

Statement: PS08.01

Cabinet – 3rd OCTOBER 2023

Re: Agenda item 8 – Living Rent Commission

Statement submitted by: Ruth Day, Bristol Fair Renting Campaign

I'm Ruth and I am representing the Bristol Fair Renting Campaign. Our group of renters came together because we have all been personally affected by the broken renting system in this city. Some of our negative experiences include:

- being forced out of our homes due to rent hikes and retaliatory evictions – one of our members had their rent increased from £650 to £950 within three months of moving in and they have had to move house three times this year.
- being forced out of the city due to unaffordable rents and landlords refusing to rent to us because we received benefits.

To make our local renting system fair, we have created a [manifesto](#) demanding that our city's political leaders take action to fix private renting, including tackling high rents.

The work of the Living Rent Commission has made it even clearer that Bristol rents are out of control, driving poverty and reducing people's quality of life. Rents have gone up by 64% over a decade – twice as fast as local wages. Those on lower wages, including key workers, can no longer afford to live in Bristol. Out of control rents are driving local people out of their homes, breaking up communities and deepening inequality. The experiences renters shared with the Commission were bleak and exposed the severity of the situation, with 25% of renters experiencing multiple rent increases in a year and two-thirds expressing issues with their landlord or letting agent.

This cannot continue. Swift action must be taken to tackle the rental crisis in our city to ensure everyone can afford to live here. Building more social homes is a key part of this, but we also need urgent intervention to make sure renters don't lose their homes. The solution here is rent controls.

81% of Bristol residents (and 94% of private renters) support the need for rent controls. The public support is there – we have a mandate and need to make it happen. The case for regulating rents is clear – it will help make sure that everyone in Bristol has somewhere affordable to live. And the city will also benefit when tenancies are more stable, quality of life is better, and homelessness is reduced.

The Commission report highlights some really important recommendations around enforcement and national action. Working on all these recommendations together, particularly on improving enforcement action in Bristol and ensuring the Renters' Reform Bill is not watered down, is vital to ensure that we have a fair rental system.

But renters in Bristol also desperately need urgent action to tackle out of control rents. It has been positive to see Marvin and Tom lobbying nationally for the powers needed to control rents locally. However, it could take many months to design a right rent control model for Bristol. This is why Recommendation 4 is so vital - supporting an immediate rent freeze to halt increasing rents while this work is done. It is important to communicate to Bristol residents that the Council is serious about taking swift action on the rental crisis affecting so many. Adding a call for an immediate rent freeze to communications around rent control can

do this. Furthermore, other Core City Mayors in London, Greater Manchester, and Liverpool have joined together to call for powers for an urgent rent freeze. Joining their call can boost our lobbying power and increase the chance that National Government gives you the powers you need to take action.

We urge Cabinet to fully endorse the urgent need for rent controls in Bristol, and to prioritise pushing these recommendations forwards. We also need further urgency and for the Mayor, with Cabinet support, to call for powers to enact an immediate rent freeze.

Bristol renters urgently need change. Please prioritise working with our communities to fight for the powers we need to control rents, and to find a rent regulation model which will make sure that all, not just some, of our communities are able to live here and thrive.



Statement: CS08.01

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Re: Agenda item 8 – Living Rent Commission

Statement submitted by: Councillor Tom Hathway

A big thanks to Alex Marsh for pulling together the Living Rent Commission report, and all the commissioners who contributed their time and effort to it. The report details some clear recommendations, and it is welcome to see the council taking the opportunity to incorporate them into a “to be developed” Private Rented Sector Strategy.

The commission was clear in its support for rent controls, with even 40% of landlords that took the citywide survey being favourable in some part to forms of rent regulation. In the absence of those powers being available to local government, it also gave clear recommendations of actions we can take now - taking a tougher line on enforcement and expanding landlord licensing for example.

Cabinet should particularly note Recommendation 21, calling for clarity over the impact of our universities’ expansion strategies on the local housing market. It’s clear that they should not take the city building new Purpose Built Student Accommodation as a blank cheque to increase intake numbers further.

Whilst an incapable national government drag their heels over long promised reform, supporting tenants and landlords with advice, and the continuation of the commission’s work through a new forum that keeps those key actors in close communication will be a key part of improving the experience of renters in Bristol.

Question: CQ08.01 & CQ08.02

Cabinet – 3 OCTOBER 2023

Re: Agenda item 8 – Living Rent Commission

Question submitted by: Councillor Tom Hathway

Question 1: What is the proposed timeline for the development and adoption of the Private Rented Sector Strategy?

Question 2: Will the strategy include a publicly accessible record of enforcement notices served on landlords and letting agents in Bristol?

Question: CQ10.01

Cabinet – 3 OCTOBER 2023

Re: Agenda item 10 – Homelessness Prevention Grant Homes for Ukraine top-up 2023/24

Question submitted by: Councillor Brenda Massey

Question 1: Whilst the war in Ukraine grinds on, Bristolians are still doing their bit to help Ukrainians fleeing the violence. From Bristol with Love for Ukraine currently has two vans returning from the country. The funding for hire cost and all expenses have been covered by the drivers - who take unpaid leave from work to drive to eastern Europe, highlighting their commitment. With the weather getting worse there, we have been arranging for a lot of generators to be sent over as electricity supply is precarious.

I am pleased that, like the citizens of Bristol, the council is playing its part too. I have met a number of women who have left Ukraine with their children, who are helping to sort and pack the aid we send to their home nation.

Please could the Mayor provide an update on the council's work supporting Ukrainian refugees in Bristol?

Statement: PS14.01

Cabinet – 3rd OCTOBER 2023

Re: Agenda item 14 – Portway Park and Ride Bus Access Improvements Full Business Case (FBC)

Statement submitted by: David Redgewell, South West Transport Network and Railfuture Severnside

With the opening of Portway park and ride Railway station by Bristol city council Network rail western route First group plc Great western railway company the Department for transport and the west of England mayoral combined transport Authority mayor Dan Norris.

As part of metro west Railway Network The New railway station and the existing bus based park and Ride Provides a good public transport Network interchange. With the severn Beach st Andrew road Avonmouth Dock Portway park and ride Shirehampton sea mills Clifton Down Redland ,Montpellier?Bristol Stapleton road Bristol Lawrence hill?Bristol Temple meads Bedminster parson street Nailsea and Backwell,yatton for clevedon worle parkway,Weston millon ,Weston super mare Highbridge and Burnham on sea Bridgwater ,Taunton

With the mayor for west of England mayoral combined transport Authority Dan Norris and North Somerset council funding £35 million pounds of local railway service That Railway booking office at Bristol Temple meads station, Nailsea and Backwell yatton for clevedon worle parkway Weston super mare Bridgwater and Taunton stay open on this route. And yate Bristol parkway Filton Abbey woodkeynsham oidfiled park and Bath spa railway station and interchanges Bradford on Avon Trowbridge Westbury warminster Salisbury/Frome But our concern is the lack of tickets machine for local travel at sea mill shirehampton Avonmouth Dock St Andrew road Seven Beach. Pilning and Patchway. Bristol city council should be pushing the metro mayor Dan Norris to get these machines installed to stop ticketless travel. Bristol Lawrence hill Bristol Stapleton road, Parson street, Nailsea and Backwell and Weston super mare station need to made fully accessible.

And the Portway park and ride shirehampton ,sea mills ,Hotwells Bristol city centre ,Bristol Broadmead, Bristol Temple meads station Brislington park and ride. West of England mayoral combined transport Authority stagecoach west buses service 9 .

We welcome the investment in the transport in the new entrance by the west of England mayoral combined transport Authority mayor Dan Norris and Bristol city council to allow bus services from Bristol city centre to Sea mill shirehampton to Avonmouth St Andrew road Lawrence Weston Henbury and cribbs causeway bus station Service 3 , 4 to call In the interchanges Operated by First group plc

For bus service 10 and 11 Avonmouth shirehampton Lawrence Weston Westbury on Trym Southmead hospital bus station uwe bus station and Bristol parkway station to call at the interchanges Service 13 shirehampton, sea mills Southmead hospital bus station to Bristol city. To start from the Portway park and ride Interchange For westlink Demand responsive bus services to call And for the cribbs causeway bus and coach station to Portishead and clevedon to call. This project allows for a good city region public transport Network interchange But park and ride site requires a new terminal Building waiting facilities and toilets. And shelters like Bristlington and Long Ashton park and ride sites Bus shelters. Bicycle storage for e bikes and scooters Ev Charging points. Provision for Tourist coach parking. We need the Terminal building replaced but proper interchange building.

In the longer term to allow Metro west railway Network service to run around the full loop from Bristol Temple meads via Bristol Lawrence hill ,Bristol Stapleton road Montpellier Redland Clifton Down station sea mills shirehampton Portway park and ride Avonmouth Dock Henbury Filton North Filton Abbey wood Ashley Down Bristol Stapleton road Bristol Lawrence hill Bristol Temple meads station. With the New Arena and Exhibition centre at the Filton YTL.

We very much welcome this request to the west of England mayoral combined transport Authority to provide the money for improvement to this mass transit Interchanges at Portway park and ride.

And would hope further interchange Would follow at Henbury for cribbs causeway And the zoo Filton North for the Exhibition centre and Ashley Down in for Southmead hospital Tesco Eastville and the cricket ground.

We very much welcome this project as part of metro west railway and bus service improvement especially with More bus priority measures on the Portway into Bristol city centre. And clean Air zone in Bristol city centre.

David Redgewell South west transport Network and Railfuture Severnside

Question: PQ14.01 & PQ14.02

Cabinet – 3 OCTOBER 2023

Re: Agenda item 14 – Portway Park & Ride and Bus Access Improvements

Question submitted by: David Redgewell, South West Transport Network and Disability Equalities Forum

Question 1: With the provision of Public transport hubs and provision for scooters and E Bikes E charging points more seats Bristol city council has requested money to provide a new bus gate facilities at Portway park and ride bus and Rail interchange so buses can Operator to by first group plc service 3 and 4 to cribs causeway bus station via Avonmouth Dock and or Lawrence Weston stagecoach west bus service 10 11 being rerouted into via the bus rail Interchange. Avonmouth and sevenside. and bus services to Lawrence weston Westbury on Trym Southmead hospital bus station uwe bus station ,Bristol parkway station, Bradley stoke, Aztec west Hortham Alverston Thornbury. West link to buses to Portishead. Services 13 to Sea Mills Shirehampton Westbury on Trym Southmead hospital bus station Gloucester Road and Bristol BRI city centre .Bristol park and ride bus service to Shirehampton station, sea Mills Hotwells, Harbourside, Bristol city centre Bristol cabot circus,Bristol Temple meads station and Bristlington. Park and ride. Especially also with future metro west railway Network service over the Henbury loop line for the arena.

What design brief is the west of England mayoral combined transport Authority and North Somerset council Working for Transport hubs for important transport interchanges for a waiting room, accessible toilets cafe or Drinks machine so while we welcome the bus gate and interchange facilities we like to know when the portacabin terminal building is to be replaced?

Question 2: What discussion is Bristol city council having with the west of England mayoral combined transport Authority and North Somerset council over the design of passengers facilities at Transport hubs such as Portway park and ride site?

With Ev charging points cycling stands and facilities for E Bikes. But very important to passengers good quality Terminal building with waiting room toilets changing places or Accessible toilets and catering Kiosks. The Liverpool City Region Greater Manchester combined transport Authority and West Midlands combined Authority have design brief for Bus shelter bus and coach station Railway station and Transport hubs like the much welcome passengers interchange facilities at Portway park and ride site. Can the mayor Malvin Rees discuss this issue with the west of England mayoral combined transport Authority and mayor Dan Norris Whist progressing plans for Portway park and ride interchange.

Question: PQ14.03

Cabinet – 3 OCTOBER 2023

Re: Agenda item 14 – Portway Park & Ride and Bus Access Improvements

Question submitted by: Ian Quaife

Question 1: On behalf of the Public Toilets equalities Network we would like table the following question at the forthcoming BCC cabinet meeting. What discussion is Bristol City Council having with the West of England Combined Authority on the design of passengers facilities, **including fully accessible toilet provision**, at the recently opened Portway Park and ride interchange and other transport hubs across the city?

Question: PQ14.04

Cabinet – 3 OCTOBER 2023

Re: Agenda item 14 – Portway Park & Ride and Bus Access Improvements

Question submitted by: Dan Ackroyd

Question 1: The risk register (document Appendix_D1_Risk Register Portway PR.pdf) does not contain any risk item related to the possibility that the YTL arena may not be come into operation.

When the decision was taken to cancel the Arena in the city centre, and YTL offered to create one on the boundary to South Gloucestershire, they were being told by the Mayor of Bristol that Bristol would "have an underground within 10 years" -

[https://urldefense.com/v3/ https://www.bbc.co.uk/news/uk-england-bristol-42350706 ;!KUxdu5-bBfnh!9wgHQzOVDUSI-I5kUntygUqcC9ndFwIAHMQiwGODBXJoH7TbFfgodBxK713kYo3_Sxe6PC6ufTNlodoD5maifWjHIxb-QqvM\\$](https://urldefense.com/v3/https://www.bbc.co.uk/news/uk-england-bristol-42350706)

It is entirely possible they based their business case for their Arena on the belief that an mass transit system (with underground parts) would make it very easy to get to and from their development site from the city centre.

The document Appendix_A1_A4 Portway PR Full Business Case contains "The total benefits from the committed demand scenario are £87,247 and for the aspirational demand scenario £141,257" and "The total estimated scheme outturn cost is £2,006,889".

That seems a very low amount of benefit for the cost if the added benefit of the site being used as a park and ride for the Arena does not happen.

Does this scheme still make sense when a sensible level of risk is applied to the possibilities that YTL either do not deliver an Arena or fail to operate it for a long time due to it not being profitable?

Question: PQ15.01

Cabinet – 3 OCTOBER 2023

Re: Agenda item 15 – Estate Rationalisation and Disposals

Question submitted by: Dan Ackroyd

Question 1: The assets being proposed to be sold off have not been listed as that information has claimed to be exempt as in the 'Reasons restricted' which includes: "is exempt information if and so long, as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information". The council selling off assets without publicising their sale is very odd. What is the public interest in maintaining secrecy about the asset being considered for sale?

Question: CQ19.01

Cabinet – 3 OCTOBER 2023

Re: Agenda item 19 – Asset Management Software Contract

Question submitted by: Councillor David Wilcox

Question 1: I welcome this proposal to help the Growth and Regeneration Directorate keep track of its assets. Can the Cabinet Member for City Economy, Finance and Performance confirm that data on the location of assets and other pertinent data will be accessible through the council geographical information system PinPoint <https://maps.bristol.gov.uk>, please?

Question: PQ23.01 & PQ23.02

Cabinet – 3 OCTOBER 2023

Re: Agenda item 23 – Q1 Quarterly Performance Progress Report – Q1 2023/24

Question submitted by: Sid Ryan

Baseline FOI compliance - responding to requests within 20 working days - is 'significantly worse than target' and BCC has recently received enforcement action from the Information Commissioner in the form of a Practice Recommendation. Further non-compliance will lead to an increased volume of incoming requests, more challenging requests, greater pressure on officers, significant legal expense and risk of reputational damage.

But providing a response within the legal deadline is the least of duties under FOI, and the worst performance metric for the service. When a response is provided matters less than what is provided. BCC may be responding to requests, but rarely does it actually provide information - and so it suffers under repeated requests for the same information.

I am concerned by seeing repeated misapplication of exemptions and procedural rules to refuse legitimate inquiries. And by blocking communication with requesters BCC closes off the most efficient route of resolving residents concerns. I firmly believe that if BCC is going to improve its service it will need to start talking to its requesters.

Question 1: How is BCC working to address both the resource and cultural problems cited as reasons for slow progress on this item?

Question 2: Would the Cabinet consider tracking user-reported-satisfaction as a metric with which to assess the FOI service?