

FULL COUNCIL MOTIONS – 9th November 2021

RSPCA Firework Motion

This Council notes:

1. Studies have found fireworks to be the most common cause for fear responses in dogs¹, and it is estimated that 45 percent of dogs show signs of fear when they hear fireworks². A New Zealand survey recorded 79 percent of horses as either anxious or very anxious around fireworks or over the Guy Fawkes Day period.³
2. Although there is limited direct evidence, it is also likely that fireworks and their debris will cause disturbance to wildlife, and are likely to cause suffering or distress, depending on the distance from the explosive and the noise level.
3. The RSPCA believes that a licensing system would help with better enforcement of the law by allowing enforcement bodies to know where licensed events are being held so they can focus on locations and incidents elsewhere.
4. This phobia can be treated (in dogs at least) in the long term but owners need to prepare themselves and their pets sooner, rather than just before the fireworks are let off. There is a need to raise awareness about the impact of fireworks on animals to the wider public to encourage them to be more considerate of those with pets, horses and livestock as well as local wildlife

This Council resolves:

5. To encourage the organisers of all public firework displays within the local authority boundaries to be advertised in advance of the event, allowing residents to take precautions for their animals and vulnerable people
6. To actively promote a public awareness campaign about the impact of fireworks on animal welfare and vulnerable people – including the precautions that can be taken to mitigate risks.
7. To call on Party Group Leaders to write to the UK Government urging them to introduce legislation to limit the maximum noise level of fireworks to 90dB for those sold to the public for private displays.
8. To encourage local suppliers of fireworks to stock ‘quieter’ fireworks for public display.

Motion to be moved by Cllr Breckels (Labour Group)

Submission: 27th October 2021

¹ Blackwell, E., Bradshaw, J., & Casey, R. (2013). Fear responses to noises in domestic dogs: Prevalence, risk factors and co-occurrence with other fear related behaviour. *Applied Animal Behaviour Science* 145, 15-25.

² Blackwell, E., Casey, R., & Bradshaw, J. (2005). Firework Fears and Phobias in the Domestic Dog. Scientific Report for the RSPCA, University of Bristol, UK

³ Gronqvist, G, Rogers, C. & Gee, E. (2016). The Management of Horses during Fireworks in New Zealand. *Animals* 6(20).

National Parks City Status

This Council notes:

1. The National Park City Status organisation recognises cities that have a city-wide community working together for a more sustainable future.
2. Specifically, the National Park City Organisation's Universal Charter commits applicants to 'work together for better:
 - lives, health, and wellbeing;
 - wildlife, trees, and flowers;
 - places, habitats, air, water, sea and land;
 - time outdoors, culture, art, playing, walking, cycling and eating;
 - locally grown food and responsible consumption;
 - decisions, sharing, learning and working together;
 - relationships with nature and with each other.'

The Council believes:

3. The principles of the Universal Charter are commendable goals and are already being worked towards by the Council and through the One City Plan.
4. After becoming European Green Capital and being only the second city in the UK to be awarded Gold Standard for Food Sustainability, Bristol is well-placed to become only the second city globally to be awarded National Park City status.

This Council resolves:

5. To ask the Mayor or appropriate Cabinet member to instruct officers to dedicate necessary resources towards an application for Bristol to become a National Park City.
6. Call on councillors to sign the National Park City Organisation's Universal Charter, and to support the administration's efforts to achieve these aims.

Motion to be moved by Cllr King (Labour Group)

Submission: 27th October 2021

Re-Inventing the Public Realm through Transport Initiatives

1. Council is disappointed by the way the Mayor is choosing to unveil controversial and potentially damaging transport proposals. The current Administration seems intent on provoking a hostile political reaction rather than seeking to engage constructively with opposition parties to achieve consensus and positive change.
2. Council is particularly concerned at the radical plan to close off Park Street (a major thoroughfare) to private vehicles, Queens Road (at the Victoria Rooms) and North View (at White Tree roundabout). Such a move would inevitably harm the various remaining businesses on each of those roads. Making access to the city centre and North View much more difficult for shoppers will continue to reduce the attractiveness of Broadmead as a retail destination and thereby accelerate its continuing economic decline and will also jeopardise the businesses in Westbury Park.
3. Council fully understands that changes need to be made to improve air quality and reduce carbon emissions but following a unilaterally determined policy that puts many more jobs at risk without proper consideration of alternative strategies is not acceptable.
4. Accordingly, Council asks for the Mayor to give a commitment that there will be a genuine chance of changing any finalised scheme when the formal public consultation is launched. Of course, this flexibility in design must also apply to his promised opportunity 'to comment on proposals' in relation to the planned bus prioritisation measures along the entire length of the A4018 and the No.2 bus route. For consultation to be meaningful, the Mayor and his transport planners should be prepared to take notice of the public's views and act on them.

Motion to be moved by Councillor Weston (Conservative Group)

Date of submission: 28th October 2021

Elections Bill

1. This Council welcomes the eleven new measures Her Majesty's Government has included in the Elections Bill 2021 which are designed to ensure that UK elections "remain secure, fair, modern, inclusive and transparent."
2. The most noteworthy changes concern voter identification or verification – to be confirmed through approved forms of photographic evidence - and improvements made to the existing regulations around postal and proxy voting. Once enacted, these reforms will increase election security and help to deter fraud in Bristol.
3. Council recognises the importance of public confidence and trust in our electoral processes. Democratic societies depend not only on the reality of fidelity to votes cast but also the perception of operating a just and impartial voting system.
4. Council therefore asks for the Mayor to publicly endorse these safeguarding steps and to repudiate the misguided criticisms being raised by some around the tightening of rules on campaign-funding which are also contained in this legislation."

Motion to be moved by Councillor Eddy (Conservative Group)

Date of submission: 28th October 2021

Growing the Provision of Allotments across the City

1. This Council recognises the long-established benefits derived from the provision of small agricultural holdings and allotments to individuals and families. These sites give people the chance to take productive exercise and grow cheap food but, also, are valued for other reasons such as providing educational opportunities, help to build communities and offer some protection to the local environment.
2. Council notes the commitment previously given by the Mayor to ‘have community gardens and allotments in every ward’ but is anxious to ensure that such rhetoric translates into action.
3. Recently, the Authority had 497 vacancies with a waiting list of 5665 people. Council is concerned that much suitable land held by the Authority for this purpose is either underutilised or could be de-registered for development, ironically, when there is likely to be a growing desire and demand to maintain an allotment.
4. Accordingly, Council asks for the Mayor to pledge to preserve, protect and promote existing sites; to increase the size of this network; extend the number which are accorded (limited) ‘statutory’ protection under current legislation; and ensure that all those who want access to a plot, are able to do so.”

Motion to be moved by Councillor Morris (Conservative Group)

Date of submission: 28th October 2021

Ban Conversion Therapy

Full Council notes that:

1. In the UK, all major counselling and psychotherapy bodies, as well as the NHS, have concluded that conversion therapy is dangerous and have condemned it.
2. This Council recognises the excellent work done by local people and organisations to support the LGBT+ community here in Bristol and extends its thanks and support to them.

Full Council believes that:

1. This Council opposes the harm caused to our LGBT+ community in the past through the denial of rights and equal treatment and further recognises that discrimination still occurs today.
2. This Council recognises and opposes the ongoing harm the practice of so-called conversion therapy does to LGBT+ people.

Full Council resolves to:

1. Ask Mayor Rees to call on the Government to follow through on promises made to outlaw the practise of so-called conversion therapy.
2. Ask Mayor Rees to call on the Relevant Government Department and Minister to introduce an effective ban on conversion therapy within England, supported by a programme of work to help tackle these practices in all their forms.
3. Ask the Chief Executive and relevant officers to highlight and promote the continued support, counselling, and advocacy that local groups provide for members of the LGBT+ Community.

Motion to be moved by: Cllr Brown (Lib Dem Group)

Date of submission: 28th October 2021

Ending Violence Against Women & Girls

Full Council notes that;

1. ONS figures show that almost one in three women aged 16-59 will experience domestic abuse in their lifetime, that two women a week in England and Wales are killed by a current or former partner, that over half a million women are raped or sexually assaulted each year and that a YouGov poll shows that a third of girls have experienced sexual harassment in schools;
2. The global pandemic has led to more women and girls being vulnerable to domestic abuse and, according to a BBC news report last July, the initial three months of the first national lockdown saw an 80% increase in calls to the National Domestic Abuse Hotline;
3. According to crime-survey and other government data, victims disproportionately come from those groups which already experience inequality and additional challenges in our society, including those who are mixed-race, have disabilities, or are transgender; and
4. As we reflect on the end of the delayed UEFA Euro 2020 tournament, previous research by Lancaster University showed that reported domestic abuse incidents increase whenever any of the home nations play in a major tournament, and the effect is particularly large on the days when those teams lose.
5. Street harassment and violence against women and girls is endemic in the UK: 80% of women of all ages have been sexually harassed in public, with 90% of these women not reporting it as they don't believe it will make a difference
6. 97% of young women have been sexually harassed, with 96% not reporting it due to the same reasons above;
 1. One in two women are sexually harassed in the workplace
 2. One in three women will experience domestic violence in their lifetime
 3. One in five women will be raped in their lifetime
 4. Two women a week are killed by a current or former partner (this rose to three a week during lockdown), and three women a week take their own lives following domestic abuse.

Full Council further notes that;

1. White Ribbon UK is the leading charity with a mission to end male violence against women and part of the global White Ribbon movement which arose from a campaign started by men in Canada in 2004;
2. They mark White Ribbon Day annually on 25th November, the International Day for the Eradication of Violence Against Women, by encouraging men and boys to pledge never to take part in, condone or stay silent about violence against women and to make this by wearing a white ribbon on the day and a week or two afterwards; and
3. White Ribbon UK operate a system of male Ambassadors, female Champions and Youth Advocates, as well as having specific materials to support primary and secondary schools, all with the aim of encouraging men to take the pledge and help to eradicate male violence against women.

Full Council believes that;

1. Male violence against women can never be condoned and Bristol City Council should do everything in its power to ensure women are safe. As part of this, the council should facilitate and encourage participation by councillors, staff and schools in the White Ribbon Campaign.

Full Council resolves to;

1. Encourage all male Councillors to take the White Ribbon pledge, never to take part in, condone or stay silent about violence against women;
2. Undertake as soon as practicable the steps necessary to achieve White Ribbon accreditation, joining the large number of public sector bodies which have already done so; and
3. As part of this, appoint a male Councillor as an Ambassador; mark White Ribbon Day on 25th November each year with a fundraising event; and encourage participation among council staff and local primary and secondary schools.
4. Ask the Mayor to lobby the Govt;
 - a. to ratify the Istanbul Convention on preventing and combatting violence against women and girls (VAWG),
 - b. to ratify the International Labour Organisation's No 190 recognising the right of everyone to work free from gender based violence and harassment and to make street harassment a criminal offence,
 - c. to make misogyny a hate crime
5. Reach out to city partners through the One City Office to encourage local businesses and suppliers to become White Ribbon Supporters
6. Do all we can as a council and within our communities to champion the rights and entitlements of women and girls and to tackle violence against them. This includes continuing to invest in vital services, listening and responding to women and girls about the action we need, and calling out misogyny wherever we see or hear it.

Motion to be moved by: Cllr Hartley (Lib Dem group)

Date of submission: 28th October 2021

Bike Hangar Provision

Full Council notes that:

1. Bristol is a proud Cycling City, with residents cycling 28,000 return trips everyday (as of Bike Life 2019).
2. Following the 2018 Climate Emergency Declaration, we have a 2030 net zero carbon emission target.
3. 57,000 people walk or cycle to work, and the number of people cycling to work in Bristol increased by 64% between 2011 (15,800) and 2018 (25,900).
4. The 2020 One City Climate Strategy notes the need for 'Enhancing walking and cycling experience and infrastructure through reallocation of road space away from the motor vehicle'.
5. Bristol's first ever Citizen Assembly on Climate recommended the transfer of 3-5% of Bristol's street parking to cycle parking or green space each year.
6. As of 2020, Bristol only had 15 bike hangars (secure on street bike parking), with plans to deliver another 12-20 more. For comparison Bristol has 15,140 spaces in designated car parks for cars.
7. Nearly 85,000 of Bristol's households live in terraced houses, or in flats or bedsits in shared or converted houses, likely with no or minimal outdoor space and poor access.
8. In the Bike Life 2019 study, 19% of respondents said they didn't cycle due to a 'lack of safe of safe storage or facilities'.

Full Council believes;

1. In order to make cycling a more attractive option, safe, secure on-street bike storage is needed across Bristol, but especially in our more socio-economically deprived neighbourhoods.
2. As we transition away from a carbon lead lifestyle, we must transfer more on-street parking places over to cycle storage.
3. Local councillors have large amounts of knowledge of their wards, they should be able to lead on placement of bike hangars.
4. In order to become a leader in cycling accessibility and use, Bristol needs to rapidly and sustainably increase its cycling infrastructure, and should aim to deliver one secure bike parking place for every 10 residents by 2030.

Full Council resolves to:

1. Ask the Mayor to immediately commission a 1 or 2 ward trial of increased bike hangar provision, establishing 50 new bike hangars using best value hangars, run by Bristol City Council, which would assess demand and cost implications.
2. Ask the relevant Council officers to produce a report on the viability of the large-scale rollout of bike hangars across the city by working with city partners and WECA.
3. Establish a new scheme where councillors can recommend given streets for hangars, then council officers will canvass the road/area as is currently done for the provision of car-club spaces.
4. Ask BCC's Planning Department to craft a policy on the requirement of bike hangars as part of any new development that doesn't have adequate bike storage

Motion to be moved by: Cllr Hartley (Lib Dem Group)
Date of submission: 28th October 2021

Front Garden Tree Scheme

Full Council notes that;

1. We are deeply concerned about the climate emergency and ecological emergency. This year has yet again seen record temperatures, unpredictable weather patterns, damaging weather events and continued habitat and biodiversity loss across the world.
2. In order to help mitigate the impact of climate change, we urgently need to plant more trees across the city in line with national and local policies. The UK Government plans to treble tree planting rates by 2024 and Bristol City Council has pledged to double the tree canopy cover in Bristol by 2050.
3. Street trees have innumerable benefits such as absorbing pollution, reducing the risk of flooding, countering the 'heat island' effect of the urban environment, increasing biodiversity and providing wildlife corridors, boosting economic activity, helping with people's mental health, and even reducing road rage and crime.
4. The lack of suitable sites for street trees across the city and the high cost of installation is very worrying.
5. Many thousands of front gardens across the city would provide suitable sites for tree planting with nearly all the benefits of street trees but with vastly reduced expenditure.
6. The Citizens Assembly on Climate Change recommend that tree cover should be increased as part of creating 'ideal environmental neighbourhood future streets'.
7. The 2020 One City Climate Strategy states the 2030 goal on the natural environment that 'The natural environment in Bristol will be restored, protected and enhanced to deliver climate change benefits' and specifically to 'The city's natural environment (including canopy cover and biodiversity) has been restored, preserved and enhanced to maximise carbon sequestration in carbon sinks, climate resilience and health and wellbeing'

Full Council believes;

1. Increasing tree cover must be a top priority for the Council, it's partners, and the citizens of Bristol in our collective fight against the climate emergency.
2. To increase the tree cover across Bristol, Bristol City Council should work with local residents and community groups to expand tree coverage through the use of front gardens for trees.
3. Where possible, native species should be planted for the benefit of local wildlife.

Full Council resolves to:

1. Ask the relevant Council officers to complete an investigation into the feasibility of setting up a Front Garden Tree Scheme to be run by Bristol City Council officers.
2. Ask officers to look at how such a scheme would operate, such as how members of the public could participate, how front gardens would be assessed for suitability, how appropriate species would be chosen, installation and aftercare, annual targets, scheme costs and sources of funding.
3. Investigate working with the Woodland Trust and other charities to procure free or cheaper trees that can be used as part of the scheme.

4. Ask for a report from the relevant Council officers into the findings to be submitted to Full Council within six months.

Motion to be moved by: Cllr Varney (Lib Dem Group)

Date of submission: 28th October 2021

Electric Car Charging Provision

Full Council notes that:

1. The public Electric Vehicle (EV) facilities in Bristol are woefully lacking and not fit for purpose and accepts that this is a barrier to residents switching to EV because of range anxiety.
2. With new petrol and diesel vehicles set to be banned from sale in 2030 and hybrids by 2035, questions must be asked about the readiness of the UK's charging network to support the mass switchover. The National Grid estimated there could be 11 million EVs on our roads by 2030 and 36 million by 2040. The RAC estimates that already some 239,000 are in use, yet there are just 25,000 publicly accessible charging points available. The government's competition and Markets Authority (CMA) anticipates that we will need between 280,000 and 480,000 devices in operation by 2030.
3. 17% of the average Bristol citizen's carbon emissions come from driving a petrol or diesel car.
4. According to a working paper on electric vehicle charging capacity from ICCT (International Council on Clean Transportation), Bristol in 2019 had only 11% of the necessary charging infrastructure that will be needed by 2025, and only 4% of what will be needed by 2030.
5. The cost for the necessary infrastructure for Bristol alone is estimated at between £50-£120million (calculated using a per capita basis using a Deloitte estimation for cost of the UK wide infrastructure of £8-18billion).
6. The 2020 One City Climate Strategy states the next step to a cleaner climate is the 'Development of a citywide plan for electric vehicle charging and hydrogen refuelling infrastructure and engage with the market.'
7. The government body has its own suggestions for improving the network, all of which centre on the idea that charging an EV "should be as simple as filling up with petrol and diesel", council regrets that this is a long way off. These are:
 - a. Charging points should be easy to find. Knowing the location of a nearby charging device or station is worthless if you arrive to find every charger in use or not working. Zap-Map claims to have logged more than 95% of the UK's public chargers, but only 70% supply their 'live status', so there's a decent chance you won't be able to use your chosen device on arrival, significantly hindering accessibility.
 - b. It should be simple and quick to pay for charging. In July 2019, the government declared that it was "prepared to intervene" if charger providers didn't start making contactless card payment more widely available. The CMA said of the difficult payment situation: "As we've seen in other markets, if it becomes complex or confusing, this damages people's trust, which isn't only a concern in itself but also a barrier to EV take-up." It recommended that charger providers shouldn't require users to 'sign up' to use their devices, thus facilitating and accelerating the charging process. This council calls on government to demand that progress is too slow and they need to prioritise making the change.
 - c. Charging costs must be clear. When drivers plug in their cars, it should be obvious how much they will have to pay, regardless of whether costs are calculated per charge, per minute or per unit of electricity consumed. This ties into the pressing need to educate the public on how EVs work:

promoting the concept of kilowatt-hours (kWh) as a standard unit of measurement, comparable to litres for petrol and diesel.

- d. Every charger should be compatible with every EV. With public chargers today delivering anything from an overnight trickle to a rapid 350kW, a degree of specific knowledge is required when approaching one. Journey planning is possible only if drivers are aware of how long devices will take to charge their cars. This variety introduces another concern: having the right plug or adapter. Mainstream car makers have in Europe now all coalesced around a combination of the Type 2 and CCS connections, minimising the risk of you being caught out. The UK has 34 chargers for every 100,000 people, but the average swings wildly from region to region. In London, the figure is 80, but the north-west, Yorkshire and the Humber and the West Midlands manage just 20, 21 and 22 respectively. In Northern Ireland, it is 17.

Full Council believes;

1. In order to ensure greater use of electric vehicles, more and better electric vehicle charging points must be provided.
2. Future and retrofitting installations should be 'user friendly'.
3. Public charging should be a right and not a lottery.

Full Council resolves to;

1. Call on the administration to lobby central government for a proportion of the £950 million Rapid Charging Fund currently earmarked for upgrading the grid at motorway service stations to be used to implement changes to this city.
2. Expand on the One City Climate Strategy by calling on the Chief Executive of Bristol City Council and relevant officers to create a 'Electric Vehicle Infrastructure Strategy', that highlights costs, sites, potential partners in the creation of a 'smart charging system' for Bristol.
3. Ask Mayor Rees to lobby the West of England Combined Authority to work across our local boundaries to achieve greater economies of scale with our partners in Bath & North East Somerset, South Gloucestershire & North Somerset.
4. Ask the Mayor to send local authority representatives to The UK Electric & Hybrid Vehicle Charging Infrastructure Symposium to investigate possible partners and learn from other authorities

Motion to be moved by: Cllr Clark (Lib Dem Group)

Date of submission: 28th October 2021

Full Council notes that:

1. There was a widespread welcome when this administration agreed to support the scheme to bring secondary education back to the Daventry Rd site.
2. The growing shortage of Year 7 places has been raised repeatedly over recent years and the situation has become even more concerning with the failure to deliver the new school at Temple Meads.
3. The further fly in the ointment was that the promised opening date for the newly built school was later than needed in 2023. There has been an attempt to address this with local Cllrs getting support from LEA officers for possible early opening in temporary accommodation in 2022. Possible sites have been identified but matters have now become even more urgent as central government have slipped the opening date from 2023 to 2024.
4. It is the legal duty of the administration to do everything possible to ensure that there are sufficient school places and the reality is that there will be shortfalls in the hundreds.

Full Council resolves to;

1. Call upon the Mayor to maintain and support the working group of local Cllrs, LEA officers, the education cabinet member and the chair of People's scrutiny.
2. Ensure this group must have an open channel to department of education officers and rapid work needs to take place to establish the deliverability of the shortlist of temporary sites for 2022 or 2023 highlighted including the temporary use of the New Fosseway site.
3. Ensure this group reports back to full council at 3 month intervals.

Motion to be moved by: Cllr Hopkins (Lib Dem Group)

Date of submission: 28th October 2021

A Universal Basic Income Trial for Bristol

This council notes:

1. The drastic impacts of the Covid Pandemic on employment and household incomes in the city;
2. The threat to income and employment from automation and artificial intelligence, which could affect a great many more jobs in future;
3. The development of universal basic income (UBI) trials in other countries, which offer a non-means-tested sum paid by the state to cover the basic cost of living, which is paid to all citizens individually, regardless of employment status, wealth, or marital status, which has been widely debated in recent months;
4. That a trial of UBI was promised by the Labour party had the party won the last general election;
5. The resolutions of other local authorities including Sheffield, Birmingham, Lewes, and Brighton and Hove [with cross party support] calling for trials of UBI;
6. A network of Universal Basic Income Labs has been set up and works with local authorities across the UK developing UBI proposals to address problems such as poverty, inequality, discrimination and environmental damage, long-term and immediately, in relation to coronavirus. One is operating in Bristol.
7. Birmingham City Council has issued a briefing on UBI. (1)
8. UBI has been Green Party Policy since about 1973 and more recently taken up by other parties. (2)

This council believes:

1. That the current benefit system is failing citizens, with Universal Credit causing hardship to many communities;
2. A UBI is the fairest, most effective way to mitigate the effects of coronavirus on people's incomes as it does not discriminate between employment status, caring responsibilities, age, or disability when providing basic support;
3. There is a danger of increasing numbers of people facing poverty as a result of the coronavirus crisis;
4. Testing a UBI is needed, as a UBI has the potential to help address key challenges such as inequality, poverty, precarious employment, loss of community, and breach of planetary boundaries through:
 - i. Giving employers a more flexible workforce whilst giving employees greater freedom to change their jobs;
 - ii. Valuing unpaid work, such as caring for family members and voluntary work;
 - iii. Removing the negative impacts of benefit sanctions and conditionality;
 - iv. Giving people more equal resources within the family, workplace and society;
 - v. Breaking the link between work and consumption, thus helping reduce strain on the environment in line with the One City Climate Strategy;

- vi. Enabling greater opportunities for people to work in community and cultural activities or to train or reskill in areas that will be needed to transition to a lower-carbon economy.
5. The success of a UBI pilot should not be measured only by impact upon take-up of paid work, but also the impact upon communities and what the people within them do, how they feel, and how they relate to others and the environment around them; and,
6. Given its history of social innovation, wealth of expertise, and active networks across community, business and public services, Bristol is ideally placed to pilot a UBI.

This council calls on the Mayor to:

1. Send a joint letter with the other party leaders to the Secretary of State for Work and Pensions, the Chancellor of the Exchequer, the leader of the party in Government, their counterparts in all opposition political parties in parliament, and all local MPs, asking for a trial of Universal Basic Income in the city citing the above reasons.

Motion proposed by Councillor Stafford-Townsend (Green Group)

Motion submitted: 28th October 2021

Sources

- 1) Birmingham City Council's official UBI briefing - see https://birmingham.cmis.uk.com/Birmingham/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=nb28HJzZZy8R6UE9qsv3LHJckreeBwn50TbzgOriXhiHQcf3zr1WGQ%3D%3D&rUzwRPf%2BZ3zd4E7lkn8Lyw%3D%3D=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2FLUQzgA2uL5jNRG4jdQ%3D%3D&mCTIbCubSFfXsDGW9IXnl%3D%3D=hFfIUdN3100%3D&kCx1AnS9%2FpWZQ40DXFvdEw%3D%3D=hFfIUdN3100%3D&uJovDxwdjMPoYv%2BAJvYtyA%3D%3D=ctNJFf55vVA%3D&FgPIIEJYlotS%2BYGoBi5oIA%3D%3D=NHdURQburHA%3D&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3D&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3D&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3D&fbclid=IwAR3v5XWzNYc_KENecR4_O6k4xSFL847QcMyKppBD6IUO5x2gLp5E3GdI3_M
- 2) <https://www.bristol247.com/opinion/your-say/otherpartieswillriudiculegreenpolicies/>

Green Finance

Full council notes:

1. That in order to reach our climate goals huge changes are needed across almost all areas of our city, especially in the domestic, commercial/industrial, and transport sectors where rapid decarbonisation is needed.
2. That retrofitting homes and buildings, creating low-carbon heat sources, increasing our green electricity generation, improving our recycling rates, and providing infrastructure for EVs, cycling and other green transport infrastructure requires a substantial increase in the level of resources applied, particularly financial investment, that is currently beyond the capacity of our city.
3. That the council estimates £6-£10 billion in funding is needed in order to reach our carbon zero target.
4. That the level of resource commitment currently provided by national government is inadequate and requires a major step change in the levels of public funding made directly available to local authorities to achieve the climate targets identified at COP26. Private sector funding is likely to form a substantial element of the investment needed to reach the ambitious climate change targets Bristol has committed to.
5. That private investment can often have unintended negative consequences, and historically has often led to the degradation of the environment rather than its enhancement.
6. That work by officers on climate finance is ongoing and will continue to develop as we move forward, including collaborative work with other cities and key partners.
7. That within 48 hours of this Full Council meeting, COP26 will focus on the contribution cities will be making to the fight against climate change; and that in this context, Bristol must demonstrate its leadership in removing barriers to mitigation and resilience-building

Full council believes:

1. That investment from both central government and the private sector should be urgently sought in order to finance our decarbonisation efforts.
2. That decarbonisation of the private sector is also necessary to reach net zero and we should work constructively towards a common goal.
3. That members, as elected representatives of the people, have an important role to play in the process of encouraging suitable investments to help us reach our climate goals.

Full Council resolves to:

- 1) establish a series of workshops to inform and gather feedback from elected councillors on climate financing options.
- 2) set up a cross-party member group to:
 - (a) establish the principles and objectives of climate financing, building on work already completed and ongoing within the city.
 - (b) determine, with the advice of specialists, the opportunities of seeking new finance streams, including from innovative green mechanisms and private sector sources.

Motion proposed by: Councillor Mack (Green Group)

Motion submitted: 28th October 2021

Mobilise community investments to tackle climate change

Full Council notes:

1. That this council unanimously declared a climate emergency in November 2018 following a Green Motion to Council
2. The motion committed the city to achieve net zero carbon impact by 2030 and there are now under 10 years left to this target date
3. The council has been progressing a package of low carbon opportunities called City Leap since May 2018. City Leap is still subject to a procurement process since a new process was started in 2020 and the role it will play in decarbonisation of the city is not yet known.
4. A new low risk model called Community Municipal Investments [CMI] has been developed by Leeds University and Abundance Investments platform with UK Government and EU support. This concept had the support of 4 local authorities including Bristol City Council. [1]
5. This model of green bonds with a local authority guarantee is proven to mobilise local and other investment and channels local savings into local projects with low risk and a modest return to investors [2] and after the first issue further calls can be automated. The Local Government Association presents it as a model for mobilising widespread private investment to decarbonise localities.

Full Council believes:

1. That offering local savers and other ethical investors a way to support the city's journey to carbon neutrality mobilises community engagement in the process of change, attracts significant sums for named projects, and should be developed. 72% of people want to lend savings to help councils develop Climate Emergency Plans [3]
2. That offering security and a modest rate of interest through municipal bonds is an established way to develop local infrastructure [4]. This complements other projects such as the successful Bristol Energy Cooperative.
3. That CMIs can help us amass funds on a regular basis develop a series of practical projects for a low carbon transition now in partnership with others which will be popular with local savers. This mobilises capital that could otherwise leave the city.
4. While CMIs are floated as possible way that might be used in the city to help fund the energy upgrade of community buildings in the SONNET project [see 5] no actual CMIs are yet planned.
5. The Mayor should prioritise CMIs as part of the package of investments that will create positive economic opportunities and carbon neutrality while building community wealth.
6. Bristol should join the other 3 pioneers of CMI in developing local opportunities for local investors [e.g. 6]. In 3 months about £1m funds can be collected for investment and this can be repeated periodically.

Full Council resolves:

1. To call on the Mayor to begin development of Community Municipal Investments for the city.

2. To ask the Mayor to promote CMI as a way residents and institutions can be engaged and actively involved in contributing to a zero carbon city.
3. To request officers to identify carbon saving projects suited to CMI investment in conjunction with city partners.

Motion to be moved by: Cllr Fodor (Green Group)

Date of submission: 28th October 2021

References:

1. The report supported by Bristol:
<https://baumaninstitute.leeds.ac.uk/research/financing-for-society/>
2. Initial proposed interest rate is 1.2%. See: Your questions answered on Green Community Bonds | Abundance Blog
<https://medium.abundanceinvestment.com/community-municipal-investments-your-questions-answered-25218ed4d2cb>
3. Survey by One Poll, 2020, cited by the Local Government Association.
4. https://medium.abundanceinvestment.com/community-municipal-investments-the-new-option-for-your-low-risk-money-a9cc5d72e03a?source=post_internal_links-----1-----
5. Survey of community groups underway in the city – see [SONNET – The Bristol City Lab – Bristol Energy Network](#)
6. These are: Leeds Council, Warrington, and West Berkshire. Eg Invest now:
<https://info.westberks.gov.uk/wbcmi>;
<https://www.abundanceinvestment.com/invest-now/warrington-2025>

Ending investment in fossil fuels by Avon Pension Fund

This council notes:

1. In 2015, Full Council supported a Green motion and 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; Council agreed that the Mayor should contact Avon Pension Fund and ask for a report on the issue;
2. There is widespread and heightened concern from scientists that declared worldwide fossil fuel reserves, if exploited, constitute a threat to the stability of the global climate; 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;
3. 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 called for their own funds to be divested.
4. 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;
5. The Avon Pension Fund uses investment provided by the Brunel Pensions Partnership, which is a leading local government pension partnership offering low carbon investment opportunities. This fund is only seeking to meet the 2015 Paris climate targets which are now known to be inadequate to secure climate stability.
6. Staff union Bristol Unison have given their clear support for divestment of the funds from fossil fuels, in a motion seconded by the Branch Secretary and presented to the Avon Pension Fund, as have other Unison branches also in the same fund.
7. 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.
8. In 2020 the Bristol Mayor declared the city would seek to promote divestment of the pension fund through signing the international C40 cities' declaration that we are "taking Divest/Invest action for a fairer, fossil-fuel-free green recovery. This commits to:

"Take all possible steps to divest city assets from fossil fuel companies and increase investments in climate solutions"

"Call on pension funds to divest from fossil fuel companies and increase financial investments in climate solutions."

This council believes:

1. 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;

2. Council recognises that a carbon neutral city will create substantial, valuable new jobs in the future sustainable economy.
3. That the investment strategy and policies of the APF should rapidly be brought into line with this vision of the future inclusive prosperity and sustainability of the city and should not be bound by the 2015 Paris targets;
4. The council should actively call on APF to commit to move funds over the next five years from any holdings that are not seen to be ending fossil fuel exploration, production and processing
5. Bristol's participation in the C40 group of cities, where pension divestment is a headline commitment, mandates the City Council to take a regional lead on this issue;
6. 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.
7. Now is the time for action; the current strategy of 'engagement' with high emission companies, is not showing to be swift, or effective enough.
8. The council should work with staff to debate and explain the need for funds to support new investments meeting commitments to social and environmental justice, learning from the successful engagement of the Environment Agency Pension Fund, which is also part of the Brunel Pensions Partnership.

This council therefore resolves to:

1. To ask the Mayor and Councillor Pearce to ensure liaison 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;
2. To support the promotion of investment in clean technologies that support renewable energy, energy efficiency, smart energy and energy storage among other investments that are in line with such policies, the City Leap agenda, and the city's goals for 2030;
3. Use its full influence and voice on the Avon Pension Fund committee, and its relationship with the representatives of the other authorities which are the core members of the fund (Bath and North East Somerset Council, South Gloucestershire Council, and North Somerset Council, plus WECA) to advocate urgently for divestment from all fossil fuel stocks in the existing pension fund over a three year period
4. To call on the Mayor and Cllr Peace to ensure liaison with fund members in the city and council unions about the case for changes to their pensions while ensuring a just transition for workers in sectors that will change, and how this helps achieve a carbon neutral city by 2030.

Motion to be moved by: Cllr Fodor (Green Group)
Date of Submission: 28 October 2021

Bristol Living Rent

Full Council notes that:

1. Around a third of Bristol residents are private renters, yet our broken housing market makes renting in Bristol increasingly unaffordable.
2. Private rents have increased by an average of 52% since 2011 and continue to increase faster than the rate at which incomes rise.
3. The 2021 quality of life report indicates that a third of renters are unsatisfied with their landlord, yet weak protections for renters and the fear of retaliatory evictions make it difficult to challenge poor quality, unsafe accommodation, or discrimination based on protected characteristics or type of income.
4. Many letting agents have an informal but well-observed practice of periodically encouraging all their landlord clients to increase rents, contributing to rent inflation.
5. Local authorities have no means to enforce rent controls, and currently have limited influence on private sector rental values or powers over private landlords.
6. Both the Green and Labour Party manifestos in the 2019 General Election supported rent controls, and the Mayor of London has pledged to lobby central government for local authority powers to control rent levels.
7. The high cost of rent disproportionately affects younger people and marginalised people in the city.

Full Council believes that:

1. High private rental costs push people into poverty, debt, and homelessness, contribute to overcrowding, and negatively impact the mental and physical health of renters.
2. Rent increases can be unfair on tenants and can directly lead to housing insecurity.
3. Genuinely affordable rents give people the freedom to live a decent life, helping to lift families out of poverty and not just manage each month.
4. Local authorities should be granted powers to control rents and regulate the private rental market.
5. A “living rent” should be defined relative not to the housing market but to the household income of a region.
6. People on lower incomes should typically not have to spend more than around a third of take-home pay on rent, as recommended by the housing charity Shelter.

Full Council resolves:

1. To support the Mayor to publicly lobby central government for direct powers to control rents and regulate the private rental market of Bristol.
2. To further ask the Mayor to lobby the government for direct powers to give tenants increased rights pertaining to negotiating their minimum tenancy agreements.
3. To research, publish and promote an annual “Bristol living rent” for the private rented sector with a view to exerting influence on the rental market within Bristol. The “living rent” will be specified with consideration of dwelling size.

4. To include in the report the “living rent increase” per annum.
5. To include in this report the current actual average rent rates in each area of Bristol.
6. To define “living rent” as a proportion of median income for Bristolians. The report will make use of existing ONS data on household income.

Motion Proposer: Councillor Parsons (Green Group)

Motion Submitted: 28th October 2021

A Workplace Parking Levy for Bristol

Full Council notes

1. A Workplace Parking Levy (also referred to as Corporate Parking Levy) is a licensing scheme for active workplace car parking places. They vary in detail and can include various concessions (e.g. blue badge holders; smaller businesses; NHS facilities). These schemes reduce driving into the city centre and provide funds that can be reinvested in transport alternatives or improvements.
2. That the proposal for a Workplace Parking Levy (WPL) was initially discussed in Bristol ten years ago and we have fallen behind other cities in its implementation.
3. A scoping study produced for Bristol Council in 2011 estimated that a citywide workplace Parking Levy (with small businesses exempted) could generate a net revenue of around £11 million per year.
4. Following a budget amendment made by the Green Party in 2020, an appraisal report is now being developed. We further note that as it has yet to be published, it is unclear as to the detail of implementation. We understand that the report's findings are generally in favour of WPL.
5. The growing national base of evidence for WPL. Most notable is Nottingham which has been running its scheme since 2011 and now raises £9 million a year with a circa £400 WPL with minimal running costs
6. Support for exploring a WPL was noted in the Bristol Transport Strategy adopted in 2019.
7. There are several, evidenced benefits of WPLs, including:
 - Reduction in congestion and associated air quality improvements;
 - Investment in public and active transport;
 - Freeing up land - unlike a congestion charge, the WPL has an evidenced bonus effect of making more land available for other uses, such as green space or new residential buildings.
 - That any levy is easy to administer, keeping transactional costs to a minimum
 - They encourage private sector involvement and investment in the city
 - There is unlikely to be any additional pressure on on-street parking as the levy is on the space not the vehicle
8. Councillors will need to see the detail, but it is anticipated that the coming report will add to the positive national evidence base for the policy.

Full Council resolves to call on the administration to:

1. Share and make the appraisal report on WPL public when it is complete
2. Formally commit to a WPL scheme for Bristol (pending the report's findings)
3. To publish a timetabled delivery plan for a WPL scheme with the aim of going out to consultation by April 2022 with full implementation within two years of that date (compatible with the Local Transport Act 2000)
4. Approach Government to ensure as much match funding as possible
5. Work with WECA to see if a WPL can be developed in parallel in other neighbouring authorities

Motion proposed by: Councillor Wilcox (Green Group)

Date Submitted: 28th October 2021

Notes

- Bristol Transport Strategy -
<https://www.bristol.gov.uk/documents/20182/3641895/Bristol+Transport+Strategy+-+adopted+2019.pdf/383a996e-2219-dbbb-dc75-3a270bfce26c>
- Information on Nottingham's Workplace Parking Levy:
 - o <https://www.nottinghamcity.gov.uk/wpl>
 - o <https://www.transportxtra.com/publications/parking-review/news/68005/the-workplace-parking-levy-nottingham-pioneers-the-way-ahead/>

Democracy Motion

This Council notes plans by the Conservative Government to replace the Supplementary Vote system used to elect Mayors, Metro Mayors and Police and Crime Commissioners with First Past The Post.

This Council also notes the Government's plans to bring in compulsory photo ID for people wanting to vote, well aware that three and a half million people in this country do not have any photo ID.

This Council also congratulates the Welsh Sennedd for passing the Local Government and Elections (Wales) Bill on 21 January this year which delivers the following:

- The right of Local Councils to scrap First Past the Post and instead elect Councillors using the Single Transferable Vote
- Votes at 16 - extending the franchise to 16 and 17 year olds and to all foreign citizens legally resident in Wales.
- Automatic Voter Registration - The bill also paves the way for an overhaul of Wales' outdated and ineffective system of voter registration. The bill could lead to a new system where registration officers can identify people missing from the register and let them know they'll be added.

English voters are already disadvantaged compared to voters in Northern Ireland, where STV has been used to elect Councils for decades, Scotland, where the same move was made in 2007, and now Wales is making the same changes.

This Council agrees to join the campaign by the Electoral Reform Society to demand the same rights for English voters that are already enjoyed by voters in Northern Ireland where STV has been used for years, Scotland, where STV came in for Council elections in 2007 and in Wales where Councils will, inevitably, make the move to fair voting.

This Council also commits to working with other Councils, Core Cities, Mayors and Metro Mayors and others to:

- Oppose the scrapping of the Supplementary Vote system that ensures more votes count;
- Oppose the introduction of compulsory photo ID for voters
- Demand new legislation to allow:
 - English Councils to switch to STV if they so chose
 - Votes at 16
 - Automatic Voter Registration

Finally this Council calls on all UK political parties to embrace electoral reform for all elections so everyone can vote for the candidates or parties they truly believe in safe in the knowledge that their vote will always count.

Proposed by Cllr Breckels (Labour Group)

Motion submitted 28th October 2021

