outside Bath but on the flight path of Bristol Airport. I am writing to add my opposition to the opposition of many thousands of other people within the West of England to the proposed expansion of Bristol Airport.

WECA, Bristol, B&NES and Wiltshire Councils have all recognised and acknowledged the impending Climate Emergency that people in the West of England face. It is imperative upon all people to treat the Climate Emergency as an emergency and act with urgency, determination and commitment to do all the things that can be done to reduce our greenhouse gas emissions before the region, country and planet exceed their carbon budgets.

In order to keep the global average rise in temperature to no more than 1.5C, we have a carbon budget that will run out in 9 years' time if we persist in emitting GHGs at the rate we did in 2019. Alarmingly, many of us recognise that this battle has probably been lost already. Given that, it is imperative that we strive with every option before us to stay within the carbon budget that would limit global warming to 2C, hoping that that amount of warming will not make life on this planet unmanageable for many billions of people.

I call on you to show your awareness and understanding of the dire situation we face and the need to reduce as rapidly as possible the share of our carbon budget used by aviation. Please reject any and all proposals to expand operations at Bristol Airport.

STATEMENT 57 – John Tarlton

I strongly oppose the appeal by Bristol Airport to allow a 20% increase in flight capacity and an increase in annual passenger numbers by 2 million. The application was firmly rejected by North Somerset council on the basis that the economic benefits to the local area were minimal, whilst the environmental costs were great. The COVID-19 pandemic and increased environmental awareness has led to a long-term decline in the demand for flights, completely undermining the economic case. At the same time, public support for action to reduce carbon emissions, local and national declarations of a climate emergency, and the need to meet the legal requirements of the Paris Agreement have strengthened the case to reject this application. I ask that WECA uses whatever influence it has to uphold the rejection of this senseless and unsustainable proposal.

The lack of economic benefits

The previous application was rejected in part on the basis that the economic benefits to the area are outweighed by the environmental cost, both locally, nationally and globally. The economic argument has been further undermined by increased awareness of the environmental cost of aviation, and by the COVID-19 pandemic.

- Even the most up-beat estimates of the effects of COVID-19 on aviation by Airport CEOs suggest that it will be 4-5 years before passenger numbers are recovered.
- Gatwick Airport has announced a £353m cut to its planned capital expenditure over the coming two years and has reduced staff numbers by 1340. It is likely that Bristol Airport has suffered a similar economic impact.
- Due to the current and long-term recession, the government has reduced its projection of passenger numbers in 2030 by 7.25%.
- In a large survey of people from the UK, Germany, France, and the US, over a fifth said they planned to reduce flights taken due to environmental concerns. It is recognised that this reluctance to fly is likely to increase in coming years.

The enormous environmental cost

Bristol City Council, WECA and North Somerset councils have each declared a climate emergency, with commitments to carbon neutrality by 2030. Expansion of Bristol Airport would fatally undermine these initiatives.

- Bristol Airport claims that they will be carbon neutral by 2030. However, this ignores all of the flights and all transport of both passengers and staff to and from the airport, and includes only 0.6% of the airports total carbon emissions.
- By 2030 Bristol Airport carbon emissions will increase to 1.25 million tonnes of CO₂ per year, more than the whole of the city of Bristol.
- To mitigate their emissions, Bristol Airport would need to plant 501 million trees, requiring an area greater than twice that of North Somerset, South Somerset, Bristol, BANES and Gloucestershire combined.
- The additional CO₂ released as a result of the proposed expansion alone would require the planting of 98.8 million trees, requiring a total area twice that of North Somerset and Bristol combined.

- CO₂ emitted by airlines increased by 32% from 2013 to 2018. The fantasy of carbon neutrality by 2050 is based upon unrealistic expansion in the use of biofuels, totally impracticable carbon offsetting and technology not yet invented.
- The UK government is legally bound to be carbon neutral by 2050, and to reduce emissions by 31% before 2030. Projections indicate they will fall well short of this figure, with reductions of only 10%.
- Aviation accounts for 6% of UK CO₂ emissions. To allow a 20% increase in flights would make meeting legally binding CO₂ targets virtually impossible.

STATEMENT 58 – Katherine Piper

In advance of your upcoming meetings on the proposed Bristol airport expansion, I wanted to express my concern for the devastating impacts this will bring and to urge you to reconsider any further expansion.

Aviation is the most CO2 emitting form of mass transport and **MUST** be curtailed until there is an alternative fuel or alternative means of aircraft propulsion. (biofuel, hydrogen or electric). Airport expansion should not even be considered until these alternatives are available. If the aviation industry cannot function, because of its devastating effect on the climate, then the development of alternatives will be prioritised. The IPCC report shows that we have just seven years to reduce our carbon emissions if we are to avoid the devastating impacts of climate change. To go ahead with the airport expansion of such a high greenhouse gas and pollutant emitting industry would be worse than reckless - it would be criminal. Please, for the sake of you, me, and the whole of human and animal life, **DO NOT ALLOW BRISTOL AIRPORT EXPANSION** until the aviation industry cleans up its act.

I urge you please to make a decision based on science and fact. There *are* alternatives to stimulate the local economy, alternatives that give our civilisation a chance of survival. Please take the opportunity of Covid to rethink and re-assess.

STATEMENT 59 – David Clegg

Although we are outside of your area we would ask that you consider the following points and add your support to North Somersets' decision to refuse the application, when debating the Airport Expansion.

We are currently facing the threat of significant changes to all our lifestyles if CO2 production is not drastically reduced.

Expansion of any airport will greatly increase CO2 production and as such must be prevented. This was a significant factor in North Somerset Council's original objection and nothing has changed in UK CO2 production to suggest their objection was incorrect.

The airport's existing planning permission already allows for very significant growth. It is not evident that even this existing extra capacity is needed in the aftermath of the Coronavirus pandemic. No further expansion should be permitted when the future of air travel has never been more in question.

In addition to this, the minor alterations the Airport is intending to make to the local roads may provide some improvement to traffic flow, it will not reduce pollution from increased traffic to and from the Airport.

An increase in flights will vastly increase the Airport's contribution to CO2 levels in the local area, reducing this country's and this region's ability to reduce CO2 pollution levels and MEET it's legally binding Climate obligations.

David Clegg on behalf of Sustainable Clevedon

Climate delay is now climate denial; catastrophic climate change is already here.

STATEMENT 60 – Diana Warner

Dear WECA,

Please throw this out, for all the reasons it was thrown out before.

We must not have increased air travel, for our survival.

This was stated categorically in the Committee on Climate change review of government progress 2020, which urges government to cut to zero carbon emissions as quickly as possible as well as preparing for 2-4 degrees global average temperature rises. The plans urged on government by its own committee include cuts in aviation emissions immediately. Failure to comply will impact us and the world in truly frightening manner.

Thanking you in advance for doing the right thing,

STATEMENT 61 – Bill Roberts

I call on WECA to formally oppose Bristol Airport's expansion plans. As the UN Secretary General said yesterday, we need urgent action on climate. Airport expansion would cause a big increase in emissions. Until aviation can be properly 'greened' this is not the time for expansion.

Although the airport is not in WECA's area, residents are affected by noise and pollution as well as the emissions issues that affect everyone.

It's time for change and courage to face climate facts, and to support North Somerset who are shouldering the burden of fighting the airport's aspirations.

STATEMENT 62 – Dawn McGhee

The WECA Mayor has declared his wish to include the people of North Somerset in the WECA election due to take place in 2021.

As a resident of North Somerset, I want a Mayor who listens to my concerns and the concerns of the 84% of residents who rejected the expansion of Bristol Airport. I want a Mayor who represents the views of North Somerset Councillors who have rejected expansion. I want a Mayor who is awake to the threat of Climate Change and understands that the promises made by the airport in terms of green technologies are all greenwash. I want a Mayor who understands that greenwash is disinformation disseminated by an organization so as to present an environmentally responsible public image.

Last year, on Evan Davis's radio 4 programme, The Bottom Line, I listened to 3 industry experts agree that, although the aviation industry is making progress with efficiencies and new aircraft types in the next couple of years, these are not revolutionary and will not enable the industry to meet the target of cutting its emission to 50% by 2050.

One of the experts, Paul Kahn, former president of Airbus UK and now president of, *Cobham Communications and Connectivity*, suppliers to Airbus and Boeing as well as others, said that the industry is pinning its hopes on 'some sort of breakthrough technology'. He said that the most significant of these was hybrid electric/ electric but he admitted that the batteries were too heavy for long haul flights so this was impossible. He said that Airbus had just started a hybrid initiative and that we might see the result of this work in 2035....

Since then a lot has changed, but I am happy to hear that the industry is still doing all it can to find a breakthrough technology. However, by continuing to want to expand using the current technologies, while the Climate Emergency needs our immediate attention, it is obvious to me that the airport's owners hold an outdated view that money and profit trump the health of our planet. This is not the view of the majority of North Somerset residents and it is reasonable to suggest that we would reject a Mayor who held this view. In the light of this, I ask the WECA Mayor to submit a letter of objection to the appeal process.

STATEMENT 63 – Fenella Butler

I'm writing to ask you to withdraw WECA's support for the planned expansion of Bristol airport - for the following reasons.

1. You have said that you will include the people of North Somerset if you are re-elected, so please will you listen to the 82% of people in North Somerset who rejected the expansion -

Half of the people in the UK do not fly year in, year out. many of these people live in North Somerset as they live under The Bristol airport's flight paths, in the more deprived regions of South Bristol. Why should these people have to put up with an extra 20,000 extra flights a year, including many more night flights?

2. . The Conservative government are carrying out an inquiry into how they may align any post- pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. Please could you show the same leadership.

3. Covid makes much of the business plan unviable

7.4. In the light of the new research that has been revealed during COVID-19 hi-lighting the inequalities existent in society. Does the WECA Mayor concur that the poorest suffer more health and social deprivation and should be protected from the environmental impacts of an expanding airport?

WECA declared a climate emergency in 2019, and we are going through a pandemic, will the Mayor now put in an objection to Bristol airports plans for expansion currently being reconsidered by the Planning Inspectorate?

STATEMENT 64 – Renee Slater

Dear Tim Bowles,

I write to urge you to OBJECT to Bristol Airport's appeal against the rejection of its application to expand the airport.

In the light of the ever- growing threat of climate change and the necessity to immediately and drastically reduce our carbon emissions – a situation you acknowledged when you declared a climate emergency in 2019 - there can be NO case for expansion of the airport. Expansion means actively engaging in INCREASING carbon emissions for profit. It is based on projections of demand which have been made irrelevant by the Covid pandemic.

As West of England Mayor I believe you have a duty to faithfully represent the overwhelming views of the people of the West of England who DO NOT WANT the airport to expand further

STATEMENT 65 – Dr Christine Hine

This statement asks the WECA Mayor to represent clear and unambiguous commitment of WECA to tackling the climate emergency, by writing to the Planning Inspectorate to reject expansion plans for Bristol Airport.

The case for rejecting the plans has never been stronger. The threats posed by local, national and global plans that fail to tackle or exacerbate climate change are clear. Only this week, publication of the UN Environment Programme's collaborative report 'The Production Gap' has shown the mismatch between planned growth in global fossil fuel production and the annual reductions needed to achieve 2030 climate changes targets.

Locally, Coronavirus has yet again brought out the persistent pattern of economic and health inequalities that plague the West of England. It has also brought out opportunities for changes in our local, national and international travel patterns that can make a substantial difference to our environmental impacts.

Reject airport expansion. Commit to Green Recovery planning. Take the opportunities we have now to build on changed work and leisure patterns that show good potential to reduce rather than grow burning of fossil fuels. Reject local environmental damage and instead focus on using the green belt to bring more regular, healthy leisure opportunities to the substantial disadvantaged population that needs free access to clean air and beautiful landscapes close to home.

STATEMENT 66 – Garvan Donnelly

To West of England Council Authority

I would ask you to withdraw your support for the expansion of Bristol Airport. As all the authorities which make up the WECA area have declared climate emergencies, it would be a logical step and in line with your action plan published in October.

Airport expansion will add a million+ tonnes of carbon emissions a year. If this happens It is hard to see how a net zero emissions target could be achieved by 2030. (if ever)

The decision by North Somerset council to refuse permission for expansion should be supported.

Climate change is happening now. We can see its effects which will only get worse, if remedial action is not taken immediately.

Please withdraw your support for the expansion.

STATEMENT 67 – Jon Turney

Below please find my public statement for the 'Joint meeting - West of England Combined Authority Committee and West of England Joint Committee' to be held on 04/12/20:

I urge you at this time to withdraw your support for Bristol Airport expansion. All of WECA's constituent authorities have now declared climate emergencies. Airport expansion will directly contradict other measures taken in line with these resolutions, including those in WECA's own Climate Emergency action plan. Expansion would bring 1 million tonnes of additional carbon emissions a year and will put net zero by 2030 definitively out of reach.

WECA's stance now may influence the appeal to overturn the decision by North Somerset council not to approve the expansion. From the perspective of climate damage, there are no mitigating factors relating to airport expansion. Carbon off-setting is inadequate, carbon capture technology essentially non-existent at scale and unlikely to appear in this half of the century, carbon-neutral jet fuels are unviable, and electric aircraft engines wildly unsuitable for the design parameters of long-haul airliners.

This is a crucial point for WECA to show that it is not simply an old-style economic development agency - where the fossil-fuel based economy rules, whatever the costs - and can take other vital considerations seriously. Failure to do that will indicate that WECA's declared commitment to work to alleviate global heating is simply window-dressing. The choice is stark: Unregulated economic expansion, and continued deterioration of the global environment, or reining in the economy in some areas where carbon emissions cannot be reduced any other way. This is the most important sector where that is the case.

Please recognise this, and withdraw your support.

STATEMENT 68 – Caroline New

I write to urge you to respect the NS elected officials February decision to reject Bristol Airport's expansion plan. The airport's appeal against that decision, and the reasons they are offering in their updated environmental Statement, are inconsistent with WECA's Declaration of Climate Emergency. The Airport emphasises post Covid regional demand for increased passenger numbers - whereas we cannot safely leave climate mitigation to the market. Demand is created, including by Bristol Airport, and correct information about the danger to present and future generations will reduce that demand. The Airport claims that Bristol Airport's expansion is a necessary driver for economic growth in the region. WECA's declaration of Climate Emergency is a commitment to think in terms of a transition to a sustainable regional economy, which will require a shift to green jobs, rather than accepting the necessity of current market-driven notions of growth. The Airport's revised statement notes that various policies which might offer legal impediments to its expansion plan currently have no force. The Airport's National Policy Statement is still awaiting review by the Home Secretary, following the Heathrow judgement that climate change, and the UK's commitment to Paris Agreement should have been taken into account when it was drawn up. The fact that until Heathrow's appeal is concluded, that judgement has no legal force does not mean it has no moral force - in the light of WECA's Declaration of Climate Emergency it should most certainly consider the climate change effects of the Airport's plan. One other point for your consideration: the Airport notes that mitigation of climate change is subject to international agreement, within which nations make promises (Nationally Determined Contributions). There is no obligation, the Airport says, to consider the warming effects of particular local projects, and in global terms the increase in greenhouse gas emissions caused by the proposed expansion would be trivial. These really are weasel words! In fact the Paris Agreement includes a commitment to work with local authorities in strategising climate change mitigation, a commitment that the British government has so far ignored. Please come out publicly in support of your North Somerset councillors and against the Airport's unjustifiable appeal.

STATEMENT 69 – Sally Lawson

Dear Mayor and members of WECA,

WECA declared a climate emergency in 2019, so will the Mayor now put in an objection to Bristol airports plans for expansion currently being reconsidered by the Planning Inspectorate?

The people of North Somerset in the WECA election made it clear how they feel about the airport by their overwhelming (82%) rejection of Bristol Airport's expansion plans. Will the WECA Mayor listen to them?

One of the unitary authorities (BANES) that make up WECA has consistently raised objections to the expansion plans of Bristol airport.

Despite the effect of Covid-19, which has undermined Bristol airports business plan for their expansion, the overwhelming objection by people in North Somerset and the locally declared climate emergency, the airport are persisting in trying to get planning permission for their expansion. Can the WECA Mayor confirm that in view of these changed circumstances, he personally and WECA as an organisation, no longer support the planned expansion?

This airport expansion goes against our need to cut greenhouse gas emission, and our commitment to the Paris Agreement. It is even worse than that. The Paris Agreement, even if people comply which they are not doing so far, will not hold the planetary temperature to a rise of below 1.5degreesC. We are already entering climate chaos, so imagine what it will be when we reach 1.5degrees, and even worse if it goes above that. The poor communities around the world will suffer first, but we shall all suffer greatly in the chaos that ensues.

The business case for expansion is weak. Many business air commuter now realise that they can achieve much more with virtual meetings, and there will be much much fewer local and long haul flights. This will cut the regular flights enormously. It will take a long time for people to reach pre-COVID flight levels, and they may never do so even once vaccination is widespread. Since the airport already is not using a lot of its present capacity, it seems crazy, greedy and dangerous to destroy more countryside and plan more flights at present. This expansion will drive global warming forward. Do you really want to be responsible for this, when we are already beginning to see climate chaos?

The Conservative government are carrying out an inquiry into how they may align any post- pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. Can you Mayor of WECA please show the same leadership by withdrawing WECA's support for the planned expansion of Bristol airport?

In the UK half the people do not fly at all most years. Many of these people locally, especially in the more deprived regions of South Bristol, live under flight paths. Why should these people have to put up with an extra 20,000 extra flights a year, including many more night flights?

COVID has COVID-19 has highlighted the inequalities existent in society. Does the WECA Mayor concur that the poorest suffer more health and social deprivation and should be protected from the environmental impacts of an expanding airport?

Thank you for reading this,

STATEMENT 70 – Maggie Singham

The WECA Mayor has declared his wish to include the people of North Somerset in the WECA election due to take place in 2021.

North Somerset residents voted for a Council that declared a climate emergency and rejected expansion of Bristol Airport. North Somerset people have overwhelmingly rejected expansion so we are unlikely to vote in a Mayor who does not support our views.

The Conservative government are carrying out an inquiry into how they may align any post- pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. North Somerset residents would support a Mayor who showed the same leadership as the government by withdrawing WECA's support for the airport's expansion plans.

Friends of Suburban Bristol Railways (FoSBR)

Statement to WECA Joint Committee

Friday 4th December 2020 at 2pm via Zoom



STATEMENT 71

1. Enlargement of WECA

FoSBR, amongst others, consider that it was a missed opportunity when North Somerset did not join WECA at its inception. However there is now a chance to put this right as the Council, under new leadership, has applied for incorporation into WECA. We strongly support this proposal. Apparently there is a very limited time period, by the end of next February, for this to be approved and the current impasse threatens this opportunity. We understand that there are issues with the financing of a larger WECA - but also continuing concerns, whether or not N Somerset joins, about the fair distribution of the available WECA monies between the different authorities. It is not for FoSBR to involve itself with these political issues but we urge all parties to come together to resolve these issues.

We believe that the current situation, with North Somerset being outside of WECA, is inefficient and wasteful. As far as public transport, especially rail, is concerned, it makes it much more difficult to plan and deliver improvement projects - and also to get funding for the projects. Because of this we also urge WECA to set up an **Integrated Transport Authority (ITA)** to cover the immediate Bristol travel to work area - which would of necessity have to include North Somerset.

2. Strategic Rail Investment Programme and Covid-19

FoSBR welcomes the 10 year delivery plan for Strategic Rail Investment that is being considered by the Joint Committee on 4th December. Obviously public finances in the future will be challenged by the large national debt being built up as a result of the Covid-19 pandemic, but FoSBR considers it essential that public transport, including rail, is improved and that investment in infrastructure is essential for the future. Thus we commend the statement in the SRI report that 'The infrastructure works referenced within this report will contribute positively to the post-Covid-19 economic recovery'.

3. MetroWest Phase 1a - Severn Beach and Westbury lines

We are pleased to see continuing support for this service enhancement and that money from the Investment Fund is to be released for infrastructure improvements to accomplish this. FoSBR has called for a half hourly service on the Severn Beach (and other) lines for many years and at last there is a firm date for this to be delivered - by the end of 2021.

4. New Stations

We welcome mention of new (re-opened) stations such as Charfield, St Anne's Park, Saltford and Ashton Gate. However we are concerned that there is no reference at all to stations Constable Road, Thornbury or Coalpit Heath.

5. MetroWest Phase 2

The Henbury Spur line forms part of MetroWest Phase 2. Although mentioned in the SRI, FoSBR would welcome some clarity on when this might be delivered - particularly as we suggest it needs to be in place before substantial housing development has taken place at Filton airfield.

6. Ashley Down station

The 10 Year Rail Plan suggests that the proposed Ashley Down station could be delivered early, before the Henbury Line MetroWest Phase 2 works, and could be served by existing services on the Filton Bank route. The Henbury line is initially proposed to be an hourly service whereas the Temple Meads to Filton Abbey Wood and onwards has a half hourly service. This raises the possibility of a half hour frequency at Ashley Down station from the time that it opens.

7. Henbury Loop

There is mention in the Rail Plan for a 'double junction at Holesmouth' and the 'remodelling of Holesmouth Junction'. This suggests that there are plans for opening up the route beyond Henbury station - which could form the basis for the Henbury Loop. However further works, to allow vehicle access to the docks, would still be needed for a Henbury Loop service to be created. FoSBR once again urges WECA to consider how this could be accomplished, including further negotiations with the Port Company.

8. Ashton Gate station

We are told that a station at Ashton Gate will be considered as part of the South West Bristol Infrastructure Investment Strategy. The Ashton Gate stadium has desperate need of good transport facilities within what is a very congested area around Winterstoke Road. We urge WECA to ensure that the need for this station is looked at urgently.

9. Westerleigh Junction

We are pleased that there is reference to enhancement of Westerleigh Junction, to be developed by 2030 and delivered by 2045. The junction, as presently configured, restricts the number of trains that can travel on the Gloucester to Bristol line and impacts MetroWest Phase 2 which intends to increase the frequency of the Yate service.

FoSBR also has a long term ambition for re-opening the Thornbury branch line, trains for which also pass through Westerleigh Junction and Yate. Use of the singled Westerleigh oil depot line should be considered.

Tony Lloyd, Friends of Suburban Bristol Railways (FoSBR) www.fosbr.org.uk

STATEMENT 72 – Gaie Delap

The proposal to expand Bristol airport goes against, flies even, all the Mayor's commitment to addressing the urgent Climate Emergency. Local residents are against it, everyone looking to the future of the next and future generations is opposed to it. Please do not pass this expansion.

STATEMENT 73 – Andy O’Brien

I urge you at this time to withdraw your support for Bristol Airport expansion. All of WECA's constituent authorities have now declared climate emergencies. Airport expansion will directly contradict other measures taken in line with these resolutions, including those in WECA's own Climate Emergency action plan. Expansion would bring 1 million tonnes of additional carbon emissions a year and will put net zero by 2030 definitively out of reach.

WECA's stance now may influence the appeal to overturn the decision by North Somerset council not to approve the expansion. From the perspective of climate damage, there are no mitigating factors relating to airport expansion. Carbon off-setting is inadequate, carbon capture technology essentially non-existent at scale and unlikely to appear in this half of the century, carbon-neutral jet fuels are unviable, and electric aircraft engines wildly unsuitable for the design parameters of long-haul airliners.

This is a crucial point for WECA to show that it is not simply an old-style economic development agency - where the fossil-fuel based economy rules, whatever the costs - and can take other vital considerations seriously. Failure to do that will indicate that WECA's declared commitment to work to alleviate global heating is simply window-dressing. The choice is stark: Unregulated economic expansion, and continued deterioration of the global environment, or reining in the economy in some areas where carbon emissions cannot be reduced any other way. This is the most important sector where that is the case.

Please recognise this, and withdraw your support.

STATEMENT 74 – Richard Baxter

I am amazed and perplexed as to why WECA's climate strategy does not include the largest emitter of carbon in the area – being Bristol Airport. Up to now using the convenient excuse that North Somerset Council which accommodates the Airport is not yet a fully recognised member of WECA is not tenable especially as the authority is applying to join the combined authority.

WECA pledges to become net carbon free by 2050 and so it is imperative that the issue of an expanding airport that is soon to be included in the boundary of the authority cannot be ignored. cannot gain the support of the combined authority. It is significant that the members of the authority are at odds with the proposed development with Bath & North East Somerset objecting to the original planning application by Bristol Airport to expand to 12 million passengers per year by 2026. I understand that that figure has been put back to 2030 due to the impact of the Coronavirus. In it's case the airport is making huge suppositions over technology in developing alternative low- carbon fuels that will be more expensive and lead to smaller planes flying limited distances.

The Airport is over optimistic in predicting future numbers. Recent surveys suggest that more and more people are having second thoughts on flying due to the negative impact this mode of transport has on the environment. It is likely that at some time in the future aviation fuel will be taxed and/or a frequent flyer tax is levied on those who pollute the most. The cost of producing alternative fuels will eventually increase the costs of airlines who will need to invest in new planes to accommodate this huge change in flying. Airports will need to be modified to ensure they can ensure safe storage of new fuels. All this illustrates that the world of cheap air fares is coming to an end and added to the fact that less people will want to fly due to environmental concerns means that the growth in passenger numbers is not going to materialise.

The technology to help reduce carbon emissions is at best 15 years away and then it has to be rolled out worldwide. Meanwhile we still have planes pumping out carbon dioxide and other greenhouse gases.

We are also reliably informed that the Coronavirus will not be the last to be inflicted on the World's population.

With the above information in mind I am sure you will agree that expanding Bristol Airport is a gamble and is unnecessary. The odds are stacked against the airport. If WECA is serious about reducing carbon emissions within its boundaries then it cannot in all honesty support the Airport's appeal of the decision that North Somerset Council made back in February and ratified in March 2020.

I urge WECA to send a letter of opposition to the planning inquiry.

STATEMENT 75 – Charlie Low

I strongly oppose the expansion of Bristol Airport.

In 2019 WECA declared a climate emergency, yet the WECA mayor supported the Bristol Airport expansion, which opposes the actions needed to tackle the dangerous situation we are facing. Blocking the expansion will avoid another increase in CO2 creation and will also communicate a clear message that we are in an emergency and we cannot carry on with business as usual.

Please the legacy you will be leaving for future generations when making a decision on the expansion tomorrow.

JOINT MEETING – WECA COMMITTEE & WEST OF ENGLAND JOINT COMMITTEE

4 DECEMBER 2020

PUBLIC QUESTIONS & REPLIES

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

- Q1. Question from: David Redgewell - WECA / North Somerset situation**
- Q2. Question from: Tony Jones - Bristol airport expansion**
- Q3. Question from: Alison Allan - Bristol airport expansion**
- Q4. Question from: Jacqueline Walkden - Bristol airport expansion**
- Q5. Question from: Kate Gadsden - Bristol airport expansion**
- Q6. Question from: Kim Hicks - Spatial Development Strategy engagement**
- Q7. Question from: Mark Usher - Bristol airport expansion**
- Q8. Question from: James Collett - Bristol airport expansion**
- Q9. Question from: Steven Smith - Bristol airport expansion**
- Q10. Question from: George Oakenfold - Bristol airport expansion**
- Q11. Question from: Phil Heath - Bristol airport expansion**
- Q12. Question from: Caroline New - Bristol airport expansion**
- Q13. Question from: Mary Collett - Bristol airport expansion**
- Q14. Question from: Richard Baxter - Bristol airport expansion**
- Q15. Question from: Tony Lloyd - Rail projects**

QUESTION 1

Question from: David Redgewell

Subject: WECA / North Somerset situation

Question:

1. In view of the motion passed at Bristol City Council proposed by Councillor Mhairi Threlfall (chair of the transport scrutiny sub-group of WECA mayoral combined authority) - What progress has now been made in setting up an urgent meeting with Robert Jenrick MP Secretary of State and Luke Hall MP, Minister for local government to make a second WECA mayoral combined authority financial deal to allow North Somerset council to join WECA in May 2021 to allow for public consultation and the order to be laid in the House of Commons and House of Lords to be enacted into law?

2. Will the Metro Mayor, Bristol City Mayor, the leaders of BaNES, South Gloucestershire and North Somerset meet urgently with Luke Hall MP to discuss the issue of very urgent of membership of the combined authority and a second financial deal as per the motion passed at Bristol City Council and supported in statements from all the transport users groups and start a public consultation with residents of the WECA mayoral combined authority area and North Somerset council to allow North Somerset council to join as soon as possible, this of course allows for Government delays in elections in Somerset local government reorganisation area, so a full integrated Transport authority and Planning authority can be set up in the Greater Bristol, Bath city region including North Somerset council to include a strategic plan?

REPLY:

Any political discussion with Government regarding North Somerset joining WECA is a matter for all Mayors and Leaders to consider.

The process for adding North Somerset would need to be completed in time to allow the government to issue an Act of Parliament before our election in May 2021 and would require public consultation, decisions by each Mayor and Leader with or on behalf of their Authority and parliamentary time for legislation to be enacted.

QUESTION 2

Question from: Tony Jones

Subject: Bristol airport expansion

Question:

Agenda item 4, minutes of the WECA meeting held on 7 October 2020, under item 5 of those minutes, Chair's announcements, it states: "The Recovery Plan was published alongside the Climate Emergency Action Plan. It was essential that these two pieces of work were joined up, to avoid silos and seize the opportunity to make sure that the region really did build back better and cut emissions".

Referring to this comment, does the Mayor agree that the planned expansion of Bristol airport is not an example of building back better which cuts emissions? So, would he add his voice to those who oppose expansion of the airport because of the significant increase in greenhouse gas emissions any such expansion would inevitably bring?

REPLY –

The Combined Authority was a statutory consultee to the original planning application in our role as a neighbouring Local Transport Authority; and it was in this capacity that we submitted a response at that time to North Somerset Council. As transport authority, we continue to work with North Somerset Council and Bristol Airport in improving public transport access to the Airport and to deliver the joint ambition to substantially reduce carbon emissions from surface transport access to the Airport and the wider region.

It is important to recognise that Aviation policy in the UK is a responsibility retained by central government, and therefore policy measures to reduce carbon emissions from aviation are directed by central government policy and any planning applications including an aviation element will need to be developed and assessed against extant national aviation policy.

More widely, the Combined Authority has recognised the critical need to address the impact of climate change and formally declared a Climate Emergency in July last year. We are committed to achieving carbon neutrality by 2030 and consideration of climate change impacts are being embedded into every aspect of the Combined Authority's work and activities. Through our Local Industrial Strategy and Regional Recovery Plan we are actively supporting investment in the de-carbonisation of aviation with our world leading firms in the region, with the ambition of being the vanguard of the development of the technology necessary for net zero aviation, which will help accelerate a reduction in carbon emissions regionally, nationally and internationally.

A Climate Emergency Action plan has been approved and is now being implemented. Progress reports are required to be considered by the committee, and by the WECA Overview and Scrutiny committee every 6 months.

Subsequent to the North Somerset Council decision on the Airport's planning application, Bristol Airport has submitted an appeal. This appeal will be determined by the Planning Inspectorate.

QUESTION 3

Question from: Alison Allan

Subject: Bristol airport expansion

Question:

Firstly, I would like to wish Mr Bowles a happy retirement.

Covid-19 has decimated the expansion business plan for Bristol airport. It no longer needs to expand, and never did anyway. Despite this, and the overwhelming objection - by 82% of people in North Somerset and the locally declared climate emergency, the airport is appealing the denied planning permission.

Can Mr Bowles confirm, that in view of these changed circumstances, he personally and WECA, as an organisation, no longer support the planned expansion?

REPLY –

The Combined Authority was a statutory consultee to the original planning application in our role as a neighbouring Local Transport Authority; and it was in this capacity that we submitted a response at that time to North Somerset Council. As transport authority, we continue to work with North Somerset Council and Bristol Airport in improving public transport access to the Airport and to deliver the joint ambition to substantially reduce carbon emissions from surface transport access to the Airport and the wider region.

It is important to recognise that Aviation policy in the UK is a responsibility retained by central government, and therefore policy measures to reduce carbon emissions from aviation are directed by central government policy and any planning applications including an aviation element will need to be developed and assessed against extant national aviation policy.

More widely, the Combined Authority has recognised the critical need to address the impact of climate change and formally declared a Climate Emergency in July last year. We are committed to achieving carbon neutrality by 2030 and consideration of climate change impacts are being embedded into every aspect of the Combined Authority's work and activities. Through our Local Industrial Strategy and Regional Recovery Plan we are actively supporting investment in the de-carbonisation of aviation with our world leading firms in the region, with the ambition of being the vanguard of the development of the technology necessary for net zero aviation, which will help accelerate a reduction in carbon emissions regionally, nationally and internationally.

A Climate Emergency Action plan has been approved and is now being implemented. Progress reports are required to be considered by the committee, and by the WECA Overview and Scrutiny committee every 6 months.

Subsequent to the North Somerset Council decision on the Airport's planning application, Bristol Airport has submitted an appeal. This appeal will be determined by the Planning Inspectorate.

QUESTION 4

Question from: Jacqueline Walkden

Subject: Bristol airport expansion

Question:

1. 2020 has been one of the hottest years on record, in spite of the fact it is an La Nina year, when temperatures are historically slightly lower. We are now experiencing an annual average increase in global temperature of 0.85°C. But for some countries' temperatures are becoming dangerous: Kuwait has been recording summer temperatures of over 50°C. The Greenland icesheets have lost 4040GT of ice since 1992 and there are approximately 413ppm CO2 in the atmosphere. Only 37 ppm from the predicted tipping point into catastrophic climate change. This is a dire position. Would it not therefore be better to respect the views of North Somerset council and the residents of North Somerset and add even weight to their decision to reject the airport scheme, which would increase the regions' emissions by 1 million tonnes CO2 per year? Especially given the fact that local councils in the region have declared climate emergencies.
2. If WECA supports the expansion, who should be responsible for the cost and taking action to mitigate the emissions and the lack of amenity caused by it, given the fact North Somerset's residents and council are against the expansion, and how can the residents of the area be expected to make a contribution to the reduction when this decision suggests the climate emergency declaration was merely greenwash?

REPLY –

The Combined Authority was a statutory consultee to the original planning application in our role as a neighbouring Local Transport Authority; and it was in this capacity that we submitted a response at that time to North Somerset Council. As transport authority, we continue to work with North Somerset Council and Bristol Airport in improving public transport access to the Airport and to deliver the joint ambition to substantially reduce carbon emissions from surface transport access to the Airport and the wider region.

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QUESTION 5

Question from: Kate Gadsden

Subject: Bristol airport expansion

Question:

Hello Tim Bowles,

I am writing to you because I strongly object to any expansion of Bristol Airport and despite declaring a climate emergency you are on record as supporting Bristol Airport expansion.

I and my very young grandchildren live directly under one of the flight paths and I want to know what plans, if any, you have for the very near future (immediate - not way off in 2050) to mitigate against

- the increase in noise pollution
- the increase in air pollution (which will affect my young grandchildren's lungs the most)
- the additional 1 million tonnes of carbon emissions a year
- the increase in local traffic (an extra 10,000 car journeys a day) which will also add to the noise pollution, air pollution and carbon emissions

that an expansion to the Bristol Airport would bring?

REPLY –

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QUESTION 6

Question from: Kim Hicks (on behalf of South Bristol Wrong Road Group)

Subject: Spatial Development Strategy engagement

Question:

BACKGROUND

We are still going through a pandemic. Fortunately, there is a light at the end of a tunnel. There are vaccines on the horizon. We are told to expect to be in a better place over the next weeks/months. WECA has currently got a 'planning for the future' survey that ends during a time when the vast majority of the WECA area is in Tier 3. The survey ends 14th December 2020.

It is really important that EVERYONE has the opportunity to contribute to plans that will impact on us all where we live, work and play. **The SDS will shape the future for many years to come.** Apart from advertising the availability of hard copies online, WECA do not appear to have ensured 'non digital' people have had an opportunity to share their views and opinions with you.

WECA have said, online, that people can ask for hard copies...BUT that that information does not reach the 10 of 1000's of people who are not digitally connected. It is REALLY important that you gather opinions and views from as many residents, in the WECA area, as possible.

Your communication should aim to reach everyone in our area to allow them the opportunity to respond to the survey.

Not being online should NOT be a disadvantage.

Question 1 - How have you actively encouraged 'non-digital' WECA residents to engage with the planning for the future survey? N.B. telling people online that they can ask for a hard copy is not useful for people who are not online in the first place.

Question 2 - Have you considered postponing/delaying the survey, just until the light at the end of the tunnel is brighter, so that you can be confident that you have allowed 'non digital' residents to actively and constructively be included?

REPLY:

There have been Covid-19 restrictions in place for much of 2020, and these are likely to continue into 2021. The need to plan for the future of the region is now more important than ever. We have a responsibility to make sure development in the region provides the right kind of jobs, homes and transport links in the right places after Covid-19.

We launched the Spatial Development Strategy engagement exercise on 2 November 2020 and it closes on 14 December 2020 – running for 6 weeks.

The survey is an informal engagement exercise and the responses are the first step in developing a draft of the Spatial Development Strategy (alongside evidence and studies). Once the draft is completed and published in 2021, the Strategy will be subject to a full statutory consultation, providing opportunity to formally comment on the proposed plan.

We have done a huge amount of digital engagement, which is proving very effective, but the online survey has been supplemented with offline alternatives. We have given people the opportunity to contact us for hard copies of the survey from the start of the engagement. We have been sending these out to residents and groups that have requested them.

During the six week period, anyone can get hold of paper copies of the questionnaire by calling 0117 428 6210 or by email at planning@westofengland-ca.gov.uk. The paper copies are posted to a free postal address – to simplify and encourage the completion of the survey.

To promote the survey we have balanced an online campaign with offline promotions – there has been significant traditional media coverage as well as print adverts in local news publications.

We have also sought to increase the number and breadth of stakeholder groups we contact, making use of insights our constituent councils have gained throughout our region's Covid-19 response. We have notified a wide range of typically hard-to-reach groups as well as equalities groups about our engagement. Everyone who had previously signed up for updates about strategic planning received an e-bulletin encouraging them to get involved. A notification also went out to every consultee from previous JLTP4, Bus Strategy and Local Cycling and Walking Infrastructure Plan consultations (who consented to further communications) – totalling 2,500 residents.

Early indication shows that our promotions have been effective; we have already had approaching 1,000 responses. We have received significant responses (even at this early engagement stage) – 65+ age ranges and rural areas are currently well represented.

Extending the early engagement survey over the Christmas period is unlikely to benefit 'non digital' audiences as it is a period of far lower engagement levels than usual.

Public safety is the top priority. We are urging people to stay alert and keep safe through social distancing. Traditional town hall exhibitions (and most other face to face engagement) will not be organised in the foreseeable future.

Online engagement has proved to be invaluable in continuing our work during this difficult time. We don't know what restrictions we may face next year, but a digital approach helps future proof engagement programmes.

QUESTION 7

Question from: Mark Usher

Subject: Bristol Airport expansion

Question:

Question to the Mayor - As worldwide CO2 levels continue to rise TODAY despite worldwide covid 19 restrictions and that the British central government are reviewing their airport expansion policy, why are you supporting the expansion plans of Bristol airport?

REPLY –

The Combined Authority was a statutory consultee to the original planning application in our role as a neighbouring Local Transport Authority; and it was in this capacity that we submitted a response at that time to North Somerset Council. As transport authority, we continue to work with North Somerset Council and Bristol Airport in improving public transport access to the Airport and to deliver the joint ambition to substantially reduce carbon emissions from surface transport access to the Airport and the wider region.

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QUESTION 8

Question from: James Collett

Subject: Bristol Airport expansion

Question:

1. Bristol Airport (BAL) have appealed against the clear rejection of their planning application by North Somerset Council earlier this year. The application was built primarily around an assumption / forecast that there will be a significant growth in demand for air travel to and from Bristol airport. While these figures were far from conclusive at the time of the original application, they are now irrelevant following the Covid-19 pandemic which has decimated the airline industry. Demand for air travel has collapsed primarily due to Covid risks and is unlikely to recover for many years. Can the WECA Mayor confirm that in view of these changed circumstances, he personally and WECA as an organisation, no longer support the planned expansion?

2. In 2019 WECA declared a climate emergency - a policy supported by the WECA Mayor. In view of the deteriorating global climate crisis and the current Covid pandemic, the current capacity of the airport will remain far in excess of the likely passenger demand for many years. Therefore, in view of the WECA mayor's support for the declaration of a climate emergency, will the Mayor now put in an objection to Bristol airport's plans for expansion currently being reconsidered by the Planning Inspectorate?

REPLY –

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QUESTION 9

Question from: Steven Smith

Subject: Bristol airport expansion

Question:

Considering the urgent need to reduce carbon emissions and tackle climate change, can all members of the combined authority confirm they will oppose the expansion plans of Bristol Airport?

REPLY –

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QUESTION 10

Question from: George Oakenfold

Subject: Bristol Airport expansion

Question:

WECA has declared a climate emergency.

North Somerset Council voted clearly to disallow Bristol Airport's plans for expansion.

Polls suggest that 80% plus of local residents oppose the airport's plans.

Right now Covid has severely limited flights anyway and airlines themselves project that it will take years for passenger numbers to recover to previous levels.

The government has published plans for sustainable economic recovery and the UK will be hosting Cop26 next year.

There is a growing consensus that aviation needs to be drastically reduced to combat future warming.

Isn't it time for the West of England to step up, make the logical and moral decision and clearly put on record their opposition to any expansion of Bristol Airport?

REPLY –

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QUESTION 11

Question from: Phil Heath

Subject: Bristol airport expansion

Question:

Mr Bowles is on record as supporting the expansion of Bristol Airport. Since then North Somerset Council has voted overwhelmingly against the expansion; concerns about climate change have continued to rise; studies have shown that the economic case for expansion only appears to work because of the highly selective use of which factors to include; and every authority within WECA, and WECA itself, has declared a climate emergency. In light of the above, will Mr Bowles publicly confirm that he no longer supports the expansion of Bristol Airport? If not, will he please explain why he supports the expansion of one of the most polluting industries, which is widely acknowledged to be for the convenience of a small number of wealthy frequent fliers, while inflicting the greatest harm on the poorest members of society?

REPLY –

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QUESTION 12

Question from: Caroline New

Subject: Bristol airport expansion

Question:

Dear Chair - At WECA's last meeting you rightly decided to 'join up' the Recovery plan and the Climate Emergency Action plan in order to 'build back better'. If Bristol Airport wins its appeal and goes forward with its expansion plan, it will mean an additional 1,000 tonnes of greenhouse gas emissions. Will you now publicly support the elected officials of North Somerset Council, by opposing the airport's appeal against their decision?

REPLY –

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QUESTION 13

Question from: Mary Collett

Subject: Bristol airport expansion

Question:

All three of WECA's constituent councils have declared a climate emergency. Over the next decade we will need HUGE reductions in carbon emissions, including reductions in the carbon emissions created by transport - particularly those from cars and airplanes.

Yet the WECA Mayor has previously supported the expansion of Bristol Airport, which looks likely to add a further one million tonnes of CO2 to the atmosphere per year through increased flights and car journeys.

Airport expansion and carbon emission reduction are obviously completely inconsistent.

So, will the WECA Mayor now publicly state that he no longer supports airport expansion and commit to submitting a letter of objection to the appeal process?

REPLY –

The Combined Authority was a statutory consultee to the original planning application in our role as a neighbouring Local Transport Authority; and it was in this capacity that we submitted a response at that time to North Somerset Council. As transport authority, we continue to work with North Somerset Council and Bristol Airport in improving public transport access to the Airport and to deliver the joint ambition to substantially reduce carbon emissions from surface transport access to the Airport and the wider region.

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QUESTION 14

Question from: Richard Baxter

Subject: Bristol airport expansion

Question:

The local communities surrounding Bristol Airport made their views known to the original planning application to expand the Airport's capacity to cater for an additional 2 million passengers per year. They clearly opposed the plan with over 8,000 comments made to the planning website and this was echoed by the North Somerset councillors serving on the Planning Committee who firmly rejected the planning application last February. One of the key reasons for turning down the plans was the hugely negative impact any growth would have on the environment and climate change.

Now that Bristol Airport has launched an appeal against last February's decision, will the WECA Mayor be supporting the local communities in opposing the plan to expand and, if not, on what grounds does the Mayor base his decision?

REPLY –

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QUESTION 15

Question from: Tony Lloyd (Friends of Bristol Suburban Railways)

Subject: Rail projects

Question:

There is much to commend in the 10 Year Rail Plan and in the Strategic Rail Investment report. In particular, the desire to deliver or plan for reopening stations at St Anne's Park, Charfield, Saltford and Ashton Gate during the periods 2020-2030 or 2030-2045.

However conspicuous by their absence is any mention of re-opening stations at **Coalpit Heath, Constable Road** or **Thornbury** (station plus connecting line). The latter two are mentioned in JLTP4 as being examined within the Plan's lifetime (i.e. before 2036) and FOSBR has put forward a convincing case why Coalpit Heath should be considered. Why have these three stations not been mentioned in the Plan or Report?

REPLY:

The 10 Year Rail Delivery Plan indicates that if a long-standing aspiration is not included in Table One (schemes to take forward for development and delivery 2020 to 2030) this does not necessarily mean it won't be considered as part of the 25 Year Strategic Outline Business Case (SOBC) 2020 to 2045. Those schemes in Table One have emerged as the strongest ones in terms of meeting objectives and deliverability. More work will be needed on those schemes which perform less well and this will roll into the development work on the 25 Year SOBC. The 10 Year Rail Delivery Plan will also be kept under review and updated periodically as necessary.