

# Cabinet

## Supplementary Information



**Date:** Thursday, 3 March 2022

**Time:** 4.00 pm

**Venue:** The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

**2. Public Forum**  
**Questions and Statements**

(Pages 3 - 17)

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**Date:** Wednesday, 02 March 2022



**CABINET – 3 March 2022**

**PUBLIC FORUM ITEMS**

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Statements and questions have been received as follows (full details are attached):

**Agenda item 8 - Restructure of the lease of the Mill Youth Centre, Easton**

None

**Agenda item 9 - Astry Close, Community Led Housing**

None

**Agenda item 10 - Domestic Energy Upgrade of Low Income Homes**

None

**Agenda item 11 – Homelessness Prevention Grant 22/23**

**Questions:**

CQ11.01                      Councillor Marley Bennett

**Agenda item 12 - Extensions for Young People’s Housing & Independence Pathway contracts**

None

**Agenda item 13 - Rental Income and Arrears Management Policy**

None

**Agenda item 14 - Housing Revenue account (HRA) Debt Write Off**

**Questions:**

PQ14.01                      Councillor Marley Bennett

**Agenda item 15 - Metrobus upgrade package**

**Statements:**

PS15.01                      South West Transport Network (David Redgewell)

**Questions:**

CQ15.01                      Councillor David Wilcox

**Agenda item 16 - Portway Park & Ride Car Park Expansion**

**Statements:**

PS16.01 Railfuture Severnside (David Redgewell)

**Questions:**

CS16.01 Councillor David Wilcox

**Agenda item 17 – Home to School Travel DPS Framework Re-commission**

**Statements:**

PS17.01 Jen Smith

**Questions:**

PQ17.01 Jen Smith

PQ17.02&03 Hayley Hemming

**Agenda item 18 – Grant determination for the Holiday Activities and Food (HAF) Programme 2022**

**Questions:**

PQ18.01 Jen Smith

**Agenda item 19 - Goram Homes - Pipeline of Housing Development Sites**

None

**Agenda item 20 – Bristol Holding Group Limited Company Business Plans for 2022/2023**

None

**Agenda item 21 – P10 Finance Exception Report**

None

**Agenda item 22 - Extension of the Memorandum of Understanding Bristol, North Somerset and South Gloucestershire Healthier together partnership**

None

**Question: CQ11.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 11 – Homelessness Prevention Grant 22/23**

**Question submitted by: Councillor Marley Bennett**

Please could the Cabinet Member explain how the Government currently allocates funding for this, and how our ability to tackle homelessness could be improved by more stable funding arrangements?

**Question: CQ14.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 14 - Housing Revenue account (HRA) Debt Write Off**

**Question submitted by: Councillor Marley Bennett**

'Please can the Cabinet Member provide further details about how this ties in with our ethical debt collection policy'

**Statement: PS15.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 15 - Metrobus upgrade package**

**Statement submitted by: South West Transport Network (David Redgewell)**

We welcome the investment in metro bus in South Bristol and Whitchurch the stop at Bamfield is to be welcomed as part of a long community campaign to both Bristol city council mayor and Transport Executive Donald Alexander and the mayor for the west of England mayoral combined transport Authority Dan Norris. it will also provide a stop close to the new housing estate and community facilities on the former Whitchurch Airport at Hengrove and future housing in Whitchurch. This needs to be designed with fully disabled access shelters and very importantly I-point but also with CCTV.

We welcome the Cribbs Causeway bus station Bradley Stoke UWE bus station M32, Redcliffe Hill, Bedminster station, Parson Street, Knowle, Hengrove, Whitchurch and Hengrove South Bristol hospital bus interchanges.

We welcome the extension of the route in the future on the South Bristol link to Hartcliffe, Withywood, Long Ashton Park and ride to Bristol city centre. We also need a link via Portway parkway to seven Beach in the future. We welcome this new metro bus stop. We hope the I-points will sell the full range of integrated transport tickets so people can travel across the city region and not just products of first group west of England buses because of the need to travel on stagecoach west HCT group and Rapt Bath buses.

On the South Bristol to Hengrove to Cribbs Causeway bus station route we also welcome investment in the stoke lane junction metro bus route we welcome this investment as part this project as part of Transforming city's fund of £649 657 000. We note the report talks about first group view of stoke lane whilst the Emerson green route is operated by first group west of England buses. Hct group of London operates the Hengrove bus interchanges to Bristol city centre and UWE Bristol bus station Bradley stoke and Cribbs causeway bus station. M1 route for first group and the west of England mayoral combined Authority.

It should be noted the £150 million pound in England on the 1st of March 2022 by Baroness Vare of Norberton the bus minister and the need for the West of England mayoral combined Authority Mayor Dan Norris and North Somerset council to bring into force the enhanced quality partnership with the west of England bus operator including first group west of England buses stagecoach west hct group RAPT Bath in partnership with the Transport cabinet member in Bristol Councillor Don Alexander, Councillor Steve Reade, South Gloucestershire, Banes council Sarah Warren and North Somerset, Councillor Don Davies to continue vital bus service to operate including metro bus in Greater Bristol City region.

Metro bus is a very important to the Transport system of the Greater Bristol and Bath city region and forms part of a mass transit system and we welcome the investment

by Bristol city council the Highway Authority and West of England mayoral combined transport Authority and the metro mayor Dan Norris and Councillor Don Alexander.

**Question: CQ15.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 15 – Metrobus upgrade package**

**Question submitted by: Councillor David Wilcox**

I support the proposed changes in Hengrove at Bamfield – an extra bus stop is pragmatic and useful, and the changes to Stoke Lane to make the junction safer and to give buses priority to pull out.

Question: If the gap between stops of 1.5km along Bamfield is deemed too big, then can the 5.6km gap between Bond Street and Begbrooke stops on the M1 & M3 route be improved by installing a Metrobus stop at Eastville Junction 2?



**Statement: PS16.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 16 - Portway Park & Ride Car Park Expansion**

**Statement submitted by: Railfuture Severnside (David Redgewell)**

We welcome the improvements to the park and ride parking facilities with the new railway stations, extra parking facilities and cycle parking and of course parking and access to the new railway station and disabled parking and the funding from the YTL arena money of £562.500 which will be a bus link to begin with and one would hope will involve trains on the Henbury loop line to Henbury for Cribbs Causeway and Filton Arena station.

The site need charging points for electric cars and cycle lockers and parking like Yate park and ride.

Portway parkway is very important interchanges facilities for Greater Bristol and west of England area and also an important link in offering alternative public transport facilities for the Bristol city centre clean air zone. We need to clean up Bristol city centre clean air.

Now with the train services by first group Great Western railway and Network rail western route new station for Train services to Avonmouth, St Andrews Road and Severn Beach and Portway Parkway to Shirehampton, Sea Mills, Clifton Down station, Redland Montpelier, Stapleton Road, Lawrence Hill, Bristol Temple Meads station Bedminster, Parson Street, Nailsea and Backwell Yatton for Clevedon, Worle parkway Weston millon and Weston super Mare, cross city line.

A lot of these stations still need to be made fully accessible to wheelchair users. and even basic handrails are missing at Bristol Stapleton Road and Avonmouth Dock.

But future options include the Henbury loop line with works to the entrance the bus service should be able to connect by stagecoach west to St Andrews Road, Severn Beach and Cabot Park 12 and bus link Down the Portway to South Bristol, a very important issue for South Bristol and services 10 to Lawrence western, Westbury on Tym Southmead hospital bus station and Bristol UWE and Bristol Parkway Aztec West and Thornbury.

Bus services to Lawrence Weston, Blaise castle, Henbury and Cribbs Causeway bus station x5 bus to Portishead and Clevedon.

The Development of Portway Park and ride into a public transport interchange is to be welcomed. We see this first phase by Bristol city council and the west of England mayoral combined transport Authority and Mayor Dan Norris working in partnership as very important.

We welcome the bid to the metro mayor of £92221600 which the mayor transport staff are supporting.

It is great to see Bristol City Council and the West of England mayoral combined Authority delivering this first new railway station in 95 years in the city and county of Bristol with Mayor Rees councillor Don Alexander and Transport executive and metro mayor Dan Norris. We need to make sure that the park and ride interchanges and new railway station are fully accessible to disabled passengers. We also need to address taxis access at Portway parkway ride station and improvements in passengers' entrance to the Portway.

The bus stops further along the Portway north of the park and ride site where the x5 bus to Portishead and Clevedon need bus shelters Realtime information displayed on the use of Portway parkway station and Park and ride site and bus service calling nearby. A proper marketing campaign is required by the West of England mayoral combined transport Authority First Group Great western railway and first west of England bus and stagecoach west buses especially as Portway park and ride bus service are funded by the Department for Transport £150 million bus service grant through enhanced quality partnership and west of England mayoral combined Transport Authority and North Somerset council bus service improvements plan.

We welcome this investment in the Bristol Bath city region transport network.

In relation to Home to School Transport and safe routes to schools, we welcome safe walking and cycling route to school and Green school travel plans with school buses and schools trains. Parents should not be driving children to school. Please note we wish to see all school bus and coach services fully wheelchair accessible under PSVAR.

We welcome the work by the west of England mayoral combined transport Authority and Bristol city council and the schools.

**Question: CQ16.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 16 - Portway Park & Ride Car Park Expansion**

**Question submitted by: Councillor David Wilcox**

I welcome the proposed much needed extra parking capacity at the Portway Park and Ride site, especially once both the new station and the Brabazon Arena is opened – hopefully later this summer.

Question: I note that the recently opened Park and Ride site at Yate is offering both 38 electrical vehicle charging points and a 40 space two-tier covered cycle storage facility. This promotes multi-modal use for the park ride sites, what consideration was given to offering a similar facilities at the Portway site, please?

**Statement: CS17.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 17 – Home to School Travel DPS Framework Re-commission**

**Statement submitted by: Jen Smith**

'Travel Training' for pupils with Special Educational Needs and Disabilities (Send) to enable them to have 'maximum independence' is being raised in conjunction with papers aiming to provide a 'competitive', 'cost-effective' service, or more commonly known as – outside City Hall – cuts.

Papers to Cabinet regarding Home to School Transport (HTST) are a lengthy woe -is - me, from a Local Authority who continues to let down pupils with Send. If you can't let them down with a cost-effective, demand management method one way, you can get them with another.

Worryingly, in one paragraph, the council stipulates its duty, but quite fails to mention all of them:

'BCC has a duty to provide home to school travel where children are eligible through distance to nearest suitable school, low income, temporary housing or for those in receipt of an Education, Health and Care Plan (EHCP).'

Pupils with Send do not need an EHCP to be entitled to home to school transport. I find it concerning that a few years after having issues with the HTST service, this is still going on.

An excerpt from a pre-action protocol letter a solicitor once sent to Bristol City Council on my behalf and copied below highlights the 'misguided' approach to tests for HTST. I have huge concerns about how these will now be used to make decisions on readiness to 'maximise independence' through travel training.

'The Local Authority in their decision set out that the test for those with SEN or disabilities is that they are "unable to walk". This is misguided as the test is not whether or not a child is able to walk, whether in the literal sense or in the wider sense of being unable to walk, but it is whether they can be reasonably expected to do so.'

There is also no mention of pupils eligible for transport due to 'no suitable walking route' Does this mean Bristol City Council is removing their lawful entitlement? Because you might want to consider that in your consultation before you end up slapped with another big Judicial Review.

The numbers of children with Send increasing the requirement for HTST is being done due to Bristol City Council's failure. A failure to adhere to the lawful test for EHCNAs in 2016. A failure in parts to provide HTST for eligible pupils in the past-both failures adding up to increased complex needs for pupils who then require specialist places further away. A failure to ensure enough specialist school places. A

failure to ensure schools in Bristol are not discriminating against pupils, pushing them out of education.

This adds up to quite a lot of failure, none of which are the pupils' faults and see them having to make long, lengthy journeys to schools many miles away in other Local Authorities.

It's quite shocking to say that parents and carers are creating 'a demand for taxis with an Escort to take their children to school and resistance in enabling more independent travel as their children grow older.'

Parents and carers only want their children to access education and for it to be as practical and safe for them to do so. Kind of like non-disabled pupils are able to do without it being an issue.

There is no information in the papers about how the council proposes to enable more independent travel for children – as they grow older – when they have a disability and their school is 25 miles away. A journey to school this far away at around an hour one way, is likely to take most of the day if they are forced to use public transport or other 'sustainable' methods.

'If this is not changed, we will see all children with SEND transported by car to school until the end of their entitlement at year 11, creating a greater financial pressure in the service and into adulthood as transitional arrangements are not enabled.'

'Financial pressure' is not the fault of secondary school children who have been repeatedly failed throughout the Send process, so let's not frame it that way.

Interestingly, there is no transition into adulthood anyway. There is a supposed service for Send pupils aged 14 – 18, but they won't take children aged 14 because they are too young and if they are 16 to 17 they are too old. So, I lack any faith that working towards independence regarding travel will be done fairly or even efficiently.

As is usual with Bristol City Council, it absolutely fails to take into consideration that HTST is already building independence. The council continues to fail an entire cohort of Send pupils, some of which have been pushed out of education and experienced trauma. The very act of getting into a taxi and going to school in the first place is a huge step towards them becoming independent.

When you pass this decision, remember that in doing so, you are leaving every single child with Send at the mercy of arbitrary decision makers – much like the way the DWP treats disabled people – making decisions about who is able to go to school and who isn't. If it was your child having a screaming overwhelmed meltdown on the pavement, would that be good enough for your family? Because it's not good enough for ours either, and this cost-cutting attack on Send families will be met with resistance.

**Question: PQ17.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 17 – Home to School Travel DPS Framework Re-commission**

**Question submitted by: Jen Smith**

Having had some previous personal experience with HTST, there has been occasions whereby my child who has fit the lawful criteria has been turned down for transport in a manner more befitting of the DWP over arbitrarily deciding who can physically walk and who cannot - refusing to take neurodivergence and safety into consideration.

How are disabled pupils legally entitled to transport and who need this to get to school going to be protected from individual decisions made by council officers who do not understand what it is like to be disabled and refuse to take evidence into consideration?

**Question: PQ17.02&03**

**Cabinet – 3 March 2022**

**Re: Agenda item 17 – Home to School Travel DPS Framework Re-commission**

**Questions submitted by: Hayley Hemming**

Competitive tender and well thought out routes that limit travel to 45 minutes are a welcome relief for parents and carers to read; current routes can often be lengthy and isolating for children forced to travel long distances due to lack of suitable provision in Bristol.

1. My first question relates to a statement in Appendix K, P.4, which reads: “As we would expect, parents and carers want the best and safest means of transport to school for their children. This leads to a demand for taxis with an Escort to take their children to school and to resistance in enabling more independent travel as their children grow older.”

**Bristol City Council are legally obliged to transport children and young people to their nearest suitable school whilst complying with their statutory safeguarding duties (which may include the use of an escort).**

**Why has Bristol City Council been providing transport in taxis and escorts for children and young people who are not legally entitled to them but where they have been “demanded”?**

2. My second question is around the independent travel training proposals. Bristol City Council states that private transport, such as taxis, are only provided where, “there is no other suitable choice” for learners over 16 years old with SEND and that currently independent travel is encouraged via annual EHCP reviews and personal budgets and partially funded financial assistance.

[www.bristol.gov.uk/schools-learning-early-years/travel-support-for-students-16-and-over](http://www.bristol.gov.uk/schools-learning-early-years/travel-support-for-students-16-and-over) )

**Is it envisaged that young people with SEND will self refer (via school/college etc) into independent travel training where they believe it will be beneficial for them or are Bristol City Council asking that every young person with SEND/an ECHP be ‘assessed’ for their suitability to potentially travel independently?**

**Question: PQ18.01**

**Cabinet – 3 March 2022**

**Re: Agenda item 18 - Grant determination for the Holiday Activities and Food (HAF) Programme 2022**

**Question submitted by: Jen Smith**

Some Bristol children and young people with Send who are entitled to FSM are not receiving their entitlement at all.

These pupils may be off rolled, children missing education, receiving ALP, long term Ill, stuck at home waiting for a school space or provision, or attending an independent specialist.

These pushed out pupils are facing multiple disadvantage and blocked from receiving their entitlement - how exactly will this benefit these forgotten children?