

# Member Forum

## 15 January 2019

### Statements from councillors



#### Procedural note:

#### STATEMENTS FROM COUNCILLORS:

- A maximum of 1 minute shall be allowed for the presentation of each statement (subject to overall time constraints).
- There shall be no debate on the statements and the Lord Mayor shall refer them to the Mayor for information/consideration.
- Statements will be dealt with in the order of receipt (subject to time).



**The following statements have been submitted – full details are attached:**

	<b>Name</b>	<b>Title</b>
CS01	Councillor Abraham	Stoke Lodge “Sense not Fence” Petition
CS02	Councillor Tony Carey	Brislington Bus Service Routes
CS03	Councillors Goulandris and Weston	Stoke Lodge “Sense No Fence” petition
CS04	Councillor Thomas	Proposed expansion of Bristol Airport

**CS01**

**Members’ Forum statement from Councillor Peter Abraham**

**Subject; STOKE LODGE – “Sense Not Fence” Petition**

*Under the Council’s petitions scheme, where a petition has 3,500 or more signatures from people who live, work or study in Bristol, the petition organiser can request a Full Council debate.*

A petition has reached the 3500 level, which requires a Full Council debate on the proposed fencing of Stoke Lodge playing fields. Unfortunately, because of Council business, this will not be heard until March 2019.

I am extremely concerned about such a delay as the petition presents new and compelling evidence which must be considered **NOW** and not left gathering dust in a filing cabinet for two months.

The time has come for the Elected Mayor to step in and commission an independent review into the Stoke Lodge/Cotham school controversy. The issue has become increasingly divisive and polarised when, in my view, this need not have been the case. It has attracted immense public involvement and raised concerns over public use/rights of access to historically open space, the function and role of signage, and the appropriateness of fencing-off heritage tree species.

Importantly, the public rights of way aspect has all-party support, including here the local Member of Parliament.

At no time, do campaigners, residents or users of this shared space want to stop Cotham School from using the playing fields. We have always sought compromise and alternative solutions to exclusivity. Please then, can I ask the Mayor to intercede/arbitrate and help bring the parties to this dispute together. This will involve re-examining the conditions around its lease and permitted development.

In this way, I sincerely hope some amicable resolution to this matter can be found which will allow Stoke Lodge to remain a well-loved sporting and community asset.



## CS02

### Members' Forum statement from Councillor Tony Carey

#### Subject; Brislington Bus Service Routes

In November 2018, First West of England carried out a review of the routing and punctuality of the Service no.36 bus. This service was renowned for its poor punctuality.

At a public meeting organised by Cllr Bradley (Brislington West) at the Hungerford Road Community Centre, attended by me and approximately 25 local residents, it immediately became apparent that the first revision was totally unsatisfactory; in that, residents to the North of the A4 would not be able to easily access the South Bristol Hospital and residents to the South of the A4 would not be able to easily get to the large Brooklea Health Centre.

So, some changes were made. This entailed the Service no.36 terminating at Church Hill, Brislington Square. A new service, no. 96, would carry out a loop from Brislington Park and Ride (P&R) in Stockwood Road, via Emery Road, Broomhill Road, and School Road to link with the route of the no. 36 in Church Hill.

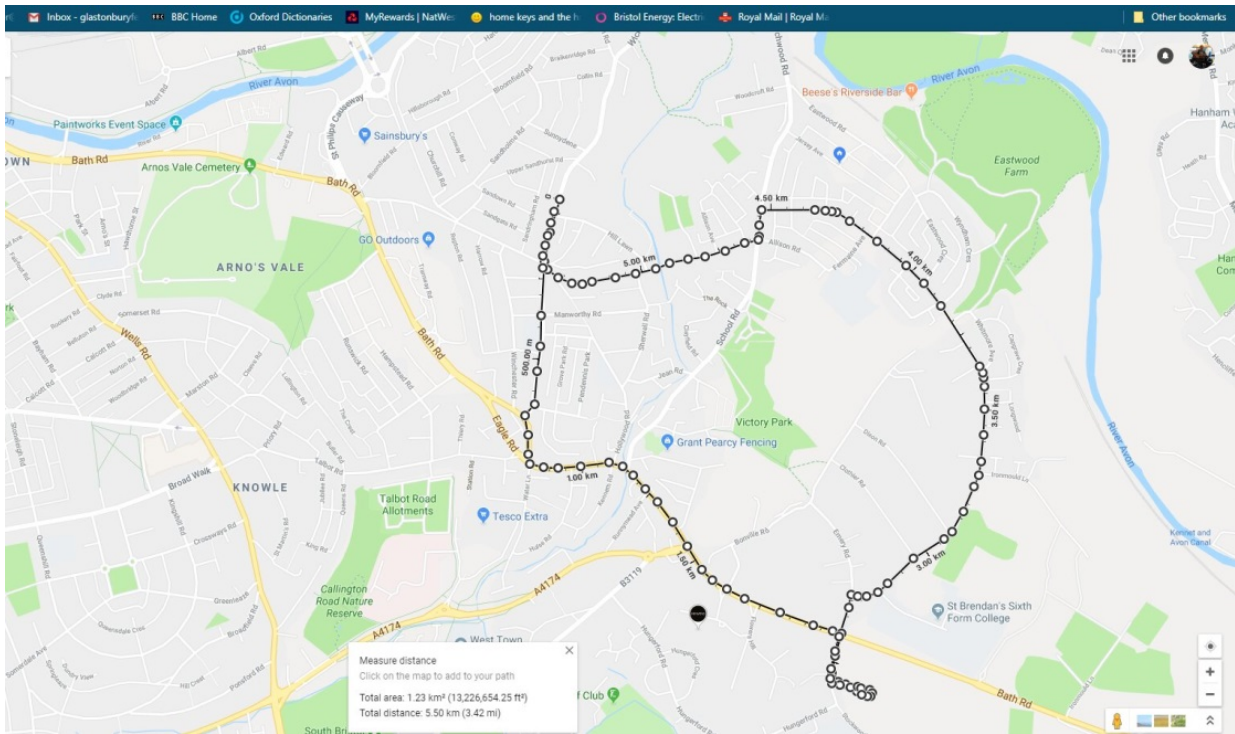
Hitherto, the no. 36 had run through the Hungerford Road area and is used extensively by students attending St Brendan's Sixth Form College, and Brislington residents accessing the shops and banks at Knowle, Broadwalk. Service 96 is a new service.

Unfortunately, the current routing of Services 36 and 96 do not link easily and I respectfully would like to make a suggestion which, I believe, could improve the situation for all.

I did make this suggestion in my email to Mayor Rees on the 12th November 2018 but, how I laid out my comments then lacked clarity and enough data to make a decision. Therefore, I reiterate here my analysis with maps and data to aid decision making.

Service 36, which currently terminates in Brislington Square, Church Hill would in fact continue along the A4, Bath Road to the Brislington P&R site, Stockwood Road; after which it would return via Emery Road, Broomhill Road, School Road and Allison Road to rejoin its route at Wick Road. (Map 1). This would incur an increase of length of route of 1.86 Miles/3.0 Km.





The service 96 would not therefore need to carryout a circuit of Emery Road, Broomhill Road, School Road and Brislington Square but would terminate at the Brislington P&R site as initially stated in Mr Freeman’s first plan of November last year. This would incur a saving of 2.5 Miles/4.02 Km.

The benefits of this alteration to these two routes are:

- i) An overall saving of 0.64 Miles/1.03 Km between the two services.
- ii) Passengers travelling between services would have somewhere sheltered to wait. Drivers of both Services 36 and 96 would have somewhere to ‘lay-over’ that provided toilet and litter facilities; something they do not have in the current routing.
- iii) Residents of the estates bordering onto Broomhill Road (approximately 2,000 dwellings) would now be in a position to catch the Service 36 directly to the Brooklea Health Centre, instead of catching two services (Service 1 and Service 36)
- iv) Church Hill and School Road (the current terminus of Service 36 and routing for Services 36 and 96) are very narrow roads with little opportunity for two large vehicles to easily pass. Also, while the no. 36 is waiting in Brislington Square during its ‘lay-over’ it creates a very significant road-safety hazard at the junction of Church Parade, Church Hill and Bath Road. Both these significant issues would be eliminated.
- v) Residents to the North of the A4 Bath Road can now access Tesco Super Store in Callington Road seven days of the week; something currently possible on only three days per week.

I respectfully submit my comments to you – and your transport officers - for consideration in the hope you may be able to work with First Bus to improve greatly the current very poor quality of public transport in the wards of Brislington East and West.



**CS03**

**Members' Forum statement from Councillors Goulandris and Weston  
(Statement supported by Councillor Abraham)  
Subject; Stoke Lodge "Sense No Fence" petition**

From the outset, we wish to make clear that it is our desire for conciliation to take place here rather than further confrontation.

To this end, we welcome the Mayor's recent offer (made on his Facebook live Q&A broadcast) on Wednesday, 8th January, to mediate between all the parties to this long running and increasingly bitter dispute.

It is sometimes said that 'all arguments have two sides but some have no end'. However, we believe that this need not be the case in this instance. Without wishing to rehearse again all the arguments which have been raised against the proposed fencing of this land, we do want to reiterate that this contest has always been about maintaining the playing fields for SHARED use.

Therefore, in a spirit of reconciliation (and de-escalating an already fraught situation) we shall not air the respective claims made by Cotham School, local residents, campaigners and current users of this green space. Perhaps, this can best take place under the auspices of the City Mayor and a way forward found.

It is our fervent hope that a mutually acceptable solution can be reached which will enable the Head Teacher/School Governors to feel comfortable about using these fields fully for their educational purpose whilst retaining open public recreational access. No-one wins if either side is left feeling defeated or vanquished by further litigation and the assertion or determination of strict property rights. Such adversarial processes are not only extremely costly but could also poison community relations permanently. These negative consequences must be avoided.

This is clearly not a party-political matter and we are prepared to assist in any way thought appropriate in helping to bring this controversy to an end. Hence, with the tabling of the above petition debate for Full Council, the Mayor's invitation is now both timely and well made. We also agree with his sentiment that a change in the nature of local political discourse – towards respecting opposing views more – would be a positive development from which all of us stand to benefit.



## CS04

### Members' Forum statement from Councillor Thomas

#### Subject; Calling on the Mayor and Councillors to oppose the proposed expansion of Bristol airport

##### Background

Bristol Airport Limited has applied to North Somerset Council for infrastructure development that include a 50% increase in passenger numbers from the current figure of 8 million to 12 million, with an anticipated more than doubling to 20 million passengers per year in the longer term. The public will be able to comment on the application until 26 January.

##### Some relevant information relating to the application

In 2017 aviation carbon emissions at Bristol Airport were 746,000 tonnes of CO<sub>2</sub> per year and in 2026 will be a minimum of 1,184,000 tonnes per year, under the proposed expansion plans. This projected increase of 59% in carbon emissions in under 10 years is at serious odds with the city's call for carbon neutrality by 2030 and the region's commitments for serious reductions of carbon emissions.

UK carbon emissions from aviation are currently 35.5 million tonnes per annum and over 6% of the UK's current carbon emissions. The Committee on Climate Change found that the UK target of reducing emissions by 80 per cent below 1990 levels could be achieved only if emissions from the UK aviation industry do not exceed 37.5 million tons in 2050. This is a 6% increase over 30 years. So in contrast with this proposed slight national increase over thirty years, Bristol airport is planning a 59% increase in its aviation emissions in under ten years. This is an example of badly joined up thinking. The UK 2017 Aviation Forecast stresses the importance of restricting UK airport capacity in order to better manage carbon emissions from aviation.

Bristol airport is also applying for an additional 2,700 car parking spaces at the airport. This is an indication of the increased traffic movements and congestion that will be associated with the planned expansion of the airport.

##### How to Respond to Bristol Airport's Plans for Expansion

Reference No: 18/P/5118/OUT at North Somerset Council

<https://www.n-somerset.gov.uk/my-services/planning-building-control/planning/commenting-on-applications/lookatplanningapplications/>

The deadline for comment is 26 January 2019. Please comment now on the latest plans so that views are formally registered with the local planning authority, North Somerset Council.

##### What you may choose to write

Explain your concerns about the proposed increase in the capacity of the airport: this might be daytime noise and/or night flights; traffic congestion and rat runs; air quality; illegal/inconsiderate car parking; loss of quality of life and community character, increased carbon emissions, concern about further loss of the protected Green Belt.

