

Summons to attend meeting of Full Council



Date: Tuesday, 19 March 2019
Time: 6.00 pm
Venue: Council Chamber, City Hall

To: All Members of Council

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Issued by: Sam Wilcock, Democratic Services
City Hall, PO Box 3167, Bristol, BS3 9FS
Tel: 0117 92 23846
E-mail: democratic.services@bristol.gov.uk
Date: Monday, 18 March 2019



Agenda

11. Motions

Note:

(Pages 9 - 12)

Under the Council's constitution, 30 minutes are available for the consideration of motions. In practice, this realistically means that there is usually only time for one, or possibly two motions to be considered. With the agreement of the Lord Mayor, motion 1 below will be considered at this meeting, and motion 2 is likely to be considered, subject to time. Details of other motions submitted, (which, due to time constraints, are very unlikely to be considered at this meeting) are also set out for information.

MOTIONS RECEIVED FOR FULL COUNCIL – 19 March 2019

1. BUS FRANCHISING FOR BRISTOL

LIBERAL DEMOCRAT GOLDEN MOTION

Motion to be moved by: Cllr Hopkins, Knowle Ward, Liberal Democrats

Date of submission: 7th March 2019

Council notes:

1. The distrust and disappointment among residents of Bristol with their bus services.
2. That large numbers of Bristol residents find themselves unable to access work opportunities due to the lacklustre service or find fares taking up a disproportionate amount of their income.
3. That Bristol City Council has no direct control over the routes, timetables or vehicles that bus operators use in the city, but must use its influence to help address these problems.
4. That in recent years congestion has worsened, increasing air pollution within the city leading to estimates of hundreds of deaths every year.
5. That First Bus currently operates an effective monopoly in Bristol which has led to disdain for the people who pay their fares.
6. That due to ill-advised past slashing of the railway network we are overwhelmingly reliant on our bus services as the main means of public transport.
7. That London currently operates a successful bus franchising scheme, with Cambridge and Greater Manchester and others currently developing schemes for the future.
8. That in the Bus Services Act 2017, bus franchising powers were devolved to the mayors of combined authorities.

Council believes:

1. That to address all of the above problems there needs to be a fundamental change with buses in Bristol to a system that recognises



- public transport as a vital service.
2. That a franchising model would allow greater competition within our public transport, making new operators available for local services.

Council resolves:

1. To request the Mayor to use his position on the West of England Combined Authority Committee to push for the establishment of a bus franchising system in Bristol, to gain control on behalf of the citizens of Bristol of routes, timetables, fares and emissions.
2. That under a franchising system, all buses operating within the city should run on ultra-low-emission or zero-emission fuels within five years.

2. AVON PENSION FUND – DIVESTMENT AND DIVERSIFICATION

GREEN SILVER MOTION

Motion to be moved by: Cllr Martin Fodor, Redland Ward, Green Group

Date of Submission: 7th March 2019

This council notes:

1. In 2015 the Full Council resolved that the Avon Pension Fund (APF) should consider divestment from fossil fuels and diversification into clean technologies like renewable energy, energy efficiency and energy storage;
2. Council agreed that the Mayor should contact Avon Pension Fund and ask for a report on the issue;
3. There is widespread concern from scientists that declared worldwide fossil fuel reserves, if exploited, constitute a threat to the stability of the global climate;
4. There is growing recognition that fossil fuel reserves are therefore a class of asset held by investors which have growing risks of being 'stranded' ie left with reducing value due to the fact not all claimed reserves now have the value being imputed to them, due to the need for them to remain in the ground;
5. An ever growing number of public and private sector funds, endowments and investment portfolios are choosing to divest from fossil fuels worldwide, including several local government pension funds. MPs have now called for their own funds to be divested.
6. The recent clarifications of the fiduciary duty of fund managers confirms that they should take into account a range of environmental, social and governance (ESG) issues and have a clear statement of investment policies;
7. The Avon Pension Fund now uses investment provided by the Brunel Pensions Partnership, which is a leading local government pension partnership offering low carbon investment opportunities.
8. Staff union Bristol Unison recently reaffirmed their clear support for divestment of the funds from fossil fuels, in a motion seconded by the Branch Secretary.



This council believes

9. The long term future of the APF is as a fund that is divested from fossil fuels and one that ensures a wide range of investments in renewable energy, energy efficiency technologies, energy storage and smart energy technologies, and other types of investments that will benefit the city and its future residents;
10. Council recognises that a carbon neutral city will create substantial, valuable new jobs in the future sustainable economy.
11. That the investment strategy and policies of the APF should be brought into line with this vision of the future inclusive prosperity and sustainability of the city;
12. The APF should be leading this process of divestment and diversification, not waiting until the likelihood of stranded assets become more of a risk to the wealth of the fund;
13. The process of divestment and diversification is also important and should be managed in a way that ensures just transition to new employment, supporting skills development for new sectors and a range of opportunities - with backing from WECA.

This council therefore resolves to call on the Mayor

14. To meet with the head of the Avon Pension Fund to discuss the divestment of funds over the next 5 years and the review of the fund's ESG policies
15. To promote the diversification of the fund into clean technologies that support renewable energy, energy efficiency and energy storage among other investments that are in line with such policies and the city's goals for 2030;
16. To liaise with fund members in the city and council unions to explain how this secures future prosperity and pensions income while ensuring a just transition for workers in sectors that will change, and helps achieve a carbon neutral city by 2030.

Signed



Proper Officer
Monday, 11 March 2019



GOLDEN MOTION - Bus Franchising for Bristol

Motion to be moved by: Cllr Hopkins, Knowle Ward, Liberal Democrats

Date of submission: 7th March 2019

Council notes:

1. The distrust and disappointment among residents of Bristol with their bus services.
2. That large numbers of Bristol residents find themselves unable to access work opportunities due to the lacklustre service or find fares taking up a disproportionate amount of their income.
3. That Bristol City Council has no direct control over the routes, timetables or vehicles that bus operators use in the city, but must [continue to](#) use its influence to help address these problems.
4. That in recent years congestion has worsened, increasing air pollution within the city leading to estimates of hundreds of deaths every year, [and the Labour administration has taken action across the board to tackle this, with the Mayor recently meeting with the Minister.-](#)
5. That First Bus currently operates an effective monopoly in Bristol which has led to disdain for the people who pay their fares [but, under a franchising model an established economy-of-scale operator still remains the outright favourite.](#)
6. That due to ill-advised past slashing of the railway network we are overwhelmingly reliant on our bus services as the main means of public transport-, [though the current administration are pushing forward plans to re-open old and open new stations across the city and region.](#)
7. That London currently operates a successful bus franchising scheme, [though with substantially more powers and resources than Bristol](#), with Cambridge and Greater Manchester and others currently developing schemes for the future.
8. That in the Bus Services Act 2017, bus franchising powers were devolved to the mayors of combined authorities; [at the time Bristol's three Labour MPs all pushed for all councils to have these powers, just like Labour-run Nottingham which has award-winning bus services.](#)
9. [The House of Commons' Transport Select Committee visited Bristol in November 2018 to examine the city's 40% rise in bus passenger journeys since 2009/10 – and compared to a 40% fall in English metropolitan areas outside of London in the last 25 years.](#)
10. [When Councillor Hopkins and the Lib Dems were in charge of transport, the staggered bus contracts were ended in one go and, through a retendering process, all contracts/routes went back to First and all at a higher cost to the taxpayer.](#)

Council believes:

1. That to address all of the above problems there needs to be a fundamental change with buses in Bristol to a system that recognises public transport as a vital service.
2. That a franchising model ~~could~~[would](#) allow greater competition within our public transport, making new operators available for local services, [though franchising also brings significant financial and operational risks.](#)
3. [Municipalisation should also be explored, as councils should have the option to directly run services for their citizens and the dozen or so municipal bus companies across the country have some of the highest passenger satisfaction ratings.](#)

Council resolves:

1. To request the Mayor to use his position on the West of England Combined Authority Committee to [continue to](#) push for [the public transport system – buses, trains, and mass/rapid transit – which the people of Bristol need and deserve – and seek for franchising to be properly considered. the establishment of a bus franchising system in Bristol, to gain control on behalf of the citizens of Bristol of routes, timetables, fares and emissions.](#)
2. [That under a franchising system, all buses operating within the city should run on ultra-low emission or zero emission fuels within five years. To endorse progress which has seen Bristol](#)

already secure around 100 biogas buses, win funding to retrofit scores more, submit bids for further retrofitting, and – through the landmark Bus Deal being negotiated by Labour – take steps to ensure a lower-emission bus fleet, alongside £20 million of Labour investment in cleaner vehicles for the council, waste company, and Lord Mayor.

Avon Pension Fund – Divestment and Diversification

Motion to be moved by: Cllr Martin Fodor, Redland Ward, Green Group

Date of Submission: 7th March 2019

This council notes:

1. In 2015 ~~the~~, Full Council resolved that the Avon Pension Fund (APF) should consider divestment from fossil fuels and diversification into clean technologies like renewable energy, energy efficiency and energy storage;
2. Council agreed that the Mayor should contact Avon Pension Fund and ask for a report on the issue;
3. There is widespread concern from scientists that declared worldwide fossil fuel reserves, if exploited, constitute a threat to the stability of the global climate;
4. There is growing recognition that fossil fuel reserves are therefore a class of asset held by investors which have growing risks of being 'stranded' ie left with reducing value due to the fact not all claimed reserves now have the value being imputed to them, due to the need for them to remain in the ground;
5. An ever growing number of public and private sector funds, endowments and investment portfolios are choosing to divest from fossil fuels worldwide, including several local government pension funds. MPs have now called for their own funds to be divested.
4. The recent clarifications of the fiduciary duty of fund managers confirms that they should take into account a range of environmental, social and governance (ESG) issues and have a clear statement of investment policies;
7. The Avon Pension Fund now uses investment provided by the Brunel Pensions Partnership, which is a leading local government pension partnership offering low carbon investment opportunities.
8. Staff union Bristol Unison recently reaffirmed their clear support for divestment of the funds from fossil fuels, in a motion seconded by the Branch Secretary.
7. The council's own ethical investment policy – separate from the APF – which is delivering a considerable return while avoiding organisations engaged in/investments which would worsen de-forestation, fossil fuel extraction, and poor environmental practices.
8. Since 2016, the APF has enhanced its environmental, social, and corporate governance (ESG) to recognise and assesses climate change risks, undertake annual carbon footprinting studies, and review low carbon indices and the sustainability of assets; in 2017, the APF increased its allocation towards renewable energy infrastructure; in 2019, Councillor Pearce (who sits on the APF committee for the council) is already arranging a briefing on APF's ESG, divestment, and exposure for members.

This council believes

9. The long term future of the APF is as a fund that is divested from fossil fuels and one that ensures a wide range of investments in renewable energy, energy efficiency technologies, energy storage and smart energy technologies, and other types of investments that will benefit the city and its future residents;
10. Council recognises that a carbon neutral city will create substantial, valuable new jobs in the future sustainable economy.
11. That the investment strategy and policies of the APF should be brought into line with this vision of the future inclusive ~~prosperity~~ prosperity and sustainability of the city;
12. The APF ~~should be~~ is leading this process of divestment and diversification, not waiting until the likelihood of stranded assets become more of a risk to the wealth of the fund; though there is complexity, particularly given fossil fuel companies are increasingly buying up and investing in renewable energy;

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13. The process of divestment and diversification is also important and should be managed in a way that ensures just transition to new employment, supporting skills development for new sectors and a range of opportunities - with backing from WECA.

14. Pensions belong to employees, not politicians, and the trustees/APF have a fiduciary duty to APF members. Playing politics with pensions without fully consulting staff is anti-worker and risks failing to understand the crucial need for social and environmental justice to go hand-in-hand.

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This council therefore resolves to call on the Mayor

14. ~~To~~Ask the Mayor and Councillor Pearce to meet with the head of the Avon Pension Fund to discuss the divestment of funds over the next 5 years and the review of the fund's ESG policies;

15. Encourage the party whips to encourage all members to attend the APF briefing which Councillor Pearce is organising;

~~165.~~ To support the Mayor's promotion ~~of the diversification of the fund into~~ of investment in clean technologies that support renewable energy, energy efficiency and energy storage among other investments that are in line with such policies, the City Leap agenda, and ~~and~~ the city's goals for 2030;

~~176.~~ To liaise with fund members in the city and council unions ~~to explain how this secures future prosperity and pensions income if making any changes to their pensions~~ while ensuring a just transition for workers in sectors that will change, and helps achieve a carbon neutral city by 2030.

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