



**5. REPRESENTATIONS FROM MEMBERS OF COUNCIL
[40 Minutes]**

(A) PETITIONS

	NAME	SUBJECT
MP01	Cllr L Alexander	Withdrawal of the Sunday Service for the No.5 Bus
MP02	Cllr G Gollop	Reduced Vehicular Speeds in Residential Streets in Westbury
MP03	Cllr B Janke	Bus Rapid Transit

**11. REPRESENTATIONS FROM MEMBERS OF COUNCIL
[40 Minutes]**

(B) STATEMENTS

	Name	Subject
MS01	Cllrs Holland Jackson	VERBAL STATEMENT BOC Explosion
MS02	Cllr C Bolton	Climate Change Targets
MS03	Cllr J Jethwa	Gritting Provision in Stockwood
MS04	Cllr R Stone	Bristol's gritting and road treatment policy

(C) QUESTIONS

	From	To	Subject
MQ1	Cllr A Fox	Cllr JB Janke	Nuclear free local authorities
MQ2	Cllr R Eddy	Cllr Dr J Rogers	Provision of severe weather road grit
MQ3	Cllr R Eddy	Cllr C Campion-Smith	School Closures Policy
MQ4	Cllr C Bolton	Cllr Dr J Rogers	Gritting of cycle paths
MQ5	Cllr R Eddy	Cllr B Janke	Copenhagen Mini-Summit
MS6	Colin Smith	Cllr Dr M Wright	Provision of concert arena
MS7	Cllr R Stone	Cllr Dr J Rogers	Salt and gritting of roads in Bristol
MS8	Cllr M Brain	Cllr Dr J Rogers	Gritting of icy pavements

We the undersigned call upon Bristol City Council to restore the No. 5 bus service (through Oldbury Court and Fishponds) on a Sunday as it is a vital service needed by local residents.

205 Signatures



tel 9222879

e.mail jon.rogers@bristol.gov.uk

8th February 2010

Cllr Alexander
Conservative Office
Council House

Dear *lesley*

Re: Petition to Council 19 January 2010 (Ref: MPO1) – Reduction in No. 5 Bus Service

Thank you for the petition you presented to Council on 19 January regarding the above service.

You will recall that the service reductions implemented Sunday 27 September 2009 on Service 5 (amongst others) arose out of the need to make financial savings and were subject to consultation with local councillors and bus users. As a result of the responses received, the proposals were amended to retain the Monday to Saturday evening journeys but, regrettably, the Sunday and Bank Holiday journeys had to be withdrawn.

The budgetary position has not changed since September and the outlook in the current economic environment is extremely challenging. Consequently, I cannot hold out any prospect of these journeys being reinstated in the foreseeable future.

Yours sincerely

Jon

*Sorry to be the bearer of
bad news, however expected.*

Cllr Dr Jon Rogers
Executive Member for Transport and Sustainability

C a b i n e t

The Council House
College Green
Bristol BS1 5TR

Executive Member

Website
www.bristol-city.gov.uk

PETITION FOR 20 MPH DEFAULT SPEED LIMIT IN BRISTOL ON ALL RESIDENTIAL ROADS

I hereby petition Bristol City Council to introduce a default 20 mph speed limit on all residential roads in Bristol.

216 signatures



tel 9222879

e.mail jon.rogers@bristol.gov.uk

12th February 2010

Cllr Gollop
C/o Conservative Office
The Council House

Dear *Geoff*

Petition Full Council 19.1.10

Thank you for the petition you presented to Council on 19th January 2010.

The City Council recognises the potential safety, environmental and amenity benefits that can be achieved by reducing traffic speeds in residential streets.

I strongly support the principle of having a 20mph speed limit across residential streets in the City, and consequently we are about to begin piloting two 20mph speed limit areas – Inner East Bristol and Inner South Bristol (www.bristol.gov.uk/20mph) as part of the Cycling City Project. The purpose of these pilots is to test the effectiveness of the policy of introducing 20mph limits in a number of ways, such as:-

- The effect on the speed of vehicles in the area;
- The relative attractiveness of walking and cycling;
- The impact on the number and severity of road casualties;
- The level of activity or use of the street as a local amenity.

To assess each of the above, we have already carried out qualitative attitude surveys as well as monitoring vehicle speeds and movements pre-implementation. Both schemes are programmed for completion in late Summer 2010. Once we have determined the effectiveness of the pilot schemes, we will be able to consider how appropriate it would be to introduce similar areas within the city.

It is, therefore, proposed that 20mph speed limits are not rolled out to all residential streets at this time, but that we wait for the results of the monitoring of the two pilot areas and consider those against any new guidance from the Department for Transport.

Yours sincerely

Cllr Dr Jon Rogers
Executive Member for Transport and Sustainability

C a b i n e t

WE NEED YOUR HELP – Bus Rapid Transit

Since we last leafleted people around our areas, people have been asking us if there is more information about the various routes which the City Council and the West of England Partnership have been promoting.

There is information on the 4 current routes on the south Bristol section in the local libraries, from the Council on 0117 9222000 and on the following website:

<http://www.bristol.gov.uk/ccm/content/Transport-Streets/transport-policy/north-fringe-to-hengrove-package.en>

Of the 4 current routes –two routes involving our areas are known as **Options B (GREEN ROUTE)** and **D (PURPLE ROUTE)**

Option B – crosses under the Railway at Sheene Road and travels along St John's Lane before going "off road" across the Rugby pitch/Tip between St John's Lane and Marksbury Road. It then crosses Marksbury Road and Lynton Road, and turns left across the Kingswear open space between Kingswear Road and Timsbury Road. Crossing Glyn Vale, the route goes across the open space turning right to run uphill parallel to Wedmore Vale, to cross into Kenmare Road/Daventry Road. The route then joins into Melvin Square before passing the school on a new track, on to reach Filwood Broadway then Hengrove Park

Option B could mean the destruction of parts of our green spaces as the BRT has to have new a new concrete track – 5 - 8 metres (15 to 24') across to run on, which we believe would open the way to more development (housing etc) alongside the route.

We are asking people to talk to the City Council's Major Projects Team on -0117 9222000 to find more about what this route means for local residents.

Option D – like B would cross under the Railway at Sheene Road, then using existing roads along St John's Lane, into Wedmore Vale by the St John's Lane Health Centre; up Wedmore Vale to the mini roundabout with Daventry Road, and then right into Melvin Square. The route would then pass along roads to reach Filwood Broadway then Hengrove Park.

The Council are saying that nothing has been decided yet about which route is the best one – so we are asking for your help to scrap the Option B route NOW by writing to **Councillor Barbara Janke** – using the letter on the other side of this flyer - **FREEPOST BS6529, Bristol, BS1 5TR**, and your local councillor, by **8 January 2010** saying:

SCRAP THE GREEN ROUTE (OPTION B)

Thanks for reading this the MACA and NSI
Northern Slopes Initiative – www.northern-slopes-initiative.co.uk
Email - enquiries@northern-slopes-initiative.co.uk

The Northern Slopes - one of Bristol's brilliant green spaces for people and wildlife, which keeps our air cleaner and clearer - now and in the future.

To Cllr Barbara Janke
FREEPOST BS6529
Bristol City Council
Council House
Bristol BS1 5TR

Cllr (pls insert name)
FREEPOST BS6529
Bristol City Council
Council House
Bristol BS1 5TR

Dear Councillor Janke

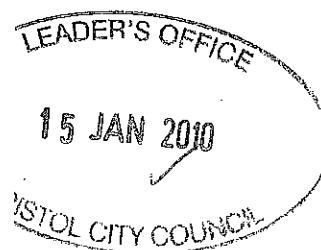
**BUS RAPID TRANSIT ROUTE – NORTH FRINGE TO HENGROVE –
OPTION B (GREEN ROUTE).**

I am /We are writing to ask you to scrap the Green Route (option B) as an option for the Bus Rapid Transit Route in our area.

I/We believe that the Green Route will:

- Divide what is left of our green spaces into smaller areas, making it more difficult for people to use them.
- Remove important green areas for people and wildlife. Important not just for our area, but for the whole of south and central Bristol. See the You Tube site - <http://www.youtube.com/watch?v=U7aGtff-xCU>
- Remove public open spaces which bring benefits to the health and well being of our communities, by removing pedestrian and cycle links, as well as opportunities for sports and leisure activities on these areas.
- Badly affect the ability of the areas to hold water in times of severe weather, which could increase in the future with changing weather patterns.
- Affect the 'lungs of Bristol' by removing trees and vegetation which help clean up air pollution, including carbon.
- Making the remaining green spaces either side of the route open to development, once the route is in place.

(Please add your own thoughts on the route here:)





MS01 RESPONSE TO VERBAL STATEMENT FROM CLLRS HOLLAND & JACKSON

Reply to
Telephone 0117 9222 000
Minicom
Fax
E-mail
Our ref BOC
Your ref

Date 5 February 2010

Dear colleague

Re: Explosion at BOC Whitby Road, Bristol - January 2010

We are writing, on behalf of Bristol City Council, to express our admiration and gratitude to the men and women involved in the emergency response to the recent explosion at BOC.

Their expertise, dedication and partnership working brought about a swift and safe resolution to this challenging situation.

As you are aware, this incident was complex and unusual. Combined with the exceptional weather conditions at the time, with some staff involved worked in temperatures falling to at least minus 7°C on one night, this made dealing with the event even more difficult.

We know that across these key agencies and behind the scenes, much planning and training takes place. We wish to request that you pass on this sincere message of thanks to all your staff who were involved in the emergency response.

Our thoughts are also with the relatives of those employees of BOC who were injured.

Yours sincerely,

Councillor Barbara Janke
Leader of the Council and
Leader of the Liberal
Democrat Group

Councillor Richard Eddy
Leader of the
Conservative Group

Councillor Helen Holland
Leader of the Labour
Group

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STATEMENT MS02

From: Charles Bolton
To: Richard Jones
Date: 17/01/2010 17:38
Subject: Statement to full council: Climate change targets

Bristol City Councils climate change targets

I submit this statement to register my significant concern over the targets Bristol has adopted to combat climate change.

At its meeting in November of last year, Bristol City Council passed a motion stating its intent to

'Commit to reducing emissions in its area year-on-year towards a goal of cutting emissions by at least 40 per cent by 2020.'

as part of Friends of the Earth's 'Get Serious' campaign.

I interpret this, and I am aware that Friends of the Earth mean't this to be set for the area ie reductions to the total tonnage produced in the area.

However, it is clear that Bristol's targets in the LAA are set per head of population, and a report at last weeks Sustainable Development and Scrutiny commission measured reductions on a per capita basis.

At the meeting, I proposed that the commission recommend that emissions targets be done on the basis of tonnage. I received no support for this.

The significance of this is as follows.

The baseline year for the emissions cuts is 2005. Bristols population was 405,600. The estimated figure (as obtained from officers) for 2020 is 490,600. This is around a 21% increase.

You must do you own maths, but my maths suggest that a 40% cut in emissions per capita, is only a 28% cut in total tonnage. It reduces the target by about one third.

While I recognise that you can play the target game too much, and their becomes a point where delivery is more important, the targets do show the level of ambition required to combat climate change.

I do not know which targets Bristol City Council means. Per capita or total tonnage. I therefore submit this statement to urge Cllr Rogers and the Liberal Democrat administration to stick to the target that was meant'.

Does 40%.mean 40%, or is it actually significantly less?

Charlie Bolton
Green Party Councillor
Southville



tel 9222879

e.mail jon.rogers@bristol.gov.uk

8th February 2010

Cllr Bolton
Green Party
c/o Council House

Dear *Charlie*

Re. Council Statement, MS01 Climate Change Targets

Thank you for your statement at Council on 19th January and at the Sustainable Development and Scrutiny Commission meeting.

The motion which set the 40% target was proposed by my colleague Cllr Harrison and I am pleased that it received such resounding support. When we introduced it, we took the target to be a target for the city, irrespective of population changes - but this was not explicitly stated in the motion.

The current National Indicator for Community Carbon Dioxide Emissions (No. 186) is measured per capita and at Scrutiny you helpfully raised the question of whether the 40% target was a total city or a per capita target.

I am pleased to confirm that the Cabinet will be setting a city target, of 40%, rather than a per capita target. This will be set out in the Cabinet Report of 25th February 2010. When we communicate about the targets we may use the per capita concept as this makes more sense for an individual, but this will always be in the context of the 40% city target.

Thank you for raising this issue so that we are able to clarify the matter in the Cabinet Report.

Yours sincerely

Jon

Cllr Dr Jon Rogers
Executive Member for Transport and Sustainability

C a b i n e t

The Council House
College Green
Bristol BS1 5TR

Executive Member

Website
www.bristol-city.gov.uk

STATEMENT MS03

Statement by Councillor Jay Jethwa to Councillor Jon Rogers, Cabinet Member for Transport & Sustainability

GRITTING PROVISION IN STOCKWOOD

I would like to take this opportunity to extend my gratitude to all those who were involved in gritting and clearing the snow, and thank them for their hard work and commitment in such extreme and difficult conditions.

The Cabinet Member will not be surprised to learn that during the recent inclement weather, all the side roads (including adjacent pavements) were so badly effected that they were the cause of numerous accidents. However, in addition to this predictable danger, in one incident I am aware of, an ambulance couldn't even attend an emergency because these roads remained impassable.

I would therefore like to ask the Executive Member to provide me with a copy of the Authority's contingency plans for dealing with such severe weather crises.

Can the Executive Member also advise me on what lessons have been learnt from the city's recent experience of prolonged snow and ice and whether or not any additional provision will be made to deal with this problem?

One would expect that a comprehensive emergency strategy would include more widespread gritting and the clearing of pavements. This necessarily entails the provision of more grit bins and the re-filling of these bins at regular intervals.

I very much hope that the Authority will improve upon its gritting and snow clearance performance and that we will be far better prepared next time.

Please can you copy my colleague Cllr David Morris into your written response.

COUNCILLOR JAY JETHWA



tel 9222879

e.mail jon.rogers@bristol.gov.uk

12th February 2010

Cllr Jethwa
C/o Conservative Office
The Council House

Dear *Cllr Jethwa*

Statement to Council – 19.1.10

The spell of severe weather between Christmas and mid-January was unprecedented in recent years. This meant that the Council's winter maintenance plan, which had previously proved generally satisfactory, was inadequate to keep more than the main road network useable for traffic. However, our staff should be praised for the huge efforts they made to keep Council Services running where at all possible.

An early action in the light of the recent experience, is for the Council to review the winter maintenance plan and to look at what other actions may be possible to reduce the impact of severe weather events on Bristol residents. Officers are in the process of doing this and calculating what increase in staff and/or funding would be necessary to bring a significant improvement to the present arrangements for gritting and snow/ice clearing. I have asked for a report on this to be made available to all Councillors when it has been prepared.

For your information, the current plan is to concentrate on a primary route network of approximately 25% of the highways, including all scheduled bus routes and reaching within 800m of all properties. Following the clearing of these routes, an additional 250 high use footways are treated. If resources permit, additional clearing of side roads could then be undertaken. In the past weeks, the concentration on the major routes and the extremely low temperatures resulted in the full utilisation of the resources in keeping these areas clear with several areas receiving up to five treatments at day.

Yours sincerely

Cllr Dr Jon Rogers
Executive Member for Transport and Sustainability

Cabinet

The Council House
College Green
Bristol BS1 5TR

Executive Member

Website
www.bristol-city.gov.uk

Statement to Bristol City Council – Jan 19th

Bristol's gritting and road treatment policy needs radical overhaul

My Lord Mayor, Bristol's current Highways treatment policy has been found sadly wanting, by the recent severe weather, and heavy snow falls. Whilst fully understanding the need to treat major public transport routes as a priority, residential areas right across the city have suffered badly as a result.

Many elderly residents and families have been trapped in their streets and homes by untreated roads and pavements, leaving compacted snow and black ice on every access. As we are told more severe weather patterns will become a regular issue as a direct consequence of global warming, we face a worsening winter weather pattern for the foreseeable future.

In the light of this threat, our current policy is totally inadequate, and likely to fail the citizens of Bristol every winter. In my own ward St George West, residents on Whiteway Road, Moorfields House, Speedwell Estate etc have been forced to live with treacherous conditions under foot or car when trying to go out for food or medical prescriptions.

With one of the highest percentages of residents over the ages of 75 to 95 years old, Bristol East as a constituency suffers badly as a result, as well as having many steep hills or high ground, susceptible to severe weather disruption as a result.

This council has a duty to Bristol residents to ensure their continuing health, safety and welfare. Without a radical change to our gritting treatment policies, we will fail our public duty to those who elect us.

Councillor Ron Stone



tel 9222879

e.mail jon.rogers@bristol.gov.uk

12th February 2010

Cllr R Stone
C/o Labour Office
The Council House

Dear *Ron*

Statement to Council – 19.1.10

The spell of severe weather between Christmas and mid-January was unprecedented in recent years. This meant that the Council's winter maintenance plan, which had previously proved generally satisfactory, was inadequate to keep more than the main road network useable for traffic. However, our staff should be praised for the huge efforts they made to keep Council Services running where at all possible.

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Yours sincerely

Jon

Cllr Dr Jon Rogers
Executive Member for Transport and Sustainability

Cabinet

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Bristol BS1 5TR

Executive Member

Website
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