

FULL COUNCIL MOTION AND PETITION TRACKER

FULL COUNCIL: 19 JULY 2016

Motion title: Devolution engagement (Altered motion 1, Minute 12) – Submitted by Cllr Threlfall

Altered motion approved as follows:

“This Council welcomes the Mayor and Cabinet’s decision to move forward with a £1 billion devolution deal from Government, along with Bath & North East Somerset (B&NES) and South Gloucestershire councils. We note the deal is the largest in the country and is worth more than £1,000 per head of population. We further note a new Combined Authority would oversee the new funding and powers devolved from Government and would be chaired by a publicly-elected West of England Mayor, working alongside the Leaders and Mayor of the three councils.

We recognise that a public consultation on the creation of a new West of England Mayoral Combined Authority (MCA) is now open, running from Monday 4 July 2016 until 15 August 2016. This is being carried out in line with national legislation, which means that the scope of this initial consultation is narrower than what we as a council would wish.

As a Council we are determined to ensure that devolution works for the people of Bristol. We recognise that a greater public consultation and engagement is needed to identify the public’s priorities for devolution.

As soon as the Secretary of State has granted approval for the creation of the West of England Mayoral Combined Authority, we as a council resolve to:

1. Establish a city wide engagement programme and consultation to identify the public’s devolution priorities. This will include working with the neighbourhood partnerships, our public and voluntary sector partners, the business community, education, environmental and community partners, faith organisations and Trade Unions.
2. Work with the Council’s Overview and Scrutiny Board and the West of England Joint Scrutiny Committee on developing robust and transparent scrutiny arrangements to strengthen the governance of the new authority.
3. Identify further powers which local people and businesses would wish to see devolved in any future deals.
4. Ensure that decision making, and the evaluation of the impact of those decisions, considers the social and environmental impact of them as well as the solely economic benefits.”

Resolution:

Stephen Hughes to work with necessary BCC and devolution team colleagues to progress and report back.

Progress since meeting:

September – The public consultation period has now ended and officers are examining the findings. Bristol will be submitting a joint consultation response (with South Gloucestershire and Bath and North East Somerset) to the Secretary of State for Communities and Local Government. The Secretary of State will consider the results to determine whether the devolution deal goes ahead. Each Council will then be asked to endorse the Secretary of State's decision, likely to be received in October.

November – The joint consultation response, along with a representation from the West of England, has been submitted to Secretary of State. Before submission, the consultation response was considered by the Overview and Scrutiny Management Board (OSMB).

The draft Order to create the West of England Mayoral Combined Authority is being prepared by the Department for Communities and Local Government, and is expected to go before the three local authorities for approval in November. Following approval, the Devolution Programme Team will work with OSMB and the West of England Joint Scrutiny Committee on governance and scrutiny arrangements for the new authority.

The next step after the Order achieves Royal Assent is to set up the Combined Authority and prepare for regional Mayor elections in May 2017. The Devolution team will work with the three Councils and the new Combined Authority Mayor to engage with the public around priorities for future devolution deals.

Work is underway to develop an Economic Model for the new Combined Authority, which will assist in prioritising schemes for investment. The Economic Model will include indicators based on sustainability, inequality and geography as well as economic metrics. An Equalities Impact Assessment is in place for the whole programme.

FULL COUNCIL: 13 SEPTEMBER 2016

Motion title: Bristol Arena traffic plan (Motion 1, Minute 14) – Submitted by Cllr Weston

Motion approved as follows:

“This Council confirms its continuing support for the Bristol Arena and looks forward to it being delivered on time and within budget. Nevertheless, there is still considerable concern over the potential impact of this 12,000 capacity entertainment venue. Without appropriate mitigation measures in place, the opening of this site could have a devastating effect on the quality of life of local people.

Therefore, Council calls on the Mayor to instigate a review of the Traffic Management and Transport Plans, making particular reference to parking provision for those who will still choose to travel there by car. In addition, attention needs to be given to ensure there will be adequate Bus and Taxi services for the anticipated large audiences, many of whom are likely to be young - and excitable. The safety of such vulnerable patrons must be made a priority consideration.

This evaluation should also take into account the redevelopment at Ashton Gate. Council believes that the options surrounding rail and a new station servicing both the stadium and the Arena need to be fully explored to ensure this is in the public transport mix or offer.

These two welcome major leisure destinations are extremely important to our city. However, such attractions must be carefully integrated so that they are a benefit to all and not a burden to those who happen to live or work in their immediate vicinity.”

Resolution:

Peter Mann / Adam Crowther / Colin Rees to liaise with Mayor / Cllr Bradshaw re: action to now be taken in light of the approved motion

Progress since meeting:

Planning permission was granted for the Bristol Arena on 6 April 2016, subject to a number of planning conditions which were agreed by the Planning Committee, including a number relating to transport. As part of the application, a robust assessment was made of the potential transport implications of the Arena and a number of mitigation measures were proposed to ensure that the development is acceptable in transport terms. These were accepted by the Committee and form the basis of a number of the planning conditions, to ensure that the measures are implemented accordingly.

The planning conditions are purposely descriptive and allow the transport teams the necessary time to also review what has been planned. The conditions include different stages to them to help guide the development work. They include the development of strategies and plans prior to commencing the implementation of these measures. In developing these strategies and plans, the requirements will be reviewed to ensure they will fit for purpose.

As part of the transport assessment, the number of potential visitors who are likely to travel by car to events was assessed and the measures put forward in the transport package include ensuring adequate provision of parking around the central area and improved Park & Ride services to ensure that these car trips can be accommodated or appropriate alternatives put in place. Facilities for bus and taxi services are also included in the transport package, and a planning condition will ensure that these facilities are properly planned and approved prior to commencement of development.

Additional rail services will operate to Bristol Parkway station, where car parking capacity has been identified to enable visitors to drive to

Parkway and catch the train for Arena events. Although not formally part of the Arena transport package that was approved, the City Council is progressing a project to deliver a new rail platform at the Portway Park & Ride site at Avonmouth which will be operational soon after Arena opening, further enhancing rail access to Arena Island. The longer term aspiration for a rail station to serve Ashton Gate will be considered as part of a wider 'MetroWest Enhancements' study, to assess the potential feasibility of delivering this and other rail enhancements, which will be undertaken in 2017. In the meantime, new MetroBus services will link Arena Island with the Long Ashton Park & Ride site, prior to Arena opening, also improving access to the Ashton Gate area.

The broad package of transport measures already agreed to support the development of the Arena, along with wider planned transport enhancements, will ensure a range of options are available for Arena visitors, and minimise impacts on the existing highway and for local residents.

FULL COUNCIL: 13 SEPTEMBER 2016

Motion title: Opposing forced academisation (Motion 2, Minute 14) – Submitted by Cllr Pickersgill

Motion approved as follows:

“Bristol City Council notes that, despite significant opposition from professionals across the political spectrum to the proposals in the White Paper, *Educational Excellence Everywhere*, (March 2016), the Government has reiterated that it wants all schools to become academies within multi-academy trusts (MATs) by 2022. This Council further notes the Government plan to force schools to become academies if they are considered to be 'under-performing' or even, in some cases, just 'coasting.'

Bristol City Council notes with concern that if the Government deem that a local authority can 'no longer viably support its remaining schools because a critical mass of schools in that area has converted' this will trigger conversion of all its schools.

As a Council we note Cllr. Roy Perry, Conservative Chair of the LGA opposition to forced academisation and welcome his view that 'schools should have the choice to stay with their own Council'.

As a Council we recognise forced academisation will not only take away the LA's ability to plan strategically and carry on supporting our schools in their successful journey of improvement, but will also remove the power from those who have the best knowledge of the school (the Head, staff and parents/carers) to determine how they want to be governed.

We believe that these plans:

- **Are not a good use of scarce resources.** The NUT estimates the cost of forced academisation to the taxpayer as high as £1.3 billion, at a time when funding per pupil in real terms is set to fall by as much as 8% per cent or more, and Bristol is likely to experience reduced funding due to the new National Funding formula, alongside a cut in the Education Services Grant.
- **Will not improve standards.** Ofsted judged around 81% of local authority maintained schools as good or outstanding, compared to 71% of academies. Even the House of Commons Education Select Committee (2015) says ‘We have sought but not found any convincing evidence of the impact of academisation on attainment’.
- **Reduce accountability to the community.** Academies will no longer be required to have elected parents on their governing body. (They are already not required to have staff, local authority or community representatives if they do not want to).
- **Will have an adverse impact on teachers’ pay and conditions.** Academy trusts or individual academies will make decisions at a school level and can vary salary levels and terms of employment and employ unqualified staff.
- **Make it harder for the LA to plan strategically for the new school places** we need, as we cannot open new maintained schools and are dependent on proposals for Free Schools to emerge-not necessarily in areas where they are needed.
- **Perpetuate inequality in admissions processes.** Academies are their own admissions authorities, and the Office of the Schools Adjudicator (2015) reported concerns that they can manipulate them to their own ends. There are fears that the ground is being prepared to allow for new grammar schools.
- **Make it harder to plan for vulnerable children.** The LA has limited powers to influence the support given to children with SEND, preventing exclusions etc.in academies.

Bristol City Council therefore resolves to:

- States its clear opposition to the Government’s proposals outlined in the White Paper and will work with other Councils, trade unions, parents and governor groups to campaign to oppose them.
- Write to all its maintained school governing bodies to state its position and to urge them not to rush or feel pressurised into converting to academy status.
- Explore the options for developing alternative models to MATs (such as the Schools Partnership in Tower Hamlets, Leeds Cooperative Primaries Academy).
- Highlight the Council’s position on the White Paper in briefings for Heads, school staff, governors and parents/carers.”

Resolution:

Paul Jacobs to liaise with the Mayor re: action to now be taken in light of the approved motion

Progress since meeting:

Cllr Hiscott is working with Paul Jacobs to compose a letter that will be sent out to schools and address the points above. The final letter will be sent from the Mayor's email address. Currently in the sign off process.

COUNCILLOR PETITION DEBATE: 13 SEPTEMBER 2016

Petition – 'Save the 51 bus'

Petition organiser – Councillors Kent, Clough, Hopkins and Davies

- Ed Plowden (for Peter Mann) to draft reply and to forward to Mayor's Office (reply to be sent from the Mayor / Cllr Bradshaw)
- Mayor's Office sent Councillors Kent, Clough, Hopkins and Davies a response on 17th October 2016

COUNCILLOR PETITION: 13 SEPTEMBER 2016

Petition – 'Petition requesting highways department to address safety issues on Church Road and Julian Road in Sneyd Park'

Councillor Goulandris on behalf of petition organiser Alderman Brenda Hugill

- Mark Sperduty responded to Alderman Hugill on 29th September 2016