



**MINUTES OF THE MEETING OF
BRISTOL CITY COUNCIL
HELD ON 19TH JANUARY 2010 AT 2.00 P.M.**

- P The Lord Mayor Councillor C Davies (Chair)
- P Councillor P Abraham
- P Councillor L A Alexander
- P Councillor C Ann
- P Councillor M Bailey
- P Councillor J Bees
- P Councillor S D Beynon
- P Councillor T J Blythe
- P Councillor C N Bolton
- P Councillor Dr J G Bowles
- P Councillor M Bradshaw
- P Councillor M R Brain
- P Councillor F Breckels
- A Councillor S Brown
- P Councillor C Champion-Smith
- P Councillor F Choudhury
- P Councillor J Clark
- P Councillor M Cole
- P Councillor S R Comer
- P Councillor S Cook
- P Councillor S M G Crew
- P Councillor R S Eddy
- P Councillor S Emmett
- A Councillor A P Fox
- P Councillor M J Golding
- P Councillor G R Gollop
- P Councillor J Goulandriss
- P Councillor R A Griffey
- P Councillor F Hance
- A Councillor N R Harrison

P Councillor P Hassell
P Councillor A H Havvock
P Councillor H Holland
P Councillor G Hopkins
A Councillor B P Hugill
P Councillor C D Jackson
P Councillor B Janke
P Councillor J Jethwa
P Councillor S Kennedy-Hall
P Councillor T R Kent
P Councillor M Kerry
P Councillor J F Kiely
P Councillor D Kitson
P Councillor B A Knott
P Councillor B M Lewis
P Councillor J Lovell
P Councillor P Main
P Councillor G S Morgan
P Councillor D H R Morris
P Councillor A E Murphy
P Councillor A L Negus
P Councillor J E Norman
P Councillor S O' Donnell
P Councillor Pearce
P Councillor M H Popham
P Councillor A Potter
P Councillor G J B Poultney
P Councillor K M Quartley
P Councillor S Rayner
P Councillor Dr J C Rogers
P Colin J Smith
P Jenny Smith
A Councillor J A H Stevenson
P Councillor R Stone
P Councillor M Sykes
P Councillor S J Townsend
P Councillor M D Weston
P Councillor C Windows
P Councillor A Woodman
P Councillor Dr M M Wright

Also in attendance:

Alderman McLaren, Alderman Martin, Alderman Massey, Alderman Charles Price and Alderman Judith Price.

CNL

53.1/10 LORD MAYOR'S ANNOUNCEMENTS

(1) Alderman Joan McLaren

The Lord Mayor announced the death on 1st January 2010 of former Councillor and Lord Mayor Alderman Joan McLaren.

(2) Haiti Earthquake

The Lord Mayor drew Members attention to the recent earthquake in Haiti and announced that a collection was being for the Disaster Emergency Committee.

The Meeting then stood in remembrance of Alderman McLaren and in thought of the victims of the earthquake.

CNL

**54.1/10 MINUTES – EXTRAORDINARY MEETING OF COUNCIL
10th NOVEMBER 2009**

RESOLVED - that the minutes of the Extraordinary Meeting of the Council held on 10th November 2009 be confirmed as a correct record and signed by the Lord Mayor.

CNL

55.1/10 MINUTES – 10th NOVEMBER 2009

RESOLVED - that the minutes of the meeting of the Council held on 10th November 2009 be confirmed as a correct record and signed by the Lord Mayor.

CNL

56.1/10 DECLARATIONS OF INTEREST

There were no further declarations of interest.

**CNL
57.1/10**

REPRESENTATIONS FROM THE PUBLIC

(a) Petitions

No petitions were received from the public.

(b) Statements

(1) David Redgewell - Transport – South West Network

Council received a statement from David Redgewell and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(2) Wilf Mound - Biofuels

Council received a statement from Wilf Mound and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(3) Chris Slack Biofuels

Council received a statement from Chris Slack and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(4) Peter Hanratty - Biofuels

Council received a statement from Peter Hanratty and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(5) Wilf Mound - Nuclear Free Bristol

Council received a statement from Wilf Mound and it was agreed that it be referred to the Leader

of Council.

(6) Wilf Mound - Access to Information

Council received a statement from Wilf Mound and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(7) Mark Logan - North Fringe to Hengrove Rapid Transit

Council received a statement from Mark Logan and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(8) D M Fox - M32 Park and Ride Site

Council received a statement from D M Fox and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(9) David Moore - M32 Park and Ride Site

Council received a statement from David Moore and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(10) Adeela Shafi - M32 Park and Ride Site

Council received a statement from Adeela Shafi and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(11) John Ashford - Ashton Vale to Temple Meads Rapid Transit

Council received a statement from John Ashford and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(12) Mr and Mrs B H Coles - M32 Park and Ride Site

Council received a statement from Mr and Mrs B H Coles and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(13) Bill Martin - PROW 163

Council received a statement from Bill Martin and it was agreed that it be referred to the Leader of Council/Cabinet Member for Environment and Community Safety.

(C) Questions

PQ1 ALDERMAN P SMITH TO ASK COUNCILLOR B JANKE, LEADER OF THE COUNCIL

KINGPRINT

Q1 Can you list the amount of election expenses for each councillor in the last 3 main council elections paid to 'Kingprint'?

A1 I am assured that this information was included in the statutory returns, which were lodged with Electoral Services at the appropriate times.

Q2 Can you list the members of Council who are members of Bristol North Liberal Democrats'?

A2 Please see the declaration of interests on the Council website.

Q3 The Bristol North Liberal Democrats state in their annual return to the Electoral Commission "Kingprint is a voluntary printing society run by members of the Local Party". Which councillors have declared an interest in 'Kingprint' on their council list of interests and for which dates have these interests been registered?

A3 Interests registered by councillors are listed on the Council's website and are open to inspection by members of the public.

Q4 Have any councillors received donations towards their campaigns from Kingprint or the ‘members of the Local Party’ who own it?

A4 Such information is widely available on the Electoral Commission website. I have received assurances that at no time has Kingprint made donations.

Q5 Does the Council know who the ‘members of the Local Party’ who own ‘Kingprint’ are?

A5 I have no idea.

Q6 What rules exist to verify payments made under election expenses are made to bone fide organisations or people?

A6 Electoral law sets out the relevant framework.

Q7 As you personally have leaflets produced by ‘Kingprint’ can you explain why given the Liberal Democrats stated belief in openness that ‘Kingprint’ does not produce any accounts or state where its income goes?

A7 I understand that Kingprint does produce accounts for relevant government agencies in line with its status as a non-profit, unincorporated society and all its income is spent on printing equipment and supplies.

Q8 Does Kingprint have an interest in any property within the City of Bristol and does it pay business rates?

A8 The details of Kingprint’s operations are outside my responsibility. I refer you to the chairman of the North Bristol Liberal Democrats.

Q9 Do any other businesses share office space with ‘Kingprint’ or pay rates through ‘Kingprint’, if so please name the other organisations?

A9 See my answer to question 7.

Q10 Do you support the publishing of the full accounts of 'Kingprint' in the spirit of openness and accountability?

A10 I refer him to the answer to question 7.

PQ02 MR D LITTLE TO ASK COUNCILLOR DR J ROGERS, CABINET MEMBER FOR TRANSPORT AND SUSTAINABILITY

CAMPAIGN FOR BANNING FUEL TANKERS

Q1 Following my presentation of the CAMPAIGN FOR BANNING FUEL TANKERS AND OTHER HGV'S FROM NORTH WEST BRISTOL SUBURBAN ROADS petition and questions to Council on the 28 April 2009, you said in answer to my supplementary question, "I speak to Councillor Brian Allinson in South Gloucestershire and I will happily take this up with him as well. This is clearly an issue that affects both our areas". What progress have you made with him since the 28 April 2009?

A1 As you know, there have been several discussions between myself, Councillor Allinson and Officers in Bristol and South Gloucestershire since April. I also wrote to Councillor Allinson in September, as I said I would. As yet a solution has not been agreed but work continues to try and find an approach that could help.

Q2 In answer to my other supplementary question, "You have given a very clear and detailed report about the problems, they sound like they have been going on for years and really that is not appropriate, so I will give you my assurance I will be taking that back". What other initiatives have you undertaken to progress this matter since the 28 April 2009?

A2 As well as the above Officers have been in contact with Bristol airport who have agreed that they would be able to influence the route taken by delivery vehicles between the

petroleum depot and the airport should the existing Traffic Regulation Order in South Gloucestershire be amended to permit vehicles from the depot to travel in either direction. Since approximately half of the deliveries from the depot go to the airport it would then be possible to split the problems associated with the tankers between residents on the route through Bristol and those in Hallen village. Discussions about this possibility continue.

PQ3 MS C LESLIE TO ASK COUNCILLOR G HOPKINS, CABINET MEMBER FOR ENVIRONMENT AND COMMUNITY SAFETY

PURDOWN

Q1 Please can the Council confirm what current and future protection it will provide to protect the Lockleaze Open Space, known locally as Purdown, from development and whether there is any known development threat to this area?

A1 Let me firstly say that I hope that you, Ms Leslie, are going to be rather more responsible with regard to this and other green spaces in North West Bristol than you were with regard to Shirehampton. Exploiting local fears and putting out misleading information is not good practice. You were clearly aware after the council meeting on 15/9 when your colleague Ms Kennedy Smith asked questions of me, what the position was and how it had come about - but chose to present matters in a completely different context to the media and the public.

The parks and green spaces strategy was approved by the previous administration and the only challenge came from the Lib Dems. I think we should know if the Conservative group and yourself actually support the principle of reinvesting money from land disposals in our parks or not.

There will be thorough work done on the officer recommendations right across Bristol and in the case of Lockleaze I will be listening very carefully to the two excellent local Cllrs who have campaigned for the acquisition and

protection of Purdown.

As Ms Leslie is no doubt aware, Lockleaze Open Space is a publicly accessible open space and therefore subject to the standards and policies of the council's Parks and Green Space Strategy. The space is adjacent to Stoke Park which the council is in the process of acquiring from the current owners to secure the historic estate for the enjoyment of future generations.

PQ4 MS C LESLIE TO ASK COUNCILLOR C CAMPION-SMITH, CABINET MEMBER FOR CHILDREN AND YOUNG PEOPLE

INSPIRING COMMUNITIES FUND

Q1 Can the Council clarify or provide information on

- **Which date it first had notification of the availability Government's "Inspiring Communities" fund**

A Communities and Local Government published details of their Inspiring Communities Fund in April 2009. Bristol was one of 64 Local Authorities eligible to apply. At its meeting on 30 April, the North 2 Extended Services Locality Partnership Executive took the decision to pursue an application.

- **on which date the council received notification that community groups in Henbury could apply for this fund**

A Following submission of the Outline Proposal, Communities and Local Government (CLG) notified the Council on 03/08/2009 that it could proceed to the Design Phase of the programme (as one of fifteen successful Local Authorities). This Phase culminated in submission of a Final Costed Plan for CLG's approval. The Final Costed Plan was submitted, as required, on 13 October and CLG gave their approval on 22 December (terms of funding are awaited).

- **A list of those bodies or individuals to whom notification was given that they could apply for a**

grant under this fund, and the date of this notification.

A The following organisations were approached to make proposals for the delivery of the programme

- ACTA
- Ablaze
- Avon and Somerset Constabulary (Henbury School Beat)
- Big Idea Music and Drama
- Blaise Primary School
- Bristol City Council (BCC) Better Together Project
- Brentry Primary School
- BCC Investors in Learning
- BCC Learning Communities
- BCC Youth Services
- Catch 22
- City Academy
- City of Bristol College
- Connexions
- First Born Creatives
- Forster
- HABAT (Henbury & Brentry Activities Team)*-
- Henbury & Brentry Community Council
- Henbury Court Primary School
- Henbury School
- InPerspective
- Knowle West Media Centre
- New Generation Music
- Prince's Trust
- SARI
- Safer Bristol
- School Home Support
- University of the West of England
- Uscreates
- Watershed
- Young Bristol.

* HABAT is a self-run organisation for local positive activity providers and comprises representatives from Henbury School, Henbury Old Boys FC, Emanuel Chapel, Scouts, HAHA (Henbury Area Holiday Activities), Guides and

Rainbows, local Youth Inclusion Project, local Youth Services, local Library, Avon & Somerset Constabulary School Beat.

The date of notification was 20th October but if the e-mail was returned as undeliverable then the notification was 21st October.

CNL
58.1/10

**REPRESENTATIONS FROM MEMBERS OF COUNCIL -
PETITIONS ON BEHALF OF MEMBERS OF THE PUBLIC**

(a) Petitions

**(1) Cllr L Alexander - Withdrawal of Sunday
Service No. 5 Bus**

Council received a petition from Councillor Alexander containing 204 signatures. It was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

**(2) Cllr G Gollop - 20 mph Speed Limit on
Residential Roads**

Council received a petition from Councillor Goulandris (on behalf Councillor Gollop) containing 216 signatures. It was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(3) Cllr B Janke - Rapid Transit Green Route

Council received a petition from Councillor Janke containing 25 signatures. It was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

CNL
59.1/10

**ASHTON VALE TO TEMPLE MEADS AND BRISTOL CITY
CENTRE RAPID TRANSIT**

The Council considered a report of the Cabinet (agenda item

no. 7A) seeking approval on the submission to the Department of Transport.

Councillor Dr Rogers introduced this report, summarised it and moved it.

Councillor Cook seconded the report.

Following a debate, Councillor Dr Rogers summed up and on being put to the vote it was

RESOLVED - (voting 56 for, 1 against and 2 abstentions)

(i) that Full Council jointly with North Somerset Council apply for and promote an Order under the Transport and Works Act 1992 to confer powers for the purposes of and in connection with the construction and operation of a rapid transit system between Ashton Vale and Temple Meads and Bristol City Centre and to make provision in the City of Bristol and in North Somerset for the stopping up or diversion of existing rights of way, traffic regulation, street works, the construction of stops along the route, other associated and consequential works, the compulsory purchase of land and rights in land and the use of land permanently or the temporary possession of land;

(ii) that the Strategic Director City Development in consultation with the Executive Member for Transport and Sustainability be authorised to take all such steps as may be necessary or expedient for the purposes of the promotion of the Order, including settling the form of the application, agreeing modifications to it and entering

into undertakings or commitments in relation to it.

(iii) that submitting the Transport and Works Act Order application be subject to achieving programme entry status for funding from the Department for Transport; and

(iv) that the corporate seal of the Council may be affixed to any documents required to be sealed in connection with the application for and subsequent promotion of the Order.

CNL

60.1/10

GAMBLING ACT 2005: REVIEW OF GAMBLING POLICY

The Council considered a report of the Cabinet (agenda item no. 7B) seeking the adoption of the draft Gambling Policy.

Councillor Hopkins introduced this report, summarised it and moved it.

Councillor Stone seconded the report.

Following a debate Councillor Hopkins summed up and on being put to the vote it was

RESOLVED - that the draft Gambling Policy be adopted.

CNL

61.1/10

COMPATING HUMAN TRAFFICKING – FINAL REPORT AND RECOMMENDATIONS

The Council considered a report of the Community Cohesion and Safety Scrutiny Commission (agenda item no. 8A) seeking approval of the recommendations of the Combating Human Trafficking Working Group. An amendment to the report was also received.

Councillor O'Donnell introduced this report, summarised it and moved it as amended.

Councillor Windows seconded the report.

Following a debate Councillor O'Donnell summed up and on being put to the vote it was

RESOLVED - that Members note and endorse the recommendations – as amended - of the Community Cohesion and Safety Commission, prior to the submission of the report to Cabinet on 25th February 2010.

CNL

62.1/10

CHANGES TO THE LEADER'S SCHEME OF DELEGATIONS

The Council considered a report of the Monitoring Officer and Service Director (Legal) (agenda item no. 9A) which set out the Leader's new scheme of delegations and terms of reference of Neighbourhood Committees.

Councillor Janke introduced this report and summarised it.

The Leaders of Conservative and Labour Groups set out their views and Cllr Janke responded.

It was then

NOTED - (i) that the Leader's new Scheme of Delegations will come into effect from 1 February 2010; and

(ii) the Terms of Reference of Neighbourhood Committees.

CNL

63.1/10

POLLING DISTRICT REVIEW IN EASTVILLE WARD

The Council considered a report of the Returning Officer and

Electoral Registration Officer (agenda item no. 9B) relating to the review of polling stations and polling districts in the Eastville Ward.

Councillor Bailey introduced this report, summarised it and moved it.

Councillor Goulandris seconded the report.

RESOLVED - (i) that the boundary between polling districts EEA and EEB be realigned to include Shannaways Close in district EEB; and

(ii) the boundary between EEB and EEC be realigned and moved west so the whole of Thingwall Park, Ridgeway Road, Huyton Road, Redhill Drive, Redhill Close, Oakdene Avenue, Ashdene Avenue, Elmhurst Avenue and Park Avenue will be in EEB.

CNL

64.1/10

POLLING DISTRICT REVIEW IN SOUTHMEAD WARD

The Council considered a report of the Returning Officer and Electoral Registration Officer (agenda item no. 9C) relating to the review of polling stations and polling districts in the Southmead Ward.

Colin Smith introduced this report, summarised it and moved it.

Jenny Smith seconded the report.

RESOLVED - that the boundary between polling districts SOA and SOD be realigned to take all properties in Davidson Road into the latter.

CNL

65.1/10

MOTIONS

A COUNCILLOR B JANKE TO MOVE:

Back Local Business

Councillor Janke moved the an altered Motion as set out below:

This council notes the Federation of Small Businesses' "Keep Trade Local" campaign and supports the aim of encouraging people to shop, work and do business locally.

The council believes local shops and workplaces are an important green objective and support for them will help communities recover faster and stronger from the recession.

Council acknowledges the fact that it will be small and medium-sized businesses which will play a pivotal role in helping our economy to recover.

Council recognises that reform in the rules and regulations governing access to public procurement budgets and contracts could provide small businesses with a crucial revenue source and help to protect jobs.

To this end, Council requests that the Chief Executive instruct Corporate Procurement to open up and simplify tendering processes so as to enable the private sector to be able to bid for local contracts

Council notes that a change in the arrangement for business rate collection and redistribution to allow councils to keep back some of these funds to be spent locally could be a powerful tool for local authorities to promote regeneration in their local communities by encouraging enterprise, small businesses, third sector projects, credit unions and other schemes.

In addition, Council accepts that the introduction of greater flexibility in allowing Councils to retain business rate receipts would further enhance local democratic accountability.

Accordingly, council also calls on the leader to write to the Business Secretary, Lord Mandelson, urging him to introduce new legislation which would enact these much need reforms and allow authorities to retain some of the business rate proceeds.

Councillor Gollop seconded the Motion.

Following a debate Councillor Janke summed up and on being put to the vote it was

- RESOLVED -**
- (i) that this Council notes the Federation of Small Businesses' "Keep Trade Local" campaign and supports the aim of encouraging people to shop, work and do business locally;**
 - (ii) that the council believes local shops and workplaces are an important green objective and support for them will help communities recover faster and stronger from the recession;**
 - (iii) that Council acknowledges the fact that it will be small and medium-sized businesses which will play a pivotal role in helping our economy to recover;**
 - (iv) that Council recognises that reform in the rules and regulations governing access to public procurement budgets and contracts could provide small businesses with a crucial revenue source and help to protect jobs;**
 - (v) that to this end, Council requests that the Chief Executive instruct Corporate Procurement to open up and simplify tendering processes so as to enable the private sector to be able to bid for local contracts;**

(vi) that Council notes that a change in the arrangement for business rate collection and redistribution to allow councils to keep back some of these funds to be spent locally could be a powerful tool for local authorities to promote regeneration in their local communities by encouraging enterprise, small businesses, third sector projects, credit unions and other schemes;

(vii) that in addition, Council accepts that the introduction of greater flexibility in allowing Councils to retain business rate receipts would further enhance local democratic accountability; and

(viii) that accordingly, Council also calls on the Leader to write to the Business Secretary, Lord Mandelson, urging him to introduce new legislation which would enact these much need reforms and allow authorities to retain some of the business rate proceeds.

B COUNCILLOR M BRADSHAW TO MOVE:

Reducing travel costs for young people in Bristol

Many young people in Bristol are being disadvantaged or excluded from a range of economic and social activities because of the high cost of public transport, particularly at peak times. This is further exacerbated by the lack of integrated ticketing which means that several tickets often need to be purchased for a journey. As a city, we want to see a high number of young people in further education or work related training. Bristol City Council therefore welcomes the initiatives by South Gloucestershire Council to invest over £1m in half fares for young people, and also the recent motion to B&NES Council, agreed by all parties, to address this important issue.

This Council therefore agrees:-

- To set up a cross-party working group to examine the options for delivering reduced travel costs for young people aged 14-19 in further education or work related training, the scope and the potential cost of options.
- The group should look at bus and rail travel within Bristol and should include representatives of young people, including MYPs and the Bristol Youth Select Committee.
- Council should seek the support of the business community in assessing the scope for sponsorship and direct financial support, as in a number of other local authorities in England.
- That the opportunity to develop a 'Young Bristolian Card' offering discounted or free travel, access to other public services and discounted retail and other goods should be fully explored.
- Finally, Council asks the Executive to give urgent consideration to including a proposal for consultation, with cross-party support, for reducing the travel costs for young people in Bristol in the 2010/11 Budget.

Councillor Beynon seconded the Motion.

Following a debate Councillor Bradshaw summed up and on being put to the vote it was

RESOLVED - (i) that a cross-party working group to examine the options for delivering reduced travel costs for young people aged 14-19 in further education or work related training, the scope and the potential cost of options be set up;

(ii) that the group should look at bus and rail travel within Bristol and should include representatives of young people,

including MYPs and the Bristol Youth Select Committee;

(iii) that Council should seek the support of the business community in assessing the scope for sponsorship and direct financial support, as in a number of other local authorities in England;

(iv) that that the opportunity to develop a 'Young Bristolian Card' offering discounted or free travel, access to other public services and discounted retail and other goods should be fully explored; and

(v) that finally, Council asks the Executive to give urgent consideration to including a proposal for consultation, with cross-party support, for reducing the travel costs for young people in Bristol in the 2010/11 Budget.

Councillor Bailey moved that this part of Meeting be extended for a further 10 minutes.

Councillor Dr Rogers seconded this and on being put to the vote it was AGREED.

C COUNCILLOR J GOULANDRIS TO MOVE:

Renewable energy – Biomass

Bristol takes pride in its credentials as a leading 'green' city and as a finalist in the European Green Capital Awards. As such we must continue to be at the forefront in promoting green and sustainable energy initiatives.

Using biomass is one of the ways forward to reduce our carbon footprint and maintain a secure energy source.

Nevertheless, as a Council we need to set out some guiding

principles as to what is acceptable as a source of biomass, any transport implications arising from its importation and the need to consider the whole issue of global sustainability of such crops.

To this end, Council endorses the key principle that where possible all biofuels are sourced locally and are products which are environmentally sustainable.

Council is concerned about the potential impact of importing certain biofuels (such as palm oil) from half way around the world to generate electricity for us here. We should not be encouraging deforestation in South America, Asia or elsewhere, nor allowing the growth of energy crops where land should be used for growing food.

Transport is a major source of CO2 emissions. It is logical then that using biomass produced locally will help reduce emissions and it should be this Council's aim to encourage more sustainable means of transport such as rail where this is at all practicable.

Councillor Kennedy-Hall seconded the Motion.

Following a debate Councillor Goulandris summed up and on being put to the vote it was

RESOLVED - (i) that Bristol takes pride in its credentials as a leading 'green' city and as a finalist in the European Green Capital Awards. As such we must continue to be at the forefront in promoting green and sustainable energy initiatives;

(ii) that using biomass is one of the ways forward to reduce our carbon footprint and maintain a secure energy source;

(iii) that nevertheless, as a Council we need to set out some guiding principles as to what is acceptable as a source of

biomass, any transport implications arising from its importation and the need to consider the whole issue of global sustainability of such crops;

(iv) that to this end, Council endorses the key principle that where possible all biofuels are sourced locally and are products which are environmentally sustainable;

(v) that Council is concerned about the potential impact of importing certain biofuels (such as palm oil) from half way around the world to generate electricity for us here. We should not be encouraging deforestation in South America, Asia or elsewhere, nor allowing the growth of energy crops where land should be used for growing food; and

(vi) that transport is a major source of CO2 emissions. It is logical then that using biomass produced locally will help reduce emissions and it should be this Council's aim to encourage more sustainable means of transport such as rail where this is at all practicable.

CNL

66.1/10

REPRESENTATIONS FROM MEMBERS OF COUNCIL

(b) Statements

(1) Cllr H Holland/Cllr C Jackson - BOC Depot Explosion

Council received a verbal statement from Councillor Holland and Councillor Jackson, and it was agreed that it be referred to the Leader of Council.

(2) Cllr C Bolton - Climate Change Targets

Council received a statement from Councillor Bolton and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(3) Cllr J Jethwa - Gritting Provision in Stockwood

Council received a statement from Councillor Jethwa and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(4) Cllr R Stone - Gritting and Road Treatment Policy

Council received a statement from Councillor Stone and it was agreed that it be referred to the Cabinet Member for Transport and Sustainability.

(c) Questions

MQ1 COUNCILLOR A FOX TO ASK COUNCILLOR B JANKE, LEADER OF THE COUNCIL

'NUCLEAR FREE LOCAL AUTHORITIES'

Q1 Can the Leader confirm that her Administration will not be wasting any Council taxpayers' money by subscribing or affiliating to "Nuclear Free Local Authorities"?

A1 Yes.

MQ02 COUNCILLOR R EDDY TO ASK COUNCILLOR DR J ROGERS, CABINET MEMBER FOR TRANSPORT AND SUSTAINABILITY

PROVISION OF SEVERE WEATHER ROAD GRIT

Q1. Can the Executive Member advise me of the Council's current contingency arrangements for the gritting of roads?

A1 The Council work to a Winter Maintenance Plan. This plan has been developed over a number of years and provides information on what routes are to be gritted and when, actions to be taken when the main priority routes cannot be kept clear and where grit bins are to be provided.

The primary purpose is to ensure that the major routes are passable. I am sure that Cllr Eddy would wish to join me in thanking the teams who often worked through the night to cope with this recent prolonged cold weather.

I have given more detail and commented on the planned review in answer to other questions today, but I would like to draw attention to two components of the council response to the recent exceptional cold spell.

First we got out a strong clear message to encourage residents to clear snow where they felt it appropriate. There was some early mischievous comments in the media that clearing snow from pavements could render residents liable! This is an urban myth. Older residents reminded us that in the snows of 1963 people would clear and keep clear their own paths and those of vulnerable neighbours. There were examples in the recent cold snap, but we would welcome cross-party support to encourage more such community spirit in future. We will be looking at how this can be encouraged.

Second we delivered services in a strong, coordinated, “one council, one city” approach. Daily meetings took place with senior managers in all departments of the council. Meetings have taken place with police and with other agencies about support particularly for elderly people. Police are keen that the new neighbourhood partnership model will help in this.

Q2. Can the Executive Member confirm whether or not any provision will be made in the future to make side roads navigable?

A2 The tonnage of grit used last year was twice that used in previous years and this year we have already used more than last year. This has enabled the Authority to keep the main priority routes open but has left minimal resources for the

side roads. In a city as hilly as Bristol the operation required to grit side roads would require a step change in the size of the service with appropriate funding. It is proposed that a review of the service will be undertaken in the next few months however Cllr Eddy will be aware that resources are limited.

MQ3 COUNCILLOR R EDDY TO ASK COUNCILLOR C CAMPION-SMITH, CABINET MEMBER FOR CHILDREN AND YOUNG PEOPLE

SCHOOL CLOSURES POLICY

Q1. Can the Executive Member advise me of the Council's current policy in relation to the closing of schools due to severe weather?

A1 The decision to close a school is made by the Head Teacher and is based on an evaluation of the health and safety of the pupils, staff and visitors. This includes travelling to and from school and within the school premises.

Additionally, there are strict requirements in terms of pupil to staff ratios. Where this ratio may be compromised, due to staff being unable to attend school, the school will make a decision not to open in severe cases.

Head Teachers make their individual decisions in liaison with the LA, each day, on the basis of the specific needs and circumstances of their school. There is no provision for the LA to close all schools. The local decisions are communicated via the media and the web-site

The LA supports Head Teachers and their schools in planning and preparing for all sorts of service continuity challenges, including severe weather conditions.

Q2. Does the Executive Member not agree with me that except for very exceptional circumstances, parents and pupils are entitled to expect their school to remain open during severe weather?

A2 I do agree with you and I believe that Bristol schools should be congratulated on the way they have dealt with the situation. Parents also expect (quite rightly) that their children will be kept safe and if headteachers have strong reasons to believe that they cannot fulfil that duty to the pupils then they should decide to close the school.

MQ04 COUNCILLOR C BOLTON TO ASK COUNCILLOR DR J ROGERS, CABINET MEMBER FOR TRANSPORT AND SUSTAINABILITY

I submitted a petition some months ago (shortly after the last cold snap) about gritting of cycle and footpaths.

Q1. Could Councillor Rogers advise what meetings have taken place following this petition?

A1 A number of internal meetings have taken place to agree a course of action within existing resources and within the overall Council priorities.

Q2. Could he advise me what actions took place as a result of these meetings?

A2 I understand that new Grit Bins have been installed on the Bristol Bath Railway Path. We will also be reviewing the location and number of grit bins elsewhere in the City in the light of our recent winter experience.

Q3. Recent blog postings (of which he is aware) mention the possibility that the extra cost to the NHS in terms of increased injuries could alleviate or offset some of the costs of gritting. Is this true?

A3 This is an interesting idea. I understand that other Authorities have explored such cross funding. I do foresee difficulties in delivering such a scheme given the variability of gritting requirements and NHS (and council) budgeting mechanisms. As mentioned below, we do already grit an additional 250 priority areas in the city.

Q4. He has also mentioned more recent meetings he has had

re gritting footpaths. Could he advise us what the outcome of these meetings is?

A4 Current resources are stretched with the national grit shortage limiting the opportunities for change. The Government rationing scheme reduced some of our recent grit orders. Following the end of the current spell the winter service will be reviewed. You will be aware that resources are limited, constraining our ability to substantially increase service levels.

Q5. Could he tell us what council policy regarding the gritting of footpaths and cycle paths is?

A5 Footpaths and cycle paths are not generally gritted by the council. However, when our cleansing teams cannot undertake normal cleansing duties due to snow and ice, they will clear and grit a list of 250 high priority areas.

Q6. Could he tell us if there are to be any changes to the policy, following the recent cold snap?

A6 I understand that there is an annual review of the Winter Maintenance Plan. Additionally, the Council is continuously considering what lessons can be learnt, to improve our service during the rest of the current winter and in future years. Any policy changes will be dependent on available resources.

For example, during the course of the recent cold snap, I am aware that maps of the priority gritting routes were published on the Internet and the press, there was publicity on location of grit bins, and increased speed of replenishing those bins

Q7. Could he assure us the issue of gritting of footpaths/cyclepaths won't get forgotten?

A7 Yes

MQ5 COUNCILLOR R EDDY TO ASK COUNCILLOR B JANKE, LEADER OF COUNCIL

COPENHAGEN MINI-SUMMIT

Q1. Can the Leader advise me of the outcome of her visit in December to the Copenhagen Climate Summit for Mayors?

A1 I had three objectives for attending the events in Copenhagen

- to support a strong and fair climate change deal
- to promote Bristol
- to learn from what other leading cities are doing.

At the Conference I signed a declaration that was taken by the Mayor of Copenhagen directly to national governments urging them to seal the deal at the Summit.

I am bitterly disappointed that an effective deal was not arrived at. I do not believe that the Accord signed by some 49 countries, including the UK, is a significant step forward – but it is a step that has been taken!

Positively it does agree that two degrees warming is the benchmark, it includes some leading developing nations in carbon management and it provides some finance to help developing nations. (I am pleased that the UK is making a significant contribution to these.)

But it falls a long way short of the deal that we hoped for and which the world needs – for example, the emissions reductions offered by the industrial nations are inadequate and the assistance to developing nations is not enough. The process by which the accord was produced has also put back international relations making a real deal more difficult.

At the conference I was able to showcase Bristol's green credentials and promote the city as one of the world's greenest cities. This forms part of our broader promotion and marketing of the city as one of the leading cities in the world, as recognised by our place in the EU Green Capital Finals. The community strategy, which your group leaders support, aims for Bristol to be in the top 20 cities in the world. I am confident that this will lead to investment and other opportunities for the city.

I met leaders from cities that are leading the climate change agenda and have learnt about several projects that officers are now following up:

- The Climate Action Plans of several cities, including building retrofit programmes in cities like Vancouver.
- A Norwegian Hydrogen boat fuel cell project
- The Copenhagen Wheel – promoting cycling by capturing energy from downhill to help power you up the next hill
- Climate Adaptation experience in Copenhagen
- Sustainable Energy Plan for Amsterdam
- Citizen engagement programmes in Seattle and Melbourne

Officers are following up these and other contacts made at the conference. More radically perhaps, I learned that there could be some real opportunities to engage in joint commissioning with other cities in the UK to provide goods and services. Mexico City and Sao Paulo are jointly commissioning low-emission bus fleets, and New York asked to join in this programme. This puts real purchasing power in the hands of these three major councils, and they are using it to drive up environmental standards. We could explore similar ventures.

Q2. Can the Leader provide any reassurance that she will offset the carbon emissions generated from her attendance at this event?

A2 Council practice is that we do not offset the carbon emissions of our business travel. Instead we focus council funds on delivering services and changes in Bristol.

MQ06 COLIN SMITH TO ASK COUNCILLOR DR M WRIGHT, CABINET MEMBER FOR HOUSING AND SERVICE

IMPROVEMENT

PROVISION OF CONCERT ARENA

The recent Bristol Reporter distributed in South Bristol quotes you as saying that 'the Liberal Democrats have made it clear that it sees the provision of a concert arena as an essential part of any deal to deliver a new stadium.'

In the 'Bristol Evening Post' dated January 5th, Councillor Barbara Janke, the Council Leader is quoted as saying, "There is no formal link between the idea of an arena ... and a stadium, and it is not for the Lib Dem administration to say whether there should be an arena there."

Q1 As a member of that same Lib Dem administration, do you agree with Councillor Janke, or will you continue to campaign on a misleading and dishonest platform at the General Election?

A1 This isn't a question relating to my portfolio, but I will answer it anyway as I can already imagine the Labour reaction if I pass it on.

The Evening Post article in question was mischievous and sought to create a division of policy where there was none. The Lib Dems have months ago said that we would like to see an arena next to the proposed stadium. E.g. Evening Post of 12th November, Cllr Simon Cook: *"We are very keen to have an arena in Bristol and this would be the perfect site. There would be a natural symbiosis between an arena, a new stadium, the food and hotel facilities, car parking and new transport infrastructure."*

What Cllr Janke was attempting to point out in the recent article - which the Post didn't grasp - was that as the Council does not own land under the suggested location of the concert arena, we are in no position to demand or order that there shall be an arena there. What we can do, and have done, is to make it clear that we think it would be a good idea to build an arena there, and to try to persuade the relevant

parties.

The Lib Dem Cabinet has made it clear to both BCFC and the RDA that we believe there is now a window of opportunity to deliver a much needed concert arena as part of the proposed new stadium complex, and that we would like them to work together to facilitate the building of this public resource.

Finally, I have to say that the inflammatory language used in this question is very disappointing, especially coming from someone who hopes to represent the city as Lord Mayor next year. It's particularly disappointing because, after the last full Council meeting Cllr Smith approached me with concerns at the inflammatory tone taken by some Lib Dem members in their answers to questions. I took his concerns seriously. I now realise that was a mistake, since it's quite clear Cllr Smith is also unable to engage in questioning without engaging in this behaviour.

MQ7 COUNCILLOR R STONE TO ASK COUNCILLOR DR J ROGERS, CABINET MEMBER FOR TRANSPORT AND SUSTAINABILITY

SALT AND GRITTING OF ROADS IN BRISTOL

Q1 What is the current level of salt and gritting stocks in the city?

A1 The Council has a stockpile of rocksalt, which is replenished, at regular intervals. The salt level was 125t when this reply was written on Tuesday 12th January

Q2 What preparation to maintain gritting/salt levels did you make, when severe weather and heavy ice and snow was forecast?

A2 Additional supplies were ordered on the 20th December and further supplies ordered this week following full receipt of the previous order. Mutual aid was agreed with South Gloucestershire and Poole Councils should deliveries fall short. I understand that an additional 175t will be delivered by the 15th January

Q3 **Were these actions sufficient to deal with current highway and pedestrian access in the city?**

A3 Supplies of rocksalt were sufficient to treat the 14 priority routes as identified in the Winter Maintenance Plan.

Q4 **What is the plan if salt/grit supplies run low in Bristol, if national shortages continue?**

A4 The Government salt cell is now coordinating supplies. As stated above, further deliveries of 175t have been allocated by the end of the week.

Q5 **Many areas of the city remain untreated, leaving residents with dangerous pavements and impossible driving conditions, under current treatment policies. Are you prepared to sanction a total review of highway treatments with a view to widening actions to assist residents citywide in future?**

A5 The Winter Maintenance Service has evolved over a number of years. As confirmed in other questions, it will be reviewed though any changes will require the appropriate resources.

Q6 **What action will you take to assist residents trapped in their streets and homes in the short term to assure their continuing health and safety?**

A6 The Council Care Support line is available and through this emergency aid will continue to be provided. I am sure that Cllr Stone would wish to join me in thanking the staff and contractors for all their hard work in some difficult and challenging conditions.

MQ8 **COUNCILLOR M BRAIN TO ASK COUNCILLOR DR J ROGERS, CABINET MEMBER FOR TRANSPORT AND SUSTAINABILITY**

GRITTING OF ICY PAVEMENTS

Q1 **Will the Executive Member join me in thanking Bristol**

City Council staff who battled through difficult conditions and often had to cope with slippery pavements to get to work to serve the people of Bristol in the recent period of cold and icy weather?

A1 Yes, and I would also like to extend my thanks to our partners and contractors who have also played a crucial part in our response, eg SITA.

Q2 Does he agree with me that without their dedication to their chosen professions, particularly those associated with home care and meals on wheels, many elderly and vulnerable people would have been isolated and possibly unfed or uncared for and many other vital services would not have been provided?

A2 Yes. All members of staff have shown dedication in difficult times to ensure that the residents of Bristol have the best services possible.

Q3 Does he realise that the task of getting to work for many people in both the public and private sectors, including Bristol City Council staff, was made more difficult by the fact that pavements on hills or in areas of high pedestrian use remained un-gritted?

A3 The Council has a well established Winter Maintenance Plan which in common with the majority of Highway Authorities only includes the treatment of priority routes and specific high priority footway locations. The treatment of all high use footways and pavements on hills is beyond the resources available. I am informed that there are about 600 grit bins available throughout the City and many individuals have made sterling efforts to grit difficult roads and pavements.

Q4 As an Executive Member and as a General Practitioner can he tell me what are the likely consequences in terms of sick leave taken of a professional person breaking a leg whilst attempting to walk to work on pavements that have not been gritted?

A4 I can confirm that a broken leg, for whatever reason, is likely

to result in sick leave.

Q5 As an Executive Member and as a General Practitioner can he tell me what the likely consequences of a septuagenarian or an octogenarian, desperate to get a prescription filled or to obtain vital food supplies, breaking a hip whilst attempting to walk to their local shops on pavements that have not been gritted?

A5 I can confirm the seriousness of a broken hip, for whatever reason.

Q6 How much does it cost Bristol City Council to grit 100 metres of average width pavement?

A6 I am informed that to grit all the 100m lengths of footway in the city would cost £320,000 per week plus additional rocksalt storage costs. Additionally, recruiting a workforce to perform such unpredictable work would provide a significant challenge.

I suspect it is more realistic to encourage what is in my experience normal practice in parts of Europe, the States and Canada, and encourage residents to clear their own local pavements.

Q7 Which costs less, paying a home help to be off sick whilst a broken bone mends or gritting 100 metres of pavement?

A7 I don't think the costs are comparable.

Q8 Which costs less, treating an elderly person who has broken a major bone or gritting 100 metres of pavement?

A8 See answer to Q7.

Q9 Does he agree with me that Bristol City Council has let down the people of Bristol by failing to take account of the needs of pedestrians during the recent period of cold weather?

A9 No. Within response limitations, the priority has been to keep the main roads and bus routes open giving a means of access to services and work for the majority of residents. The problems have been exceptional and there is still a fair bit of winter to go yet. However, our teams are keen to improve and to learn lessons. There have already been some good ideas submitted (and indeed implemented) and we will take all this into account when reviewing the service in the spring.

Q10 During the recent period of icy weather a pharmacist in my ward rang Bristol City Council to request that the pavement in front of their premises was gritted to make access easier for customers, many of whom were fearful of falling on the ice. They were told they could grit the pavement themselves using grit provided from BCC grit bins. However, this would have made them legally liable for anyone who subsequently fell if the ground re-froze. Is it acceptable for Bristol City Council to advise businesses and private citizens to potentially expose themselves to legal action in this way?

A10 The Council provides approximately 600 grit bins throughout the city and has no evidence to suggest that residents and businesses would be putting themselves at risk in the way described.

Q11 Does he agree with me that the people of Bristol would be better served if a root and branch review of the policy on the gritting of pavements were undertaken with a view to prioritising pavements that should be gritted in icy conditions and setting in place a pavement gritting strategy for future period of icy weather?

A11 As mentioned in answer to other questions, the Winter Maintenance Service will again be reviewed this year.

Our teams, staff and contractors are already reflecting on the recent experience, so we can continue to improve the services we offer to residents, businesses and organisations in our city. However, this year's ice has been exceptional and the Council do not have the resources available to treat a

large number of footways. The plan does already include the diversion of cleansing staff to treating 250 high priority sites when they are unable to do cleaning duties. I am informed that this was completed on the Wednesday following the snow.

(The meeting ended at 5.35 pm.)

LORD MAYOR