

**MINUTES OF A MEETING OF THE  
BRISTOL INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE  
HELD IN THE BRISTOL ROOM AT BRISTOL INTERNATIONAL AIRPORT,  
ON WEDNESDAY, 21<sup>ST</sup> JANUARY 2009 AT 2.30 PM**

**Present:**

Peter Lacey	Chairman
Robert Sinclair	Chief Executive, Bristol International Airport
Alec Ewens	GWE Business West
John Lennon	CBI
Peter Taplin	SW Region and Bristol TUC
Councillor Sean Beynon	Bristol City Council
Councillor Peter Edwards	Bath & North East Somerset Council
Councillor Jill Iles	North Somerset Council
Councillor Shirley Pope	Backwell Parish Council
Councillor Colin Timson	Chew Valley Cluster of Parishes
Councillor Hilary Burn	Cleeve Parish Council
Councillor Gill Patch	Winford Parish Council
Councillor Deborah Yamanaka	Wrighton Parish Council
Councillor Jane Bollen	Yatton Parish Council

**Also in attendance:**

Alan Davies, Planning and Environment Director, Bristol International Airport  
Paul Davies, Operations Director, Bristol International Airport  
Jacqui Mills, Community Projects Manager, Bristol International Airport  
Mike Littleton, Community Relations Manager, Bristol International Airport  
James Gore, Head of Communications, Bristol International Airport  
Margaret Thornton, Secretary

**1087. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Pat Murphy, ABTA/GTMC, Councillor Roz Willis, Weston-super-Mare Town Council, Karuna Tharmananthar, Assistant Director, Development and Environment, North Somerset Council, and Inspector Dave Stokes, Avon and Somerset Constabulary.

**1088. DECLARATIONS OF INTEREST BY LOCAL AUTHORITY ELECTED MEMBERS**

There were no declarations of interest from local authority elected members at this meeting.

**1089. MINUTES - 22<sup>ND</sup> OCTOBER 2008**

The Minutes of the meeting of the Airport Consultative Committee held on 22<sup>nd</sup> October 2008, copies of which had been previously circulated, were submitted for approval and adoption.

**RESOLVED - that the Minutes of the meeting held on 22<sup>nd</sup> October 2008 be confirmed as a correct record and signed by the Chairman.**

**1090. MATTERS ARISING  
Car Park Security**

Mr. Ewens enquired whether the question of improved car park security would be raised elsewhere on the agenda.

Robert Sinclair indicated that he would comment on car park security later in the meeting.

**1091. MASTER PLAN - PLANNING APPLICATION/CONSULTATION  
UPDATE**

Members received a presentation on the planning application/consultation, a copy of which is inserted in the Minute Book.

A pre-application consultation summary was also tabled, a copy of which is also inserted in the Minute Book.

Alan Davies advised Members that -

- (a) the pre-application consultation period had commenced today and would continue until 6<sup>th</sup> March 2009.
- (b) the consultation process comprised -
  - a staffed exhibition in the Bristol Room on 22<sup>nd</sup>, 23<sup>rd</sup> and 24<sup>th</sup> January 2009.
  - an unmanned exhibition Monday to Friday during office hours from 26<sup>th</sup> January to 6<sup>th</sup> March 2009 in the Concourse Café in the old Terminal Building.
  - a leaflet summarising the exhibition information which would be available at the exhibitions, in local libraries and on the Airport's website.
  - feedback forms for comments.
- (c) a preview was being held that evening for local parish councils.
- (d) the consultation information contained a description of the Airport's development proposals; an assessment of the impact of expansion; and proposed mitigation measures. It was work in progress.
- (e) the development proposals were not a fait accompli. The Airport was seeking views on the proposals and would respond to comments received.

- (f) a number of adjustments had been made to the proposals. These included -
- the relocation of the proposed car park to the east of the runway to the south side of the Airport. This would be better both from an operational and environmental point of view.
  - the removal of the previously proposed new taxi-way access to runway 27 from the scheme. Instead it was now proposed to add a turning head to the eastern end of the runway for aircraft entering the runway at Bravo. A further turning head was proposed at the western end of the runway for Boeing 787 sized aircraft to turn and use the runway to taxi to the Terminal Building.
  - the car parking arrangements had been finalised and the layout of the general aviation apron had been further developed.
  - a small number of north side aircraft stands were now shown as multiple use to accommodate a Boeing 747 aircraft near the Terminal Building.

Councillor Burn enquired whether the proposed new parking area on the south side was outside of the Airport's current perimeter.

Alan Davies confirmed that the land in question was outside the current Airport perimeter and was not in its ownership. It was proposed that this area would be a seasonal car park and therefore remain as a grassed area.

Mr. Ewens asked whether the Airport's development proposals contained improvements to car parking security.

Paul Davies explained that the Airport was not planning any specific major improvements to car parking security as part of its development proposals. All the Airport car parks had been assessed and awarded the Safer Parking status, Park Mark (R) by the Police.

Alan Davies further explained that -

- (a) in mitigation of the development the Airport proposed -
- additional landscaping.
  - enhanced air quality monitoring. It was intended to move to a continuous monitoring of oxides of nitrogen and particulate matter.
  - to develop a carbon management plan. Carbon dioxide emissions associated with the airport buildings and infrastructure would fall within the Government's Carbon Reduction Commitment from 2013 and their net effect would be capped in line with targets to reduce greenhouse gas emissions. The majority of emissions would be captured within the EU Emissions Trading Scheme.

- to provide for 20% of the additional energy required from onsite renewable sources.
  - to record any remaining World War II structures and to protect the setting of the scheduled ancient monument to the south side of the Silver Zone car park.
  - to provide a noise wall on the bank adjacent to Downside Road to reduce the effect of noise to properties in this area.
  - to provide a noise wall next to the eastern aircraft parking apron extension.
  - to seek to increase the number of passengers using public transport by improving the frequency of the Flyer and introducing services to Weston-super-Mare and Bath.
  - to contribute to highway improvements on certain junctions on the A38.
- (b) the visual impact of the proposals had been considered in all designs and various adjustments had been made, particularly to the car park scheme, to lessen the impact on the landscape.
- (c) the feedback from the present consultation would be assessed in March and any adjustments made to the development proposal prior to the submission of the planning application to North Somerset Council.
- (d) the planning application, once submitted, would be subject to the usual planning application consultation procedures prior to a decision being taken.

Mr. Lennon asked when construction was likely to commence assuming planning permission was granted.

Robert Sinclair, in response, advised that -

- (a) it was possible that construction could commence later this year. However it was more likely that work would start in 2010/2011.
- (b) it was not intended to undertake the development proposals all at once. It was envisaged that the development would be pursued on an incremental and sequential basis over a period of time.
- (c) the time frame for a throughput of 10 mppa was around 2016 although it could be later ie 2017 or 2018.
- (d) the development was likely to be spread over a period of eight to ten years or so. The Airport did not wish to be in construction mode all the time.
- (e) the development would need to be managed carefully in stages.

Councillor Burn enquired whether it was proposed to undertake the construction of the multi-storey car park as the first phase.

Robert Sinclair explained that that decision had not yet been made. The Airport would need to look at the range of developments proposed before deciding on the phasing. The extension of the Terminal Building was the first priority and car parking was second.

Alan Davies indicated that it would be necessary to provide additional temporary car parking on the south side whilst the multi-storey car park was under construction.

In response to a question from Councillor Burn, Alan Davies confirmed that an application under GPDO would be submitted in the near future for the Silver Zone car park.

Councillor Edwards enquired what action was being taken to minimise light pollution.

Alan Davies advised that the Airport was looking at ways in which lights could be turned on and off so that they only functioned when the aircraft stands were in use. Other opportunities were being investigated to minimise light pollution as much as possible. Lighting on the access roads and pedestrian ways would have the light source directed down onto the ground and in the block car park the lighting specification would be to a lower level with a dark area around the perimeter so as not to disturb the bats.

Mr. Taplin enquired of the employment opportunities likely to be created as a result of the development proposals.

Alan Davies referred him to the section in the pre-application consultation summary on page 3 relating to economic impacts. It was envisaged that a range of jobs would be created which would comprise direct, indirect and induced jobs.

The Chairman enquired whether the Committee was satisfied that the proposals as outlined addressed local peoples' needs.

Councillor Burn asked whether the Consultative Committee would be making a submission to North Somerset Council on the development proposals.

The Chairman indicated that this would not be appropriate and, in any case, it was unlikely that it would be possible to achieve a consensus amongst Members on the content of such a submission.

Mr. Lennon asked if he could have a copy of the feedback form.

Alan Davies advised that, unfortunately, the feedback form had not been available in time for this meeting but he undertook to send a copy to Members with the draft minutes.

Councillor Burn sought clarification that only people living close to the Airport had received a copy of the pre-application consultation summary.

Alan Davies explained that advertisements advising of the pre-application consultation had been placed in local newspapers circulating in the area; reference to the proposals had been broadcast on the local news; the Airport had written to the Parish Councils; and a copy of the summary had been circulated to local libraries and could be viewed on the Airport's website. The Airport was particularly concerned to ensure that its immediate neighbours in Downside Road, Felton Common and to the south of the Airport were aware of the consultation process and had therefore sent a letter to these residents.

Councillor Patch enquired what would happen if the current owner of the land to the south side, required for the additional car parking, did not wish to sell it to the Airport.

Alan Davies indicated that the Airport was hopeful that it would be possible to reach agreement over the purchase of this land. However, as a last resort, the Airport could use compulsory purchase order powers to secure the land.

The Chairman asked Members if they had any further concerns they wished to raise on the proposals at this time.

No further comments were forthcoming.

**RESOLVED - that the presentation be noted and that a copy of the pre-application consultation feedback form be circulated to Members with the draft minutes.**

## **1092. QUESTIONS TO THE AIRPORT MANAGEMENT AND THE REPLIES THERETO**

### **Questions from Councillor Hilary Burn**

The Committee received a schedule of questions to the Airport Management submitted by Councillor Hilary Burn, and the replies thereto, a copy of which is inserted in the Minute Book.

**RESOLVED - that the questions from Councillor Burn and the replies thereto be noted.**

## **1093. CHIEF EXECUTIVE'S REPORT**

Robert Sinclair introduced the members of his Management Team who were in attendance at the meeting - Alan Davies, Planning and Environment Director, Paul Davies, Operations Director, Jacqui Mills, Community Projects

Manager, Mike Littleton, Community Relations Manager, James Gore, Head of Communications and Rachel Powell, Executive Assistant.

He said he had received an extremely warm welcome from the local community and that people had sought to make him feel at home, which had assisted the transition between New Zealand and England. He had already spent some time in the community with a view to achieving a greater understanding of local issues.

It had been an extremely busy period over the past three months, not the least because the financial year ended on 31<sup>st</sup> December.

One of the major issues which had had to be addressed was the future direction of the business in the current challenging economic environment. The present economic climate was not just impacting on Bristol International Airport but on aviation as a whole.

He was in the process of firming up his new management team of which Alan Davies was a key member. Another key member was Shaun Browne, Aviation Director.

The Airport had also undertaken a challenging emergency planning exercise in the middle of November which had been attended by a number of members of the local community.

#### **(a) General Issues**

Robert Sinclair advised Members that -

- (i) the Airport had entered into a contract with a second ground handling company which had come into force at 12.01 am today. The engagement of a second ground handler would help the Airport mitigate against risk in this area.
- (ii) the Air Accident Investigation Board Report into incidents which had occurred during the resurfacing of the runway had now been published. The Airport was comfortable with the findings and had worked with the Air Accident Inspectors and the CAA in the development of the report.

#### **(b) Overview of Current Market Conditions**

Robert Sinclair advised Members that -

- (i) the 2009 passenger volume was likely to see more seasonal activity. The winter period was showing a drop in volume but it was anticipated that this would pick up in the summer months. Additional charter activity over the Christmas period had resulted in a better than anticipated throughput.

- (ii) the decline in the value of the pound would make inbound traffic more attractive. The Airport was hopeful that it would see a positive increase in this area in due course.
- (iii) the South West was one of the more resilient regions in the Country and it was expected that Bristol Airport would out perform its peer regional airports for passenger throughput.
- (iv) nevertheless the Airport was facing a challenging time. However, he was confident in the Airport's future.
- (v) in 2009 it was proposed to implement a range of improvements which would leave the Airport well placed to handle the upturn in the economy in 2010/2011.

### **(c) Capital Projects - Update**

Robert Sinclair advised Members that -

#### **Western Walkway**

approval had been obtained in December 2008 from the Airport's Board of Directors to proceed. It was anticipated that construction would commence in or around May 2009 with completion in or around March 2010.

#### **Relocation of the Fire Station**

the relocation of the Fire Station had been approved by North Somerset Council in December 2008.

#### **Northern Car Park Works**

works to create an additional 85 car parking spaces in the northern car park were nearly complete. Comments from local residents had been considered and mitigating actions taken during construction.

### **(d) New Routes for 2009**

Robert Sinclair advised Members that -

- (i) Ryanair would be operating to twelve additional destinations including France, Italy and the Netherlands in 2009.
- (ii) easyJet was introducing two new routes to Corfu and Corsica.

Councillor Patch explained that she had been one of the local councillors who had attended the emergency exercise in November 2008. She had found it a very worthwhile experience and thanked the Airport for inviting her.

Paul Davies advised that -

- (a) the emergency exercise in November had concentrated on the repatriation of survivors and dealing with family and friends in the event of an air incident rather than the incident itself.
- (b) actors had been used to give the exercise reality.
- (c) the emergency services and the Airport had learned from the exercise.
- (d) whilst there were a number of areas in which the emergency services and the Airport had performed well there were also a number of areas in which performance had not come up to the required standard and the Airport and emergency services would be making the necessary adjustments to ensure that performance was improved in these areas for the future.
- (e) the next emergency exercise would focus on the more traditional air incident.
- (f) in future, it was proposed to develop a two year cycle of exercises with an air incident exercise in one year and an exercise around the repatriation of survivors and dealing with family and friends in the other.
- (g) the exercise had involved some 140 people.

Mr. Taplin referred to an item on the local news which suggested that the runway had been closed for a couple of hours on the previous day.

Paul Davies explained that as a result of a fall of snow just before 8.00 am the previous morning the temperature had dropped significantly resulting in the necessity to close the runway for a short period. The early morning flights had already departed and the closure did not result in the loss of any traffic. The Airport was back on schedule within an hour.

Councillor Burn sought clarification of the number of jobs likely to be created with the introduction of two additional aircraft in 2009 by Ryanair.

James Gore, in response, said there would be some 100 direct jobs created as a result of the introduction of these additional aircraft with an anticipated further 400 jobs created elsewhere in the region.

Councillor Burn enquired whether these figures had been included in the documentation supporting the planning application.

Alan Davies explained that the planning application had used a baseline of 2007 and a no development scenario. The figures should be viewed in relation to the baseline.

**RESOLVED - that the information be noted.**

## **1094. POLICING AT THE AIRPORT**

The Chairman explained that, due to another commitment, Inspector Dave Stokes was unable to attend the meeting. However, he had provided the crime statistics for the Airport for 2008 for Members' information.

Alan Davies informed Members that -

- (a) the incident of reported crime was down compared with previous years.
- (b) there had been 296 incidents reported in 2008.
- (c) 170 of these incidents related to theft reported on arrival but which occurred outside the UK.
- (d) there were 8 incidents of car crime which was a reduction on 2006/2007.
- (e) there was also a reduction in the number of miscellaneous category crimes.
- (f) the number of arrests was down from 115 to 85 in 2008.

**RESOLVED - that the information be noted.**

## **1095. STATISTICS**

### **(a) Passenger**

The Committee received a report, a copy of which is inserted in the Minute Book, setting out comparable passenger statistics for the twelve month period 1<sup>st</sup> January to 31<sup>st</sup> December 2007 and 2008.

### **(b) Aircraft Movements**

The Committee considered a report, a copy of which is inserted in the Minute Book, setting out comparable aircraft movements for the twelve month period 1<sup>st</sup> January to 31<sup>st</sup> December 2007 and 2008.

Alan Davies indicated that the number of flights in 2008 was less than in 2007 but the number of passengers had increased.

Mr. Ewens pointed out that the number of scheduled international flights had increased and the occupancy rate of aircraft had improved during 2008. The availability of a wide range of international destinations was crucial to business traffic and the continued attraction of business traffic was vital in the current economic crisis.

Councillor Timson enquired of the likely passenger scenario for 2009.

Robert Sinclair said he would not be surprised if the total passenger volume for 2009 was lower than that for 2008. However, he did not necessarily think it would be as low as some people were forecasting and that the Airport would see a positive growth in passenger numbers across the summer months.

In response to a further question from Councillor Timson, Robert Sinclair explained that there had been some growth in services during the course of 2008 but a full year's benefit of this growth would not be reflected in the figures until 2009. He cited as an example the introduction of flights during 2008 by Lufthansa. In addition Ryanair was scheduled to introduce two additional aircraft early in July which should help to offset the decline in numbers.

Mr. Ewens pointed out that the weakness of the pound and increased routes should help to generate additional inbound traffic.

In response to a question from Mr. Lennon, Robert Sinclair explained that the Airport had a strong working relationship with the airlines. Bristol Airport was not designated and it was therefore possible to structure commercial agreements with the airlines. The Airport sought to provide value for money. It also sought to tailor flights to meet the requirements of the individual airlines.

In response to a question from Councillor Burn, Alan Davies advised that it was difficult to monitor increases in inbound passengers on a monthly basis. However various indicators suggested that the number of inbound passengers had increased in December which was supported by an increased use in the Flyer bus service. In addition, the CAA survey for 2008, which had yet to be published, also suggested an increase in inbound passengers.

In response to a question from Councillor Yamanaka, Jacqui Mills explained that, for the purposes of the passenger statistics, an infant was a young person who did not require a seat on an aircraft.

Councillor Edwards advised that Bath Tourism Office had reported a higher take up of bed spaces in the City.

Robert Sinclair pointed out that the current economic climate afforded an opportunity to attract more inbound tourism. In an endeavour to take full advantage of this opportunity the Airport was pursuing discussions with the appropriate agencies in the region to develop suitable networks to attract the right quality of tourism for the area. Inbound tourism was not just a case of numbers but more importantly quality such as stay lengths and spend rates.

Mr. Taplin referred to the problem associated with drivers on the Flyer service not being able to give change and enquired whether a suitable notice had now been displayed in the Terminal Building advising tourists to obtain the right change for the bus service before leaving the building.

Alan Davies acknowledged that there had been problems in this area in the

past and the Airport was seeking to resolve them. In this connection the drivers of the Flyer service were currently undergoing customer service training.

Councillor Beynon advised that Bristol City Council had approved a budget increase for 2009/2010 of £600,000 to promote Bristol for tourism and business.

Robert Sinclair confirmed that the Airport together with the local authorities, including the City Council, and the various agencies, were looking at the rebranding of the area to attract more tourism and business.

**RESOLVED - that the report be noted.**

### **1096. NOISE MANAGEMENT**

The Committee received a report, a copy of which is inserted in the Minute Book, identifying the number of complaints relating to noise received on a monthly basis for the period 1<sup>st</sup> January to 31<sup>st</sup> December 2008; the number of aircraft movements during the same period; the reasons for the complaints; and the locations the complaints had emanated from.

Mike Littleton advised that the Airport had now received permission to access the land on 2<sup>nd</sup> February 2009 for the purpose of erecting the additional noise monitor. He was liaising with the various parties to secure the erection of the monitor and installation of the Tracker as soon as practicable.

The Chairman welcomed the progress made towards securing the installation of the Tracker.

Councillor Burn explained that she had approached North Somerset Council in an endeavour to obtain details of the number of noise quota points used on the three nights over the 2008 Spring Bank Holiday when the Airport had accommodated flights for the Heineken Cup final. North Somerset Council had been unable to provide this information and had suggested that it should be available at this meeting in connection with the planning application for the expansion of the Airport.

Alan Davies confirmed that the summer noise quota count was in the course of preparation and should be available shortly. The count covered the whole of the summer season and there was no provision for it to be broken down into individual periods. North Somerset Council was responsible for ensuring that the Airport did not breach its noise quota count which was a condition of the planning permission for the existing Terminal Building and the figure when available would be forwarded to the Council. A preliminary assessment of the figure showed that the Airport was not in breach of the condition attaching to the planning permission.

Mr. Lennon referred to the noise from departing aircraft experienced by

people living in Cleeve and enquired whether there was any opportunity to vary the flight path of these aircraft to give the residents of Cleeve some respite.

Mike Littleton explained that the precise flight path of departing aircraft was governed by a number of factors including the wind. The Tracker when operational would enable the Airport to monitor this.

Alan Davies pointed out that aircraft took off into the wind and the prevailing winds at the Airport were from the West. Noise levels from departing aircraft were generally fairly stable.

Mr. Ewens explained that aircraft manufacturers were very aware of the need to reduce engine noise and to this end were investigating all opportunities to lessen the weight of aircraft. His company was currently working on a new design for carbon fibre wings which should reduce noise levels on new aircraft.

Councillor Burn speculated whether the number of departures had increased.

Councillor Edwards referred to a significant increase in the number of noise complaints received from residents of Whitchurch last year when the predominant wind had been from an easterly direction for a period.

**RESOLVED - that the report be noted.**

#### **1097. SERVICE QUALITY REPORT**

The Committee received a report, a copy of which is inserted in the Minute Book, identifying customer feedback and complaints on services provided by the airport for the period 1<sup>st</sup> October to 31<sup>st</sup> December 2008.

Jacqui Mills, in outlining the report, advised that year on year the number of complaints received for the three month period was consistent. The 26 complaints received about security in October had resulted from changes in security arrangements and staffing issues. The problems had been resolved in a matter of days.

Mr. Lennon enquired whether complaints were still being received following the introduction of a charge for the use of baggage carts.

Jacqui Mills explained that three complaints had been received so far in January. The introduction of a charging regime had been accompanied by a reduction in the number of carts available for use. This reduction was not seen to be causing a problem because the carts were collected on a more frequent basis and returned to the Terminal Building. The introduction of charging had also lead to a decrease in the vandalism of the carts.

Councillor Iles enquired why there had been a significant increase in the

number of flights with a baggage delivery time of 40 minutes in October.

Paul Davies explained that the increase in the baggage delivery time could be attributed to a number of factors including the fact that the airlines' schedules changed at the end of October. The Airport sought to schedule the arrival of aircraft to avoid too many planes coming in at any one time. However over the summer period two flights had consistently arrived up to an hour earlier than scheduled and this had placed significant pressure on the baggage delivery times.

Robert Sinclair suggested that the introduction of a second ground handling contractor with effect from today should increase competition and thereby help to improve the service.

**RESOLVED - that the report be noted.**

### **1098. PEOPLE UPDATE**

James Gore advised that -

- (a) 140 employees had transferred from Servisair to the new ground handling operator Menzies. The engagement of a second ground handler had resulted in the creation of 17 additional jobs with the potential for a further 50 jobs in the summer.
- (b) Resource Management had been taken back in-house.
- (c) the Airport was working with Destination Bristol as a pilot port of entry for the 2012 Olympics.
- (d) details of the current vacancies at the Airport could be viewed on the Airport's website.

**RESOLVED - that the information be noted.**

### **1099. CHARITABLE AND COMMUNITY PROJECTS AND TRUST FUND DONATIONS**

The Committee received a report, a copy of which is inserted in the Minute Book, advising of charitable and community projects and trust fund donations during 2008.

Jacqui Mills, in outlining the report, advised that the Fire Department had produced its own cookbook and the profits from the sale of the book would go to the Wallace and Gromit Appeal.

**RESOLVED - that the report be noted.**

### **1100. MINUTES - ENVIRONMENTAL EFFECTS WORKING PARTY**

The Committee received the Minutes of the last meeting of the Environmental Effects Working Party held on 7<sup>th</sup> January 2009, a copy of which is inserted in the Minute Book.

**RESOLVED - that the Minutes of the Environmental Effects Working Party held on 7<sup>th</sup> January 2009 be noted.**

#### **1101. ITEMS OF GENERAL INTEREST**

##### **(a) Air Passenger Duty**

The Committee received a report, a copy of which is inserted in the Minute Book, setting out the Government's proposals for reforming air passenger duty.

**RESOLVED - that the report be noted.**

##### **(b) Strategic Review of the Civil Aviation Authority**

The Committee received a report, a copy of which is inserted in the Minute Book, updating Members on progress in the strategic review of the Civil Aviation Authority.

**RESOLVED - that the report be noted.**

##### **(c) National Policy Statement for Aviation**

The Committee received a report, a copy of which is inserted in the Minute Book, advising of the Government's intention to produce a National Policy Statement for airports in accordance with the provisions of the Planning Bill which received Royal Assent on 26<sup>th</sup> November 2008.

**RESOLVED - that the report be noted.**

##### **(d) Aviation Inquiry**

The Committee received a report, a copy of which is inserted in the Minute Book, advising that the House of Commons Transport Committee has announced that it will conduct an inquiry into the future of aviation, focusing on economic, environmental and infrastructure issues.

**RESOLVED - that the report be noted.**

##### **(e) Policing and Security Planning at Airports**

The Committee received a report, a copy of which is inserted in the Minute Book, advising that the Government's proposals for policing and security

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planning at Airports were now being taken forward in the Policing and Crime

Bill which was introduced in the Housing of Commons on 18<sup>th</sup> December 2008.

**RESOLVED - that the report be noted.**

## **1102. ANY OTHER BUSINESS**

### **(a) Climate Change Bill**

Councillor Burn pointed out that the Government's Climate Change Bill had now been published and suggested that this should have been included in the report on Items of General Interest.

### **(b) A38 - A370 Road Link**

Mr. Ewens referred to a recent transport forum meeting he had attended when the issue of the A.38 - A.370 link road had been discussed. North Somerset Council supported the provision of this much needed link but as yet the project had not been allocated Government funding. He suggested that it may help to bring this project forward if more pressure could be brought to bear on Government.

## **1103. DATE OF NEXT MEETING**

The Chairman advised Members that the next meeting would be held at 2.30 pm on Wednesday, 29<sup>th</sup> April 2009.

There being no further business the meeting was declared closed.