

Full Council -9th November 2021

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public who live and/or have a business in Bristol are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). If a reply cannot be given at the meeting (e.g. due to lack of time) or if written confirmation of the verbal reply is requested by the questioner, a written reply will be provided within 10 working days of the meeting.

*point of explanation - where a person has asked two questions on the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title
PQ01	Carolyn Rogers/ Jill Tarlton	Climate Change, Floods and Sea Level rising
PQ02 & PQ03	Nigel Shipley	Bristol Citizen's Assembly Recommendations
PQ04	Susan Hackett	Historic Harbourside Waterways
PQ05	David Wiley	Closed stores in our High Streets
PQ06	Margaret Edwards	A Clean City
PQ07	David Wiley	Increasing number of flats in the City
PQ08	Matt Gibbs	Consistent RPZ approach in the Southville Ward
PQ09	Ami Pilkington	CAZ
PQ10	Jane Mowl	Caravan and Motorhome Club in Central Bristol
PQ11	Joe Wood	Obstructive and Dangerous Pavement Parking
PQ12	Valerie Harland	Western Harbour Development
PQ13	Dr Claire Gronow	Zero Carbon Transport
PQ14 & PQ15	Suzanne Audrey	Public Forum Questions Process
PQ16	Peter Hughes	Bristol One City Climate Strategy
PQ17 & PQ18	Rob Bryher	Citizen's Assembly
PQ19 & PQ20	Josephine Robinson	Plant-based Options
PQ21	Alison Allan	Fossil Fuel Exploitation
PQ22 & PQ23	Tom Bosqanet	St Luke's Pedestrian Crossing
PQ24 & PQ25	Jackie Walkden	Fossil Fuels
PQ26	John Tarlton (Bristol Tree Forum)	Protect greenfield sites from misleading brownfield classification
PQ27 & PQ28	David Redgewell, South West Transport Network	Train Service between Avonmouth and WSM, Consultation on the Supported Bus Network
PQ29	Anna Dent	Results of Windmill Hill traffic consultation and taking forward Liveable Neighbourhoods strategy
PQ30 & PQ31	Anita Bennett	St Christopher's School
PQ32	Anna Boulter/ Simon Hobeck	School Crossing Patrol for Hillcrest Primary School
PQ33	Geoff Collard	Disinvest from Fossil Fuels – Avon Pension Fund
PQ34	Friends of Jubilee Pool	Save Jubilee Pool
PQ35	Patrick McAllister	Pension Funds and Fossil Fuels



QUESTION PQ 01

Subject: Climate change, floods and sea level rising

Question submitted by: Carolyn Rogers

What are the provisions being made by Bristol City Council to protect , and prevent flooding in, the Cumberland Basin , the harbour - reaching into all the various wharves , surrounding properties , businesses and green spaces, given that the frequency of storms and flooding due to climate change is increasing (storm surges around the UK are projected to show the highest increase in size along the Bristol Channel and Severn Estuary) , and sea levels are set to rise by 20 -30 cm by 2050, and by 30 - 40 cm by 2080, endangering homes, businesses, cultural centres and greenspaces in our city?

I ask that this question be answered by Mayor Marvin Rees, as decision maker for Bristol City Council, and that in addition to a verbal response I be given a written reply.

Reply:

The Bristol Avon Flood Strategy was approved by cabinet in March 2021. It sets out our plans for managing the risk of flooding from the river Avon in central Bristol over the next 100 years including the harbour area.

The plans take account of – and are in fact driven by – the impacts of climate change. As such, the plans are adaptive in nature so we can respond to climate change over time.

The Strategy is now being developed into an Outline Business Case using local levy funding from the regional flood and coastal committee.

The housing we propose to bring forward in the area will support the flood plan in two key ways:

- **First, the development and landscaping themselves, with imaginative public space, can serve as a flood defence.**
- **Second, the section 106 funding unlocked through the development can also support the funding of the future flood plan.**

Furthermore, by building homes in a sustainable location, those that live there will be able to minimise their own carbon footprint.



QUESTION PQ 02 & PQ03

Subject: Citizens' Assembly recommendations to create an independent One Stop Shop, and training and upskilling the workforce.

Question submitted by: Nigel Shipley

Question 1: Please can you give an update on developing an independent One Stop Shop as recommended by the Citizens Assembly, and how can local environmental and community groups become involved in setting it up, running it and helping to engage the public in using its advice to live more sustainably?

Explanatory text for Question 1: Citizens Assembly recommendation 4 states: *Reduce the fragmentation of all the different sustainability schemes and initiatives by creating and promoting an independent One Stop Shop that contains objective, trustworthy information, in order to provide support right through the process.*

Bristol has many community and environmental groups that are well placed to engage the public in discussion about how to live more sustainably and to coordinate local initiatives to achieve this. I would like to see opportunities for such groups to:

- Help shape the development of the One Stop Shop.
- Become part of their governance structure.
- Provide volunteers who could engage the public in thinking how they could use its advice to live more sustainably or set up community sustainability projects.

Reply:

This question was answered in person at the meeting (the discussion can be viewed [here](#)). The link to the Bristol Climate Hub website referred to in the response is available [here](#).

Question 2: Please can you update on the development of training and upskilling for the workforce so that the green industry is prepared to carry out the improvements required to achieve a sustainable future.

Explanatory text for Question 2: Citizens Assembly recommendation 1 states: *Council is to lead on training and upskilling the workforce by securing investment, ensuring high standards, harnessing innovation and making the most of local creativity and entrepreneurship such that the green industry is measurably prepared to carry out required improvements within 5 years.*

Given the huge scale of the green revolution that is urgently needed to address the climate crisis a very large numbers of skilled workers will be needed. Many of these skills will be new to the workforce as new technologies are introduced to achieve a sustainable city. For example, there are currently very Bristol few plumbers who have the technical knowledge to install a domestic air-source heat pump to a high standard, but many thousands are needed to be installed if we are to reduce the city's carbon footprint. What is being done to recruit and train this workforce?



Reply:

This question was answered in person at the meeting (the discussion can be viewed [here](#)).



QUESTION PQ 04

Subject: Historic Harbourside Waterways

Question submitted by: Susan Hackett

Recent reports indicate that the historic Harbourside waterways are in a serious state of disrepair. Embankment walls are failing.

BCC unveiled plans for a major flood prevention strategy in the autumn of 2020.

What connection is there between the Floating Harbour's condition, the planned £249 million flood defence strategy and the Baltic Wharf development?

Reply:

This question was answered in person at the meeting (the video of the discussion can be viewed [here](#)).



QUESTION PQ 05**Subject: Closed stores in our High Streets****Question submitted by: David Wiley**

With Debenhams having closed and m and s about to close what is the council doing about the massive gaps and closed stores in our High Street. Park Street also has many empty stores. I wonder are these venues too big or is the rent too much - should the venues be split into similar venues. What is the plan for the future and what will go in these places - more companies/something else?

Maybe nice posters of Bristol or inspirational things or informative/inspirational notices could be put up in these places. With the arena now out of the city and so many hotels and flats being built I also wonder what will all these people be doing in the city centre and where will they go if big name brand shops continue to close down. The high street has taken a massive hit in recent years but we are losing our past and more flats (with the ongoing cladding crisis as well) can't be a great idea when Bristol needs houses to tackle the ongoing housing crisis, the movement of people from inside and outside Bristol and the massive jumps in house prices stopping so many people from being able to afford a home. With climate change a massive issue for our future maybe there is a way to link in to this too.

Reply:

The issues highlighted are not unique to Bristol, they are impacting high streets across the country. You may be interested to know we have retail rental prices that are [among the cheapest in the country](#). This is one of the indicators that suggests we have a surplus of retail units in the city.

We are working in a range of ways to ensure our city centre can successfully adapt and thrive. To share a some examples of work that is underway:

- 1. A City Centre Development & Delivery Plan is being produced focusing on the longer-term physical regeneration of Broadmead, St James Barton Roundabout, Castle Park and the Old City. The Plan will consider changing trends (including retail, leisure, office markets), the need for additional housing, the climate emergency, and will provide a vision and plan for the next 10 years. We are working with property owners and other stakeholders on the plan. Full public engagement is planned for 2022.**
- 2. We have developed a £4.725m programme of support for the City Centre and high streets, this includes:**



- **A Vacant Commercial Property Grant Scheme where businesses and organisations can apply for up to £10,000 to bring a vacant commercial property back into use.**
- **Business engagement and support, with visits to high street businesses to understand their needs and provide support/signposting.**
- **Marketing and promotion – including the Where’s It To? campaign, see www.wheresittobristol.com**

The programme also includes geographically-targeted interventions which focus on a more inclusive culture and events offer to attract people back to high streets, and street scene and green infrastructure enhancements to improve the look and feel. These are focused on the City Centre and nine local high streets. Bristol@Night are also work to support the offer already in place to encourage people to visit the City Centre and support the night time economy safely.

- 3. We are working with partners to build homes in the city centre – Temple Island and St Philips, Castle Park View, Frome Gateway, Western Harbour – as well as the redevelopment of the Galleries, which will bring thousands of homes in walking distance of that retail centre. These are going to be mixed housing, so we can bring families back to the city centre we are also exploring the development of more play and family entertainment outlets. We are looking to build more housing and entertainment venues in the city centre.**

We are confident that our plans will help deliver a vibrant city centre and night time economy.



QUESTION PQ06

Subject: Tagging

Question submitted by: Margaret Edwards

Whilst valuing the sincerity of the Mayor's wish to have a clean city and acknowledging the valuable work done by the council staff, it is clear that the situation in relation to tagging is getting worse in all areas of the city and is having a detrimental effect on people's general sense of well-being.

Is it not time for the Mayor to make another concerted effort to give major publicity via the press, television and social media to say that this will not be tolerated in the city of Bristol and to allocate more resources to it.

This would help to create a new culture to replace the perception of Bristol as a city where criminal damage of this kind is acceptable.

Reply:

Thank you for highlighting the good work that officers and Bristol Waste Company are doing to remove thousands of incidents of graffiti and vandalism from the walls of the city every year. It is important to recognise that tagging is connected to street art and graffiti and they are all part of the same process. Any campaign needs to be based around permission walls as the only areas where any form of graffiti is acceptable.

The city has suffered from an increase in graffiti since we have come out of lockdown.

One of my priorities is improving the cleanliness of the city and that means tackling graffiti.

A tag that only takes seconds to be sprayed on a city wall costs us hundreds of pounds to remove, adding up to hundreds of thousands of pounds every year being wasted that would be better spent on delivering services to our communities that need them most.

Since September the council has submitted hundreds of reports of graffiti crime on its property to the police and have asked other business groups to do the same. This helps the police to increase the resources dedicated to tackling the problem.

I recently held a waste summit with city leaders which address the things you raise, and to look at the city's relationship with waste in general: clean streets – recycling – reuse – waste to energy – reduction of waste in the first place.



Following this, we intend to make announcements on our response plan in the new year, and a communications campaign will be a key part of this to drive culture change.



QUESTION PQ 07

Subject: Increasing number of flats in the City

Question submitted by: David Whiley

What is the councils plan for the ever increasing amount of flats being built in the city, a huge influx of people living here and the need for car parking spaces and also electric charging ports for a greener future ie. All these flats built in castle Park view to be opened soon in a small area which I'm guessing will have a complete ewsl form as well?

Reply:

Bristol's raw material is, by definition, defined by our geography, our economy and our demography:

- **We have 42 square miles of land.**
- **A population of around 460,000 people (scheduled to grow by almost 100,000 people by 2050) from over 187 countries, speaking 91 languages and practising 45 religions.**
- **A pre-pandemic £15bn annual economy, two leading universities, world-class aerospace, and a vibrant cultural sector.**

We're also facing significant challenges:

- **More than 15,000 people on our waiting list for housing.**
- **Inequalities in healthy life expectancy of over 16 years between people living in the most and least deprived areas of the city.**
- **The need to respond urgently to the threats of the climate and ecological emergencies.**

Our plan to take on these challenges is to build more homes on brown field sites in the middle of the city. The kind of homes we build, and where we build them, will be the biggest determinants of the carbon price the planet pays for our population growth. This is the most sustainable place to build and our plan is to bring forward mixed and balanced developments, with different tenures including affordable homes, homes at market value, and social and private rented homes.



By promoting a strategy based upon urban living we can locate new development in close proximity to services and facilities, this will help to reduce need to travel by private car and consequently have an impact on the level of new parking provision required.

The new Local Plan is likely to establish parking standards which are expected to be met by new development and will need to make provision for future infrastructure associated with electric vehicles.

With regards to the provision of EWS1 forms, this is an initiative set up by RICS and mortgage companies when lending on flats to ensure that the external wall construction has been assessed in regards to fire safety. Mortgage companies normally require an EWS1 form on larger residential flat developments. It is likely this will be the case on future developments and building owners will need to provide this as appropriate.



QUESTION PQ08**Subject: Consistent RPZ approach in the Southville Ward****Question submitted by: Matt Gibbs**

The Southville Ward community has been campaigning for a consistent approach to RPZ across our ward since 2018. This is currently imbalanced, with the less expensive houses, more often containing working class families, enjoying fewer RPZ rights & a lower quality of life when compared to other more affluent areas of the same Ward. This timeline (<https://bit.ly/BPRBS3timeline>) shows overwhelming support for extending the RPZ across our ward collected in Cllr led surveys, twice, via methodologically robust studies. During the May 2021 elections, Labour candidates campaigned on the basis of extending RPZ, supported by Labour Party leaflets, publicly supported by the then Cabinet member for transport Mr Dudd, and even publicly supported by the Mayor's own office (see appendix: <https://bit.ly/BPRBS3timeline>).

This action would address the current imbalance of working peoples' rights across our Ward. It would stop one side of Southville being used as a free car park, with the Council in-effect encouraging car users from far and wide to come park here. Evidence shows it would improve residents' quality of life, boost cycling on safer roads, reduce rat running, improve air quality, and support environmental policies.

Will the Labour Mayor please honour his Labour Party's election pledges, honour his own office's pledges and, finally stop blocking the extension of the RPZ across the remainder of the Southville Ward i.e. in the areas most likely to house working-class families?

Reply:

I've been very clear throughout I would only support extension of RPZ where there is overwhelming public support. We have disagreed in the past about what constitutes overwhelming support, and there is little point in doing so again now. However, as you point out in the evidence you included in your question, I committed to further consultation.

I made no promises on RPZs. RPZs protect cars and encourage driving, and while we don't want to inconvenience people, we don't want to encourage the entrenchment of private car ownership.

Our current direction of travel, as laid out in my 2021 manifesto is toward liveable neighbourhoods. We are currently working on laying out our first trial in St George. I will work with councillors and colleagues to identify a second trial area in due course. However, I believe Southville and Bedminster Green area would make a perfect area for



our second trial of liveable neighbourhoods for some of the reasons you list in your question.



QUESTION PQ09

Subject: CAZ

Question submitted by: Ami Pilkington

Can I ask why the Cabot Circus Car Park, right on the edge of the proposed CAZ is included when this can be used as somewhere to park without driving through the centre?

By including this in the zone I feel people living on the outskirts of Bristol will be encouraged to use alternative shopping centres and high streets, e.g. Cribbs Causeway.

This Car Park was initially removed from the proposed plans in 2020 so why has it been included again?

Reply:

Cabot Circus car park can be accessed via Houlton St from Newfoundland Street or Wade Street without entering the zone. The car park itself will not be charged as part of the CAZ provided you use that route.

The boundary was changed following the first round of consultation to remove Houlton Street from the Clean Air Zone.

It is worth noting, however, that three quarters of vehicles currently travelling into the zone already meet the zone's emission standards and therefore won't be charged.

There's more information on our website about how to check your vehicle, and also an interactive map of the zone: [Bristol's Clean Air Zone charges and vehicle checker - bristol.gov.uk](https://www.bristol.gov.uk/clean-air-zone-charges-and-vehicle-checker)



QUESTION PQ10

Subject: Caravan and Motorhome Club in Central Bristol

Question submitted by: Jane Mowl

Can the council assure me of the future of the Caravan and Motorhome Club in central Bristol? Given the unsuitability of the proposed move to Clamage Road site due to the increased likelihood of severe flooding, it looks unlikely that the club has an alternative site to Baltic Wharf. The current site is unique within the CMC network. Consequently it is fully booked, bringing in vital revenue to local leisure and business facilities.

Reply:

The Caravan and Motorhome Club have made a significant investment in promoting the Clamage Rd site as their new location. Most recently, they have presented evidence at the Public Inquiry earlier this year, which will inform the Secretary of State's decision on this called-in planning application. Until the Secretary of State's decision is received, it is premature to describe the Clamage Rd site as unsuitable.

Measures for managing the use of the site during flood events were presented to the Public Inquiry.



QUESTION PQ 11

Subject: Joe Wood

Question submitted by: Obstructive and Dangerous Pavement Parking

Why isn't BCC taking action against obstructive and dangerous pavement parking? I am asking this particularly with regards to the St Judes area: Wade Street and lower Stapleton Road where children are forced to walk on the pavement or dodge moving vehicles on the pavements every single day. Despite reporting this to the council and to the police many many times, no action has ever been taken. Even the crossing is no longer safe to use as it ends under a parked car, usually with no MOT or tax paid. The pavement on Wade Street has cars parked fully on it 24 hours a day every single day.

Reply:

In short, because we cannot. We do not have the powers.

The police are the only people with the power to take action against obstructive parking on the vast majority of road and pavements. The Council can only take enforcement action against vehicles parked on a pavement that are parked in contravention of a specific parking restriction that is on land classified as adopted highway and is covered by a Traffic Regulation Order.

These are usually where you will see clear signs indicating parking restrictions, double yellow lines, residents parking bays, bus stops and pavement/footways with appropriate signs.

Where there are no restrictions present, only the Police can take action and issue a Fixed Penalty Notice for "Obstruction".

There are also sections of land that may look like a footway, but are private land. In these cases they are the responsibility of the land owner and cannot be enforce by the Council Parking Services. In the case you raise, Wade Street has a large section of footway that is classified as "Private Land".

This subject has been has been looked at by the Government and a [consultation](#) took place recently, which we responded to. We await the government's response and further proposals.



QUESTION PQ12

Subject: Western Harbour Development

Question submitted by: Valerie Harland

For the Western Harbour Development, how will you ensure that the brief for the masterplan clearly states that traffic in the area must decrease and with public transport, walking and cycling prioritised?

Reply:

The motivation for building in this area is that it is a sustainable location near to work, leisure and education service and where we can reduce car dependence.

The main way we will reduce the use of private vehicles is by making the sites fully accessible for cycling, walking and public transport.

The masterplan brief will clearly state a requirement to ensure sustainable active travel is promoted within Western Harbour.



QUESTION PQ13**Subject: Zero Carbon Transport****Question submitted by: Dr Claire Gronow**

In 2019, the Sustainable Transport Network recommended a modal split of at least 40% of all journeys by active travel, a maximum of 30% of all journeys by car and at least 20% of all journeys by public transport by 2030 (<https://bristolgreencapital.org/sustainable-transport-networks-vision-carbon-neutral-transport-system/>). The University of Bristol's Cabot Institute recently released the results of updated modelling which indicates that even stricter limits are needed, recommending a modal split requires a maximum of 20% of journeys by car, 25% of journeys by public transport and 55% of journeys by active travel by 2030 (<http://www.bristol.ac.uk/media-library/sites/cabot-institute-2018/documents/modal-share-for-sustainable-transport-report.pdf>). Whichever recommendations Council wants to adopt, it is clear that Bristol is nowhere near these targets, with car travel currently making up 51% of journeys.

What plans does Bristol City Council have to ensure a zero carbon transport sector by 2030?

Reply:

Reaching net zero carbon emissions from transport by 2030 is a challenging target and will require significant investment from central government.

This is a challenge made harder by covid and the pandemic, which has seen reduced use of public transport services such as buses. The government's Bus Back Better strategy, is a recognition of this national challenge. And through our own work on the Bus Deal we're working to make public transport in Bristol more appealing and reliable as a means of travelling around the city.

We're working with First Bus and other partners to prioritise bus infrastructure and doubling services on key routes. We are currently consulting on our bus deal proposals for the 2 route, a major public transport scheme linking Stockwood all the way through to Cribbs Causeway. This route will be joined by our strategic corridors programme that will expand and increase the metrobus network city-wide.

We are also investing in Temple Meads and the wider rail network with the Metrowest programme.



By building public transport uptake in this way, we will help build the case for our key intervention: the introduction of a low-carbon mass transit system which will transform the way we travel, creating a viable alternative to the private car.

On a local level we are promoting active travel in a number of ways, including by piloting two liveable neighbourhood schemes, the first being St George to see how we can positively improve local areas for people to help them move to more sustainable choices for shorter trips.

We are bringing forward developments that are located in a sustainable, central location and which are designed for active travel: these include Western Harbour, Frome Gateway, Bath Road, Temple Quarter and Temple Island, Castle Park View, Bristol Zoo Gardens, Baltic Warf and Broadmead.

Providing sustainable transport options is, of course, key to meeting our net zero targets. However, we also need to provide enough Electric Vehicle (EV) charging points to enable the transition to EV vehicles is smooth and viable. We are delivering this through our Go Ultra Low West programme.



QUESTION PQ14 & PQ15

Subject: Public forum Questions process

Question submitted by: Suzanne Audrey

Background

At the September 2021 meeting of Full Council I asked two questions in person, and also asked for the responses in writing (which I believed was my right). However, when the written answers were published, the responses were simply: "This question was answered in person at the Full Council meeting."

<https://democracy.bristol.gov.uk/documents/b28249/Item%206%20-%20Public%20Forum%20Answers%20provided%20to%20Questions%2007th-Sep-2021%2018.00%20Full%20Council.pdf?T=9>

I understand the Mayor's Office supplied these responses.

I did not consider "this question was answered in person at the Full Council meeting" to be a satisfactory written answer, and asked for clarification of the procedure i.e. if a question is asked in person at a Full Council meeting, is the questioner still entitled to a written answer? Unfortunately, I have not received a response to this question about the process.

Question 1.

Please can you explain why I was not given written answers by the Mayor's Office to my questions at Full Council in September 2021?

Question 2.

Please can you clarify (for myself and others who wish to ask questions) the process in relation to written answers if the questioner also attends Full Council to ask the question?

Reply:

1.

You had an extensive answer at the meeting. In addition you did get a written response which referred you to the verbal response. There was nothing new to add.



We do have to manage our resources carefully – you asked long questions at full council and cabinet and you had full discursive answers each time, and we also do offer a record on youtube.

The mayor's office is a limited resource and answering questions twice when the discussions are recorded on youtube is not productive.

2.

Answers are given verbally at the meeting when people attend.

We provide a follow up document within ten working days to democratic services who publish it online with answers for those who could not attend.

Where helpful, we additionally try to include further details such as weblinks or tables in writing to those who attend.



QUESTION PQ16

Subject: Bristol One City Climate Strategy

Question submitted by: Peter Hughes

The March 2020 [Bristol One City Climate Strategy](#) promises a climate neutral city by 2030, and detailed Delivery Plans and a Clear Framework for Monitoring and Review. When will these be published?

Reply:

The One City Climate Strategy set a goal for the city to be carbon neutral and climate resilient by 2030. We wrote that plan as a city, because achieving that goal is not in the hands of City Council alone. The achievement of that goal will depend on all city partners, the council, health service, universities, businesses, and individual citizens.

What we need to do is rebuild the city so that the very systems of city life are decarbonised – energy, transport, waste, construction. Our calculation suggest the cost of decarbonising Bristol is around £9.5 billion.

The Climate Strategy is built around a number of delivery plans, related to the topic set out in the strategy, for example transport. Some of these plans are existing statutory strategies which need to be updated to contribute more to the climate strategy goals. The refresh of these plans each takes place to its own timetable. We do not yet have a detailed timetable for the production of those plans or their monitoring frameworks.

In some areas there is not a city-scale plan and new initiatives will need to be developed. For example, the city council is working on a heat decarbonisation delivery plan, following publication of the UK Heat and Buildings Strategy which was published in October.

The one city boards are charged with delivering the one city plan, which includes the one city climate strategy. The one city environment board is leading the wider work on the strategy, with input from the other boards. All city boards are taking account of the climate strategy as they set out their goals up to 2050.



The climate strategy was adopted just as we entered the pandemic and clearly this has affected the capacity of key city partners to undertake new work. Despite this, the council has created a new post to help co-ordinate development of delivery plans and this officer is now working with partners to develop plans and initiatives. For example, in City Hall a couple of weeks ago the Centre for Sustainable Energy hosted an event on retrofitting homes to help develop plans in that area.



QUESTION PQ17 & PQ18

Subject: Citizens' Assembly

Question submitted by: Rob Bryher

Explanatory text for question 1: Recommendation 7 of the Citizens' Assembly (which 93% of participants agreed to) reads "Create an inclusive, transparent and accountable process where the council engages together with citizens, businesses and stakeholders to better communicate our climate commitments through a sustainable transport system." **Action 1** against this recommendation was to "Appoint a champion to work with the chair of the One City Transport Board to have responsibility for these recommendations, with a focus on accessibility in local communities."

At the Full Council meeting on 9th November, Cllr Cheney (answering questions on place of Mayor Rees) stated that membership of the One City Transport board is being reviewed, that a workshop was due to take place (presumably to this end) and that the board "would come together to make a recommendation" for how the Transport board members would be appointed.

Question 1: In light of this workshop taking place, what is the process for applying to be a member of the One City Transport board, how does someone working on transport issues in Bristol make the best case for being invited onto it (or, better yet, apply to be on it) and have the Board decided to appoint a Champion for the Citizens' Assembly's transport recommendations?

Explanatory text for question 2:

Recommendation 10 of the Citizens' Assembly strategy reads "Fundamentally reimagine the places we live so that they are people centred (i.e. create liveable neighbourhoods". The first two actions listed under this recommendation are:

1. Demonstrate the benefits of liveable neighbourhoods by implementing 5 pilot schemes in the most deprived neighbourhoods in place by the end of 2021.
2. Implement a city-wide community consultation plan which educates about liveable neighbourhoods so that by the end of 2022 all residents have the opportunity to commit to make their neighbourhood a liveable neighbourhood and to define their neighbourhood's particular priorities (e.g. reducing through-traffic, parks and green spaces, play streets). It was announced in November that the administration would not be publishing a liveable neighbourhoods strategy for the city but may do so at an undetermined later date. The five most deprived neighbourhoods in Bristol are Hareclive, Bishport Avenue, Bishport Avenue East, Fulford Road North and Whitchurch Lane (Source: Deprivation in Bristol 2019 report).

Question 2: Will the five most deprived neighbourhoods be getting a pilot liveable neighbourhoods scheme by the end of 2021? Will there be a "city-wide community consultation plan" to educate all communities about liveable neighbourhoods by the end of 2022?

Rob Bryher Written in a personal capacity. My apologies for not being able to attend the meeting. I request written answers to these questions.

Reply:



Q1 The transport board, along with other city boards, includes a number of people who have expertise in the field the board covers. There is a collaborative approach to their appointment, but include people who are prepared to consider a wide range of solutions and encompass the views of all relevant stakeholders and partners.

Q2

Our winning manifesto, backed by Bristolians, pledges to trial two liveable neighbourhood projects in the city.

Liveable neighbourhoods can be controversial and have been withdrawn in many places after they were introduced. This is a lesson for us all in bringing people with us. the purpose of the trial is to make sure local people have an input and voice in shaping any designs to reflect their own aspirations and needs. It will also provide the opportunity to evaluate and learn from the consequences, many of which will currently be unseen.



QUESTION PQ19 & PQ20

Subject: Plant Based Options

Question submitted by: Josephine Robinson

1. What is Bristol City Council doing to improve healthy plant-based options on the menus for schools and hospitals?
2. How can Bristol City Council help educate people about how their food choices impact deforestation, biodiversity loss and species extinction, particularly in the Amazon Rainforest?

Reply:

Q1

BCC was a lead partner in Bristol’s successful bid to achieve the Sustainable Food Places Gold Award for the city this year. Bristol was awarded Gold for of our innovative approach and continuing commitment to:

- **reduce food waste**
- **grow the city’s good food movement**
- **address food inequality**
- **increase urban food growing**
- **improve catering and procurement**
- **tackle the impacts of our food system on public health, nature, and climate change**

We continue to be an active member of the city’s food partnership and will soon be developing a One City Good Food Plan 2030 to deliver the food goals in the One City Plan and support our response to the climate and ecological emergencies. Our One City Food Equality Strategy is out to [consultation](#). We also signed the Glasgow Food and Climate Declaration on behalf of Bristol in December 2020.

These preceding points should provide reassurance that as an organisation we fully recognise the significance of our food system in relation to the climate emergency and are working hard to take appropriate action.

We are committed to ensuring Bristol’s children have access to healthy, nutritious, sustainable food. Schools have delegated responsibility over their own budgets, and are best-placed to know the needs of their students and local community. However, food contracts that are procured and managed by our Trading With Schools Service have a specification which includes “meat free” days and a daily vegetarian option.

We don’t have responsibility for hospital meals.

Q2



Bristol City Council was a key partner in developing the One City Ecological Emergency Strategy in 2020.

Goal 4 (“Our Wider Footprint”) is for people and businesses to reduce consumption of products that undermine the health of wildlife and ecosystems around the world, and is therefore a shared city responsibility we all need to address – not just the city council.

We are supporting the Natural History Consortium to oversee city action on the strategy, and it is anticipated that they will be considering a focus on this goal in 2022/23. They are currently developing a [website](#) that will be used to raise awareness.



QUESTION PQ 21a & PQ21b

Subject: Alison Allan

Question submitted by: Fossil Fuel Exploitation

Fossil fuel exploitation is rooted in a colonial mindset which suggests that the needs of some are more important than the suffering of others.

It is well established in Bristol that the worst air pollution affects those in poorer areas; air pollution largely caused by the more affluent. So the poor pay with their health.

This inequality is repeated in Avon Pension Fund's continuing investment in fossil fuels.

The Chief Executive of the Environment Agency, Sir James Bevan, sounded a warning last week in an address he delivered to the Association of Foreign Banks. Noting that the message to come out of the COP26 Climate Summit was that 'there is no future in carbon' and that businesses and investors had to 'adapt or die'. He said that investors that continued to invest in fossil fuels were exposing themselves to major financial risks.

Meanwhile, Brunel, the fund manager for the Avon Pension fund, is making compliance with the Paris Agreement 'optional' and has specified an unclear divestment target of 'well below 2 degrees.C' for Avon/Brunel which under current circumstances feels like abdication.

Question 1. In your opinion, should workers' savings be invested in stranded assets which appear to being used as a shield for those who can afford to play the market?

Question 2. Will the mayor use his influence to urge BCC's representative on Avon Pension Fund to push for immediate divestment from fossil fuels?

Q1.

I don't believe that workers' savings need to be invested in fossil fuels.

A growing number of pension funds are removing themselves from these markets.

In addition it often makes poor sense for the members of the fund, as these assets are not growing at a high rate and so it is not always a sound investment anyway.

Q2.

I don't have any direct influence on the Avon pension fund, but I have asked that they review their statement of investment principles with a view to moving out of fossil fuel markets.



QUESTION PQ22 & PQ23

Subject: St Luke’s Pedestrian Crossing

Question submitted by: Tom Bosquanet

Oh, it is so nice not to have to badger again about the lack of movement on the St.Lukes Rd pedestrian crossing – residents do appreciate that it appears that progress is finally being made and we will all continue to look forward to it being built, though keeping a watchful eye on progress. Thank you for now on that side, so let's move on to another area of interest and potential – electric cargo bikes.

The last few years it has been interesting to see new ideas beginning to be used around Bristol. Voi scooters have obviously been seen & used widely, and seem to be offering a modal shift for short journeys. A number of companies already use electric cargo bikes for their business deliveries and it is positive to see WECA & BCC support setups like Zedify for Final Mile Delivery services. I also note that funding has been available to support businesses to purchase e-cargo bikes, greatly cutting the cost to purchase them. There are clearly some strong green shoots developing and these areas are clearly a great fit for a healthier, less congested and polluted city.

I have chatted with various people the last months about these grants, for example when they've wondered how to move stock or equipment around the city – there is definite interest, but two particular concerns have been repeatedly flagged up.

Firstly there is storage – for example, a cargo bike would be incredibly cumbersome for me to store at home or my office, and similar has been said by neighbours. While motor vehicles have almost free rein in our city (indeed, clogging pavements to the great detriment of everyone else & with little kickback from BCC) your administration provides almost no support for secure on-street bike hangers. Bristol Cycling have rightly been highlighting the lack – without safe & convenient storage, many people will never be able to move to the more active & sustainable travel means – and the imbalance vs motor vehicles storage. Noting, though, that it was positive to see On Street Cycle Hangers mentioned in the current consultation of improvements to the Park Row area – I'm glad they are beginning to appear more on the agenda.

Secondly, many have said that usage might be quite occasional – I certainly feel that and, in fact, this is often not so different from keeping a car which typically won't be used 90% of the time. There are city-car-clubs dotted around the city (or at least the centre – little spreading to the wider areas), so why not e-cargo-bike clubs?

These points of course sideline the urgent need for more safe infrastructure for active travel, something that I hope your administration will continue to give focused attention to.

So, my questions are:

- when will Bristol City Council begin to properly support the secure & convenient on-street storage of bikes across the city?
- are there any plans for rolling out or supporting e-cargo-bike clubs around the city or is this something more for WECA?

Reply:



Q1.

We are developing a toolkit for bike hangars that will set out design standards and procurement options. Bike hangars will also be included in scheme designs. The St George Liveable neighbourhood pilot will include options for bike hangars as does the [Park Row/Upper Maudlin Street](#) scheme that we are currently consulting on.

Q2.

We are supporting the use of eCargo bikes in Bristol via our Travelwest grants. Businesses can apply for 50% match funding towards the cost of an eCargo bike to replace their motorised vehicle journeys. We have also recently secured further funding from the Energy Saving Trust, along with North Somerset and South Gloucestershire Councils, to purchase 19 eCargo bikes for 14 Bristol businesses.

We also run an electric loan bike scheme for businesses, and currently have two trailers available to hire with eBikes,

Through the Freight Consolidation Fund we have also awarded a £100,000 grant to Zedify in Bristol to expand their fleet of eCargo bikes and trikes.

The West of England Combined Authority are also leading on an additional strand of work focusing on eCargo bikes, which considers the use of communal eCargo bikes across the city.



QUESTION PQ24 & PQ25

Subject: Investment in Fossil Fuels

Question submitted by: Jackie Walkden

Many environmental organisations recognise that COP26 was a failure on many counts. It failed to secure the necessary guaranteed reductions in fossil fuel use to limit global warming to 1.5 degrees. Indeed it only talked about phasing down coal, oil and gas weren't mentioned in the final agreement at all. This is a failure of national politicians and a clear sign that they are not capable of having a clear focus on the problem and or capable of understanding the maths of climate change. The only hope we have to get the 1.5-degree target back on track is that investors will stop providing funds to fossil fuel industries - those investors include local authority pension funds.

I know there has been a lot of news in the press about Avon Pension Fund and its regional investment partnership provider, Brunel, aligning funds to the Paris Agreement goals. However, this strategy does not appear to go far enough. For one thing it does not include all funds. Secondly, they will only reduce the carbon emissions by their investments by two thirds by 2030 at a rate of around 7.5% per year and Avon do not intend to be net carbon neutral till 2050, which is clearly inadequate and must at the very minimum be brought forward to 2030.

It is also unclear how they are going to calculate this and whether it will include the emissions of all companies in the investment portfolio. It could potentially be yet another pledge on climate goals that will be broken. The way forward, the Friends of the Earth report suggests is by complete divestment. This approach has already been accepted by at least six local authorities, half of UK universities and well over a thousand institutions.

The dangers of keeping money in fossil fuels do not only affect global temperatures. They also relate to sound financial management. Those modelling climate change say that in order to keep global warming under 2 degrees over two thirds of current reserves cannot be used. It makes no sense to use workers pensions to fund something that can never be used. Therefore my questions are:

- 1 Does the council recognise that continued investment in fossil fuels is increasing the level of reserves which according to scientists cannot be used without endangering humanity?
- 2 Will the mayor use his influence to urge BCC's representative on Avon Pension Fund to push for the immediate divestment from fossil fuels to secure a safer world for future generations?'

Reply:

Q1.

I don't believe that workers' savings need to be invested in fossil fuels.

A growing number of pension funds are removing themselves from these markets.

In addition it often makes poor sense for the members of the fund, as these assets are not growing at a high rate and so it is not always a sound investment anyway.

Q2.

I don't have any direct influence on the Avon pension fund, but I have asked that they review their statement of investment principles with a view to moving out of fossil fuel markets.



QUESTION PQ26

Subject: Protect greenfield sites from misleading brownfield classification

Question submitted by: John Tarlton

The Council recently passed a landmark cross-party motion to protect green spaces from destructive developments. Unfortunately, this has led to several development sites being referred to as “brownfield” with little or no justification. This puts many of our cherished open spaces at risk as it unduly pressures planning committee members into approving inappropriate developments.

I ask that council officers and elected representatives avoid referring to sites as “brownfield” unless they satisfy the required conditions.

1. That the entire site complies with the National Planning Policy Framework definition and satisfies all conditions and exemptions in the Town and Country Planning Act, and
2. That the site is listed on the Council’s Register of Brownfield Sites.

An example is the Baltic Wharf Caravan Park, described by developers as brownfield, where less than 3% of the site is occupied by a permanent structure, 100 trees cover over 30% of the site, it is maintained as a “residential garden” and is therefore exempt, and it is not on the register of brownfield sites.

Reply:

The government defines brownfield sites as ‘previously developed land’ which is:

- ***“land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.”***

Sites do not have to be in the Brownfield Register to be considered as ‘previously developed land’.

The Baltic Wharf site is previously developed land. It is currently used as a touring caravan park and mainly comprises areas of surfaced access road and hardstanding with some buildings.

We are looking to build in brownfield sites such as Western Harbour and others so that we maximise the developments of previously developed land and reduce pressure on green field land. It is my hope that this approach would be supported by those who would seek to preserve green field land from development.



QUESTION PQ27 & PQ28

Subject: Train Service between Avonmouth and WSM, Consultation on the Supported Bus Network
Question submitted by: David Redgewell, South West Transport Network

Question 1

Whilst welcome the 30 minute train service between Avonmouth and Weston super mare from the 12 December 2021 on the seven Beach to Bristol Temple meads line via Clifton Down station. and Beminster the cross city line by the metro mayor Dan Norris west of England combined Authority North Somerset council and Bristol city council and mayor rees working with Network rail western and First group Great western railway.

What progress is being made on this route on opening the jointly funded by the Department for Transport Portway parkway station with Network rail western route First group Great western railway and the west of England combined Authority metro mayor Dan Norris to get this station operational With support from mayor Rees as the city and county of Bristol own the park and ride site . This station is a top priority for the Bristol Transport Board - Do we have an opening date?

Question 2.

With buses at the heart of Greater Bristol and Bath city region main mode of Public transport along with our limited metro west railway Network we are concerned about the consultation on the 110 supported bus network not reaching communities across the city regions. Copies were not available in libraries, tourist information centre, Bus stations, Railway stations or community centre bus stops or realtime displays, forms were placed on stagecoach west bus hct and only some first group buses as this consultation effects main evening weekend and daytime services.

Can the mayor request an extension of this consultation from metro Mayor Dan Norris and the west of England mayoral combined Authority till 20 th December 2021.

The buses services also in the support bus network also require including in this years budgets in Bristol city council Banes and south Gloucestershire as the west of England mayoral combined Authority has no tax raising powers at present. We also require extra money from the department for transport minister Baroness vere of Norberton under covid 19 bus service recovery grant to Keep the city region bus Network operating from April 2022

With 32 bus service changes from January 2022 We need to set up the bus service advory Board with west of England mayoral combined Authority and North Somerset council and passengers forum as part of the bus services improvements plan and enhanced quality partnership

Will the mayor please raise the bus services funding issues with Dan Norris metro mayor and the west of England mayoral combined transport Authority and Baroness vere the buses minister at the Department for transport and with the city region mps?

Reply:



Q1.

I welcome the increased frequency of the Severn Beach line services from December, being introduced as part of the MetroWest Phase 1A project. I hope you enjoyed your journey on the new service last week.

The enhanced services on the line will enable trains to serve the new Portway Park & Ride rail station when it opens next year. Construction of the new station is due to commence in January, with the station due to open in the summer of 2022.

We are currently working with Network Rail and Great Western Railway to agree the opening date and will be in a position to confirm this early in the new year.

Q2.

The responsibility for supported bus services passed to WECA in April 2020. The survey methodology has been determined by WECA and they consider the level of information and its availability to be appropriate.

The level of financial support for bus services from Bristol City Council remains unchanged, and is part of the annual levy to WECA. We are supportive of further discussions between WECA and the DfT for additional funding for bus services.



QUESTION PQ29

Subject: Results of Windmill Hill traffic consultation and taking forward Liveable Neighbourhoods strategy
Question submitted by: Anna Dent

Earlier this year an extensive consultation was held looking at traffic changes around Bedminster Green and Windmill Hill. Many residents responded, and there was a significant majority of responses calling for something to be done about rat-running through Windmill Hill.

The published response to the consultation offered only 1 route for anything to actually be done: a further consultation around the council's Liveable Neighbourhoods strategy, and the vague hope that the area might then be selected to be a pilot neighbourhood.

I now understand that the Liveable Neighbourhoods strategy may no longer go ahead. despite this being a manifesto commitment. Can the Exec Member and the Mayor clarify the situation, and provide us with an alternative way to get essential changes to traffic flows through our neighbourhood actioned?

Reply:

Our manifesto commitment, endorsed by the city, was to trial two areas for liveable neighbourhoods with a view to future expansion. We will deliver against that manifesto commitment.

Our first trial area is in St George and we are commencing conversations with the community.

Through your area committee you can apply for Community Infrastructure Levy funding and propose changes for smaller traffic interventions in your area.



QUESTION PQ30 & PQ31

Subject: St Christopher's School

Question submitted by: Anita Bennett

Can we thousands of families of those with learning disabilities have it confirmed, please, that the Planning Department will be instructed to keep St. Christophers as a school and/or adult provision for our vulnerable citizens?. That means that the Planning Dept will be clearly instructed by the elected councillors to refuse:

—Any application for a Change of Use, for anything other than its present use for day and residential SEN education and housing provision for learning disabled adults.

—Any money for pre-application advice from the new owners of the school land. Evidence exists to prove that the American multinational property Octopus/Aurora company deliberately ran down the school so that it apply for luxury housing on the Downs.

1. Can the Council please clarify what is the present planning use for the school?
2. What level of commitment to SEN does BCC have for the site?

Aurora's deceitful actions has cost our Council millions to fund out of county, to say nothing of them traumatising families of the most vulnerable of children.

Reply:

1. **The existing use of the site is Class F1 of the Use Classes Order: Learning and non-residential institutions.**
2. **Council Education officers have commented on a pre application submission by First Base. The response makes the need for Special Education Needs and Disabilities (SEND) places within Bristol absolutely clear.**

Given the current designation we would expect any developer to show how replacement provision, either on the site or elsewhere, would be delivered. Officers are ready to work with the developer to ensure this is done and any alternative is high quality sustainable. We would want to discuss with First Base and local education providers opportunities.



QUESTION PQ32**Subject: School Crossing Patrol on Wells Road****Question submitted by: Anna Boulter**

In 2017 the School Crossing Patrol on Wells Rd by the junction with Cemetery Rd. was earmarked for termination by BCC. The reasons given at the time were due to budget constraints caused by austerity and the fact that an engineered crossing already exists on the site. As you will remember, the parents and children of Hillcrest Primary School in Totterdown, which was served by the SCP, successfully demonstrated the irrefutable need to uphold the SCP on this site given the extremely dangerous nature of this stretch of road and that the cost of maintaining it was a) a very small fraction of the council's budget and b) incomparable to the cost of a child's life. At the time the council concluded that we were right and agreed not only to keep the SCP but to recruit a replacement for Paul Whitmell, who was manning the post at the time, once he retired. The recruitment started just as the pandemic was beginning and the first lockdown began in the month before Paul's retirement. Obviously, the pandemic has blown many things out of the water but the SCP on the Wells Rd has remained conspicuously absent ever since. In August I wrote to Don Alexander, cabinet member for Transport to enquire about the position and what was happening. In November Don finally informed me that BCC were not intending to replace the SCP because it was not their policy to recruit SCP's where an engineered crossing already exists. When I, and now other parents from the school, reminded him that the argument against this had already been convincing made and agreed with, Mr Alexander responded that recruitment was not possible due to budget constraints and suggested we fill in the consultation about improving the number 2 bus route.

Mr Rees, the engineered crossing site on the Wells Rd continues to be extremely dangerous, with many recent incidents of cars, bikes, lorries and now Voi scooters jumping the red light there at speed. In the time it takes for your road safety consultation to conclude and for any resulting measures to be put in place, serious injury or heaven help us, worse could have easily occurred. We need action NOW. To recruit an SCP would be the quickest and most cost effective solution to safeguard our children from the present and immediate danger posed at the crossing site.

So my question on behalf of the Hillcrest Primary School community, parents and children alike, is this:

Given that both Mr Alexander's stated reasons for not proceeding to recruit have been categorically dismissed and that BCC have themselves agreed with the strength of our argument and agreed that the position should be upheld, when will you be recommending the recruitment procedure for the School Crossing Patrol for Hillcrest Primary School on Wells Rd.?

Reply:

The need for a crossing patrol is always reviewed if the circumstances at a site change, or if a member of staff leaves or retires.

No commitment has been given to replace the Hillcrest Crossing Patrol. The recruitment that is referred to in the question was an unsuccessful attempt to recruit a temporary person to cover sickness absence and was not for a permanent replacement.



The A37 Wells Road is a very busy road which is why a signal-controlled crossing was installed at that location in order to provide the safest way of crossing for everyone.

It is recommended by [Road Safety GB](#) that School Crossing Patrols should not be located at signal-controlled crossings as there is duplication of resources and the patrol can get out of sync with the lights, which can cause confusion to drivers and increase the likelihood of children being in the road when the traffic lights are green.

Supplementing the signal-controlled crossing with a School Crossing Patrol is not considered the best use of resources at this point in time.



QUESTION PQ33

Subject: Disinvest from Fossil Fuels – Avon Pension Fund

Question submitted by: Geoff Collard

Background: I know there has been a lot of news in the press about Avon Pension Fund aligning their funds to the Paris Agreement goals. However, this strategy does not go far enough. For one thing, it does not include all their funds. Secondly, they will only reduce the carbon emissions from their investments by two thirds by 2030, at a rate of around 7.5% per year, and do not intend to be net carbon neutral till 2050, which is clearly too slow and must urgently be brought forwards to 2030. The way forward, the Friends of the Earth report suggests, is by complete divestment from all fossil fuels. This approach has already been accepted by at least six local authorities, half UK universities and well over a thousand institutions.

Question to the mayor: Therefore: ‘Before New Year’s Day 2022, Will the mayor urge Bristol City Council’s representative on Avon Pension Fund and its regional partnership provider Brunel to require them to begin immediately to divest from all fossil fuels and to bring forward their commitment for all their investments and all their funds to be completely free of all fossil fuel investments and be absolutely carbon neutral by 2030 at the very latest?’

Q1.

I don’t have any influence on the Avon pension fund, but I have asked that they review their statement of investment principles to move out of fossil fuel markets.



QUESTION PQ34

Subject: Save Jubilee Pool

Question submitted by: Jo Franks, friends of Jubilee Pool

1. In the Community Asset Transfer package, the Council asked for a percentage of the profits after 5 years. Is this a standard BCC requirement for not-for-profit organisation operating the asset post CAT? If so, please provide some examples of existing assets operating in this manner.
2. Can the Council confirm if they will undertake Capital Repair Works to Jubilee Pool?

Reply:

Q1.

Answers to both of these questions are clearly determined in the Jubilee Pool Prospectus.

A profit share clause is a standard requirement for assets that have the potential to generate a substantial 'financial surplus' (i.e. operating profit). This is the case for Community Asset Transfers, which are for 35 years and any profit share would only be enacted if it exceeds a pre-determined threshold. This will ensure that the Council shares in future profits above a certain level, should there ever be any.

This is described in the Jubilee Pool prospectus as follows:

The lease would be subject to a profit-sharing agreement that will only be operable after the fifth year and only if net profit exceeds a pre-determined threshold. This is to enable the Council to share in future profits in lieu of rent in the event that the future use of the property is very successful and profitable.

This requirement is always applied to CAT leases of substantial assets where the rent is low or nil and that have the capacity to generate income.

Q2

No. The Council has already stated that Jubilee Pool is offered in its current condition and that BCC will not provide financial support towards the cost of repairs.

The CAT prospectus clearly states:



"The property would be offered in its current condition. The future tenant will be required to carry out all maintenance and repairs to the property throughout the Lease term."

"Condition surveys illustrate a level of capital investment will be required to secure its long-term future. The Council is not able to offer any financial assistance towards these works, nor to the cost of repairs and maintenance."

"The property would be offered 'as is' and without any funding for alterations, repairs or running costs."

The idea is that any community partner who may take over the management of Jubilee Pool will use its charitable or not-for-private-profit status to attract grants and investment to improve the asset, rather than use Bristol City Council resources for this.

There are many avenues for funding open to community groups that are not available to Bristol City Council. I would suggest that any group interested talk to the Ardagh community trust who have made a huge success of their community asset on Horfield common and secured investment.



QUESTION PQ35

Subject: Pension Funds and Fossil Fuels

Question submitted by: Patrick McAllister

I speak as one of many young people in Bristol who are increasingly worried that those in power are not doing enough to avoid catastrophic climate breakdown.

We have recently seen COP 26 fail to take sufficient action to curb greenhouse gas emissions - national governments negotiate but fail to reach consensus. We must make sure this does not happen at a local level. We have the chance in Bristol to reach consensus and take the actions needed.

COP 26 agreed to reduce coal consumption globally – but not all fossil fuel consumption and extraction despite the need to urgently reduce this. We are currently tapping into fossil fuel sources at a rate which will far exceed 1.5 degrees of warming. Climate experts have calculated that we have to leave 2/3rds of the fossil fuel reserves we already know about UNTOUCHED, if we are to keep global temperature rises to survivable levels. Letting fossil fuel extraction go on unchecked is disastrous.

One way that we, in Bristol, can help reverse this is to push for Avon Pension Fund to divest from fossil fuels as soon as possible – not by 2050, which will be far too late.

Pension funds generally invest around 2%-3% of their funds in fossil fuels, so it would not make a huge difference to any individual fund to divest from this, especially as returns from investments in renewable energy now make very good financial sense. But collectively, divesting would represent a significant withdrawal of funding from fossil fuel companies. Several other local authorities have now arranged for their pension funds to divest, as have many institutions such as universities.

It would send a crucial message to fossil fuel companies, that their plans to continue, and in some cases expand their fossil fuel exploration, is causing anger and frustration amongst the public, who want ACTION on the climate emergency instead of more delay

We need to stop fossil fuel investment now. ASAP. No more excuses.

And so I ask the mayor if he will instruct his representative on Avon Pension Fund (and its partner investment co. Brunel) to push for immediate divestment from fossil fuels?

Reply:

Q1.

I don't have any direct influence on the Avon pension fund, but I have asked that they review their statement of investment principles with a view to moving out of fossil fuel markets.

