

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.

[Bristol Airport Q&As removed]

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.