

FULL COUNCIL MOTIONS – 11th January 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. That the Mayor 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.

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>

Motion to be moved by: Cllr Martin Fodor, Redland ward Green Party

Date of submission: 17th December 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.

Sources

- 1) Birmingham City Council's official UBI briefing - see https://birmingham.cmis.uk.com/Birmingham/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=nb28HJzZZy8R6UE9qsv3LHJckreeBwn50Tbzg0riXhiHQcf3zr1WGQ%3D%3D&rUzwrPpf%2BZ3zd4E7lkn8Lyw%3D%3D=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2FLUQzgA2uL5jNRG4jdQ%3D%3D&mCTIbCubSffXsDGW9IXnlG%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_O6k4xSFL847QcMyKppBD6IUO5x2gLp5E3Gdl3_M
- 2) <https://www.bristol247.com/opinion/your-say/otherpartieswillriudiculegreenpolicies/>

Motion proposer:

Ani Stafford-Townsend - Central Ward Green Party Councillor

Motion submitted: 17th December 2021

Ending investment in fossil fuels by Avon Pension Fund Full Council 11th January 2022

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' i.e. 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. Ask the Mayor and Councillor Pearce to meet with the head of the Avon Pension Fund to discuss the divestment of funds over the next 5 years and the review of the fund's ESG policies;
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 liaise 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 Martin Fodor, Redland Ward, Green Group

Date of Submission: 17 December 2021

Public toilet provision in Bristol

Full Council notes that:

1. The council closed 18 public toilets in 2018.
2. Councillors received a petition in May from the bus drivers' union demanding better access to public toilets.
3. During the national lockdown, the community toilet scheme was unavailable because the included businesses were mandated to remain closed.
4. Community toilets are located within businesses which have restricted opening hours.
5. Many community toilets are within premises which serve alcohol, making them inaccessible to Muslims.
6. Access to public sanitation is a feminist issue, a disabilities issue, and a homelessness issue.
7. It is illegal to urinate or defecate in public.
8. The community toilet scheme provides a large number of additional toilets to be used by the public across Bristol, which is a welcome addition.

Full Council believes that:

1. Current provision of public toilets is inadequate to the extent that the council is failing in our public sanitation responsibilities and our human rights duties.
2. The community toilets scheme is inadequate specifically due to the difference in nature of a public toilet block from a private restaurant or bar.

Full Council resolves to call on the Mayor and Cabinet:

1. To continue to engage with the bus drivers' union in resolving their specific needs relating to accessing toilets during their workday.
2. Within the community toilets scheme, to ensure a reasonable provision of toilets which are not inside venues selling alcohol.
3. To commit increased funds in the next budget for managing a sufficient distribution of council-managed public toilet blocks such that the public feel able to travel about the city on foot for long periods of time and be confident that they will encounter reasonable numbers of public conveniences on their journeys at any time of day.

Motion to be moved by Cllr Jenny Bartle

Date of submission: 17th December 2021

SUPPORT CARBON TAX-AND-DIVIDEND

THIS COUNCIL NOTES:

1. That while the COP (Conference of the Parties) is over, Britain still has the presidency for a year, so an opportunity to take real action to attempt to 'keep 1.5 alive' exists;
2. Man-made climate change is widespread, rapid, and intensifying, affecting every part of the globe. Since the second half of the 19th century, the release of greenhouse gases (GHGs) from human activities has warmed the planet by 1.1C. Rapid reductions in GHGs are needed immediately otherwise limiting global warming to 1.5C or even 2C will be impossible;
3. These are the stark conclusions from the latest Intergovernmental Panel on Climate Change (IPCC) report, released in August 2021[1]. The report presented the findings from years of in-depth work from over 200 scientists in 66 countries. It provided key evidence for the 2021 United Nations Climate Change Conference (COP26), which is hosted by the UK Government in Glasgow from October 31st to November 12th 2020;
4. This year has already seen record extreme heat in both North America and Europe, the hottest July globally since records began, catastrophic floods in Europe and China, and raging wildfires in Siberia, Europe, and California. And this is with only 1.1C warming. It will get worse, but how much worse depends on how quickly GHG emissions are reduced;
5. It is estimated that the UK will be responsible for ~800 million tonnes of CO2 equivalent in 2021[2]. We need mechanisms to reduce GHG use quickly. One potentially 'game changing' mechanism is a carbon tax that covers all GHGs emitted in the provision goods and services. For the tax to be socially and economically fair, the money raised should be used to pay a 'citizen dividend'. A carbon tax dividend, starting at £100 per tonne of CO2, would generate up to £80 billion, which could make the necessary changes for a rapid transition to a zero-carbon economy, while supporting UK residents[3].

THIS COUNCIL BELIEVES:

1. The moral and economic case for a comprehensive carbon tax with citizen dividends lies in the 'polluter pays' principle;
2. Currently the costs of climate breakdown are not borne by the industries and activities that are causing the damage but by people and communities coming under increasing pressure and danger;
3. Outdoor air pollution from fossil fuels causes 3 million deaths globally each year and up to 36,000 in the UK. [4];
4. A carbon tax, set at the right level, will drive fossil fuel consumption out of the economy and promote investment in clean alternatives;
5. A citizen dividend from the carbon tax, returned directly to UK citizens through equal lump sum rebates, would ensure that the less well-off actually benefit financially;
6. There is widespread support for a comprehensive carbon tax with a citizen dividend. In 2019, the Wall Street Journal published a call for such a tax from US economists, including 27 Nobel Laureates and 4 former Chairs of the Federal reserve[5]. They stated, "a carbon tax should increase every year until emissions reductions goals are met". In the UK, an Opinium survey revealed that two thirds of UK voters support a

tax on carbon emissions[6]. A 2019 study from the Economic and Social Research Institute, reported in The Times[7], found that a carbon tax could reduce GHG emissions and reduce income inequality;

7. Despite the failure of this year's COP26 meeting in Glasgow to do so, the UK can and should introduce its own comprehensive carbon tax, paying dividends raised back to citizens. A carbon 'border adjustment mechanism' should be applied to goods imported into the UK to ensure that the GHGs emitted in their production are also taxed. A border adjustment mechanism would protect more cleanly produced UK made goods and incentivise other economies to lower emissions.

THIS COUNCIL RESOLVES:

For all Council members who support this motion to sign a letter to those named below, calling for a comprehensive carbon-tax-and-dividend:

1. The UK Prime Minister Boris Johnson,
2. MP Alok Sharma, President of COP26 (the Glasgow 26th United Nations Climate Change Conference), and to
3. Our four Bristol MPs.

This letter will call for the UK government to:

1. Propose an international carbon tax framework during the year of the COP presidency which ends when we hand the Presidency over to an African country at the end of 2022.
2. Introduce a UK-wide carbon tax by the end of 2022, this tax to be applied to imports as well as to domestic production (and/or "carbon border adjustment mechanism" / tax / tariffs).
3. Include a citizens' dividend mechanism to fairly return carbon tax earnings and support our transition to a cleaner economy.

FOOTNOTES

[1] IPCC, 2021. Climate Change Widespread, Rapid, and Intensifying.

[2] The Climate Change Committee, 2020. The Sixth Carbon Budget – The UK's part to Net Zero; Department for Business, Energy & Industrial Strategy, 2018. Methodology Paper for Emission Factors; Department for Environment, Food & Rural Affairs, 2018. UK's Carbon Footprint 1997-2018 report. [3] PERILS catastrophe insurance data provider, Zurich, 2021. PERILS sets final £368mn estimate for Feb 2020 UK floods; Royal College of Physicians, 2020. Outdoor air quality in the UK - position statement.

[4] Public Health England.2019. Review of interventions to improve outdoor air quality and public health.

[5] The Wall Street Journal. 2019. Economists' Statement on Carbon Dividends. Bipartisan agreement on how to combat climate change.

[6] The Guardian, Opinion Survey 2021. Carbon tax would be popular with UK voters, poll suggests.

[7] The Times, 2019. Higher carbon taxes 'could cut income divide and emissions'.

FURTHER READING

<https://citizensclimatelobby.uk/climate-income/policy-makers/carbon-fee-dividend/>

MOTION PROPOSED BY: Paula O'Rourke
DATE SUBMITTED: 17 December 2021

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 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

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 Heather Mack

Motion submitted: 17th December 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 Barry Parsons

Motion Submitted: 17th December 2021

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: Councillor Fabian Breckels

Submitted: 21st December 2021

National Parks City Status

This Council notes:

The National Park City Status organisation recognises cities that have a city-wide community working together for a more sustainable future.

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:

The principles of the Universal Charter are commendable goals and are already being worked towards by the Council and through the One City Plan.

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:

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.

Call on councillors to sign the National Park City Organisation's Universal Charter, and to support the administration's efforts to achieve these aims.

To be moved by: Councillor King

Date Submitted: 21st December 2021

RE-INVENTING THE PUBLIC REALM THROUGH TRANSPORT INITIATIVES

“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.

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.

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.

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 Mark Weston

Date of submission: 22nd December 2021

Elections Bill

“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.”

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.

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.

Council therefore calls on 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 Richard Eddy

Date of submission: 22nd December 2021

MARKING OF THE PLATINUM JUBILEE

"This year, Her Majesty Queen Elizabeth II will become the first British Monarch to celebrate a Platinum Jubilee. Celebrations are to be held throughout the United Kingdom and The Commonwealth to mark this historic occasion.

To honour this magnificent milestone, a four-day Jubilee weekend will take place from Thursday 2nd - Sunday 5th June. The UK Government have confirmed four days of events are to be held which will "mix the best of British ceremonial splendour and pageantry with cutting edge artistic and technological displays".

Celebrations will recognise The Queen's impact over the course of her remarkable reign, which has featured fourteen Prime Ministers since taking the throne on 6th February 1952.

Accordingly, this Council, in the spirit of national appreciation and praise, calls upon the Mayor to: -

1. Write to the Royal Household, to express our congratulations to Her Majesty on seventy years of distinguished service.
2. In conjunction with other senior civic figures arrange a local ceremony to celebrate this landmark.
3. Task officers to identify an area of Council-owned land which would be suitable for tree planting to form a large coppice – accompanied with a commemorative plaque. Such action is consistent with The Queen's Green Canopy Project and would provide an enduring tribute to Her Majesty's lifetime of public service and devotion to The Commonwealth."

Motion to be moved by: - Councillor Mark Weston

Date of submission: 22nd December 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 it's 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. This Council calls on the Government to follow through on promises made to outlaw the practise of so-called conversion therapy.
2. This Council calls 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. This Council will 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 Andrew Brown, Lib Dem Group

Date of submission: 22nd December 2021

Climate Bond - Community Municipal Investments

Full Council notes that;

1. Bristol City Council has now declared both a Climate Emergency & an Ecological Emergency, which includes a target for Net-Zero carbon by 2030.
2. Bristol City Council is facing a budget shortfall of £23million, so needs to assess innovative options for financing to meet it's net-zero ambitions whilst maintaining financial security.
3. In 2019, Bristol City Council participated in a case study, funded by DCMS, to explore the feasibility of investment-based crowdfunding as a means of raising finance for energy-efficiency projects in community tenanted buildings across the city. One of the options considered were Community Municipal Investments.
4. Community Municipal Investments (CMIs) are bonds issued by the council corporate body and administered by a regulated crowdfunding platform, Abundance Investment. Local residents and general public investors then purchase the bonds.
5. During this study, Community Municipal Investments (CMIs) were found to be the favourite option over a CIC or a newly-incorporated company (NewCo).
6. As part of the study, Bristol City Council concluded that there is a likely investment opportunity for 69 council owned buildings occupied by a community tenant to a total value of £600k
7. Since this study, 5 council authorities (West Berkshire, Warrington, Torbay, Blaneau Gwent & Islington) have actioned or planned an issuance of climate or green bonds, raising £6million to be invested across a multitude of projects incl;
 - a. Investment in solar power for council buildings
 - b. Development of battery storage facilities
 - c. Improvements to cycle ways
 - d. LED Lighting Installation
 - e. School Streets programmes
 - f. Electric vehicle charging point provision
8. The UK's first CMIs were issued in Summer 2020 and structured as 5 year investments at 1.2% with payments made every 6 months. This represented a 50 basis point discount on the PWLB (Public Works Loan Board) Certainty Rate at the time.
9. The Local Government Association's Financing Green Ambitions report concluded that CMIs provide 'local authorities with the ability to raise money more locally for green projects and provides a direct connection between their communities and new green infrastructure
10. One-in-six investors in West Berkshire CMI decided to donate their first interest payment back to the council to fund other Net Zero projects in the community, such as wild-flower verge creation. f that one-in-six figure holds across the UK, councils offering CMIs would benefit both from the direct investment in local Net Zero projects and from a new donation-based revenue stream.
11. A first evaluation of the potential of CMIs was completed in Spring 2020 and supported by the Place-Based Climate Action Network (PCAN). The report, Turning Words into Action, concluded that CMIs could enhance civic pride, build trust and create positive relationships between councils and residents. CMIs were described as

a breakthrough innovation for hard-pressed councils to achieve their climate targets and provided an opportunity to transform positively their relationship with residents

Full Council believes that;

1. A CMI issuance for a Bristol Climate Bond has the potential to unlock financing cheaper than the PWLB could provide, whilst allowing local residents to invest in greening Bristol.
2. A CMI issuance of £2million could pay for;
 - a. £600,000 for the investment into the 69 council owned buildings occupied by a community tenant that have previously been identified.
 - b. £400,000 of investment in improving energy efficiencies of buildings to 'public bodies' (schools, hospitals, museums, community assets) that are not council owned. This could be provided on a match funding basis to ensure best value for money
 - c. £250,000 of investment into improving active travel routes
 - d. £250,000 of investment to increase electric vehicle charging provision on council owned sites.
 - e. £180,000 of investment to launch 4 new 'School Streets'
 - f. £300,000 of investment into a trial of 50 bike hangars to reduce car usage
 - g. £20,000 of investment to provide a feasibility study of a 'front garden tree scheme'

Full Council resolves to;

1. Ask the Cabinet Member for Finance to and Council Officers in the Finance and Legal teams to further investigate an issuance of a CMI Climate Bond, and submit a report of their findings to Full Council within 6 months.
2. Ask the Mayor to commit to investigating innovative finance models to fund the necessary investment as we move towards Net-Zero.
3. Ask the Mayor to write to the Govt asking for them to provide further small-scale 'seed funding' to enable other local authorities to explore the feasibility of crowdfunding for public projects (i.e. legal, financial, technical expertise), and to facilitate a central repository of case studies for local authorities to draw upon as examples of best practice.

Motion to be moved by: Cllr Alex Hartley, Lib Dem Group

Date of submission: 22nd December 2021

Polluter Pays Bill

Full Council notes that;

1. In Bristol alone, over 40 buildings, with thousands of potential leaseholders have been affected by the Cladding & Building Safety Crisis.
2. Affected leaseholders are being forced to pay thousands in remediation costs, while freeholders and developers are not paying to fix defects.
3. One of the main identified methods of helping leaseholders would be the passing of the Polluter Pays Bill, which is based on the provisions of the Environment Protection Act 1990 as amended, to establish a statutory framework for the recovery of direct and indirect remediation costs from responsible parties where a building is found not to have been constructed in accordance with building regulations in force at the time of construction. More information on the Polluter Pays Bill can be found at; <https://buildingsafetycrisis.org/polluter-pays-in-the-building-safety-bill/>
4. The main objective of the Polluter Pays Bill is to ensure that those directly responsible for the Building Safety Crisis pay in full for the damage they have caused. By widening and deepening the pool of responsible parties to include major contractors, suppliers of unsafe materials, insurance companies, special purpose vehicles, etc., the burden on Leaseholders and Taxpayers would be substantially reduced. It would also reduce the risk of moral hazard and a repetition of the crisis by providing a future “consumer protection” scheme.
5. The Polluter Pays Bills has seen support from MPs and Lords across party, and is being ‘actively considered’ by the Govt.
6. The Polluter Pays provision has been welcomed by AMRA (Association of Residential Managing Agents), the Association of Mortgage Intermediaries and the Intermediary Mortgage Lenders Association

Full Council believes that;

1. Leaseholders should not have to pay the cost of remediation or of ancillary measures (waking watches, increased service charges & insurance premiums etc).
2. Where possible, it should be the people responsible, whether building developers or manufacturers of defective materials, that should pay to fix their mistakes.

Full Council resolves to;

1. Ask the Mayor and Party Group Leaders to write to the Secretary of State for Levelling Up, Housing and Communities Michael Gove asking him to consider adding the Polluter Pays principle to the Building Safety Bill.
2. Ask the Mayor to write to Bristol’s 4 MPs, on behalf of Bristol City Council, asking them to publicly support the Polluter Pays Bill.
3. Ask the Cabinet Member for Housing to write to all certified housing associations in Bristol asking them to publicly support the Polluter Pays Bill.
4. Ask Bristol City Council’s External Communication Team to publicise our support for the Polluter Pays Bill across media sources.

Motion to be moved by: Cllr Alex Hartley, Lib Dem Group

Date of submission: 22nd December 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 Council 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 Alex Hartley, Lib Dem Group

Date of submission: 22nd December 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 Bristol City Council to create a 'Electric Vehicle Infrastructure Strategy', that highlights costs, sites, potential partners in the creation of a 'smart charging system' for Bristol.
3. 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 Jos Clark, Lib Dem Group

Date of submission: 22nd December 2021

Jubilee Pool

Motion submitted and will be published following Monitoring Officer approval.

Submitted by Councillor Hopkins, Knowle Community Party

Submitted on 29th December 2021