

Public Forum

Date: Tuesday, 12 March 2024



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PS33	Samara Flaherty	Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement
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3. Public Questions Received

Ref No	Name	Title
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PQ02	Richard Pawley	Plant Based Catering
PQ03	Simon Hobeck	Totterdown Bridge
PQ04	Suzanne Audrey	Ecology
PQ05	Suzanne Audrey	Housing Density
PQ06	Hilary Saunders	Quaker Burial Ground
PQ07	David Redgewell	Bus Services
PQ08	Dan Ackroyd	Safety Valve
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PQ16	WITHDRAWN	
PQ17	Jen Smith	Safety Valve
PQ18	Eleanor Freeman	Safety Valve
PQ19	Tara Waite	Safety Valve

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PP 01 Nico Scarlett – Fix Stapleton Road’s Bus Seating (128 signatures)

We the undersigned want Bristol City Council to take seriously that the bus seating on Stapleton Road (next to the post office) is needed for the residents and visitors of Easton who are disabled, elderly or pregnant. We want Bristol City Council to understand that it's not okay that we have to either: sit on the floor; sit on the cold metal base (under what would be the seat); or stand for periods of time which they would not do otherwise. We want Bristol City Council to take our concerns seriously and to not neglect residents and visitors of Easton.

We have tried reporting this issue to the council, and have back and forth emails with the Public Transport Team from Bristol City Council, but they are refusing to replace the seating that was taken out due to 'anti-social behaviour'.

We believe that seating is a minimum requirement, that needs to be available for everyone but especially people who are disabled, elderly or pregnant. This means that people unable to stand, or can only stand for small amounts of time, have to stand, or end up sitting on the cold and thin metal base of what was the bottom of the seat.

We believe this is unfair to people who are unable to stand, or can only stand for small amounts of time.

STATEMENT PS 01

Submitted by John Stansfield

Title: Plant Based Treaty

The combination of a growing world population increasingly keen to adopt the 'western' diet of high meat, dairy and fish intake is enacting in a scenario where the production of these products (certainly meat and dairy) entails vast - and unavoidably - inefficient land usage. The availability of land is coming into short supply as a result, meaning that humanity's very survival will inevitably involve a wholesale shift towards a (much healthier) plant based diet. That is simple fact that receives the wholesale support of global scientists and institutions from the UN downwards (will provide the respective statements from these bodies). As the UK's first European Green Capital, and the first UK city to declare a Climate Emergency, as well as its clearly stated commitment to improve the health of its citizenry (will provide BCC's respective statements and declared policy) it would be remiss in the extreme for BCC to ignore the 30% contribution of agriculture (mainly animal agriculture) to the world's GOC emissions - and irresponsible in the extreme for BCC to ignore the powerful bodies of evidence testifying to the burgeoning human health problems directly attributable to the consumption of meat, dairy and fish products (with fish now containing large amounts of metals and plastics). These problems include obesity, hearth disease, cancers and strains of diabetes (will include pertinent pronouncements by the medical profession on this). These problems, of course, also impose huge additional pressure on NHS funds. In light of this it is incumbent on BCC to accept the inevitable shift towards increasingly plant based nutrition - and absurd, in view of its credentials - if it does not. The request is therefore that the Council joins other forward-looking councils and bodies by signing up to the Plant Based Treaty - and if it is not prepared to do so - to proved robust reasons why not.

STATEMENT PS 02

Submitted by Jen Smith

Title: Delivering Better Value in SEND and Safety Valve application

Bristol City Council Safety Valve

At Bristol Schools Forum on 12 July 2023, The director of education presented paper Delivering Better Value in SEND Programme.

There was an update on 26 September 2023 by the same director.

A further update took place on 28 November 2023 by the same director.

There appears to be no update at the meeting on the 16 January 2024. Unfortunately, after the meeting on 12 July 2023, no other Bristol Schools Forum meetings are available to view on YouTube to confirm this.

It seems extraordinary that Bristol City Council gave the appearance of working on the Delivering Better Value in SEND programme when it was already working with the Department for Education on its application to join the Safety Valve Programme from 28 July 2023.

Cabinet papers say that following the invitation to join the Safety Valve, the council 'entered a development period with DfE advisors who worked with us to provide a robust and deliverable DSG DMP and the underpinning financial modelling. On completion of this process the Council's Safety Valve application was formally submitted to the DfE on 12 January 2024 following engagement with Cabinet Board and the Council's Finance Scrutiny Task Group. The submission was supported by the Chief Executive, the Director Education and Skills and the Council's Section 151 Officer.'

This covered a period of time, tinkering with Send when the council did not even have an Executive Director of Education.

The paper to approve Bristol's application for the Safety Valve was uploaded the day before the Cabinet meeting. There was no opportunity for members of the public to ask questions or submit statements.

This paper should never have been allowed to go to Cabinet when Bristol had not been upfront and transparent about its application to the Safety Valve. This is something which will have a huge impact on Send children and young people for years to come.

I am unaware of any other local authority which has taken such a cloak and dagger approach to something so important to the point it disregarded all democratic process.

The agenda item was allowed through under APR16 Special Urgency on account that the taking of the decision could not be reasonably deferred.

Well it shouldn't have been allowed. Sometimes people need to say no. There are huge concerns by campaigners in other parts of the country about the impact Safety Valve agreements will have on the provision of Send in local authorities.

If Bristol is harbouring under the illusion that people will go quietly over this, it's wrong.

STATEMENT PS 03

Submitted by Mitch Webb

Title: Stapleton Bus Route

My names Mitchell I am a resident of Stapleton I am one of many that have been massively effected since we lost our bus route, people like myself that are disabled and the elderly members of our Community feel completely cut off and stranded without having our lifeline to commute. We are unable to get to important drs appointments, unable to get out and socialise or even do everyday tasks such as shopping.

The council want more people to use public transport as an alternate to using cars when entering Town but how are we able to do that without a single bus going though Stapleton?

I have spoken to many people that feel very upset and angry about this whole situation. An elderly lady told me she feels like she's trapped in her own home now with the alternative to get taxis or Ubers as an expanse she can justify with the already high costs of living.

We ask you to please give our community back the public transport we so desperately need.
Thank you

STATEMENT PS 04

Submitted by Maureen Lewis

Title: Stapleton Bus Route

Stapleton residents are petitioning for restoration of a bus service through the area. we have been told that First Bus consider the route not viable.

The main reasons for this are

- 1) There were 2 bus services -the Y4 and the 5 both of which became unreliable due to frequent cancellations -
- 2) The route only needs one service -2 services will never be viable
- 3) During Covid people stopped using the bus particularly the many elderly people living in the area.
- 4)After Covid it took people a long time to feel confident enough to start using the bus again and the services were cancelled long before the demand increased sufficiently.

Peoples lives have been greatly diminished by this lack of transport meaning that access to shops, gp surgeries, hospitals and the centre of Bristol is now extremely difficult.

People who work in the area at the pub, the Brandon Trust, the schools, the nursing homes etc now have to rely on private cars or taxis.

How will we ever solve the climate crisis if we don't provide communities with an all encompassing Public Transport system ?

Surely WECA and BCC can find some way forward and agree to support at least an hourly regular, reliable route through Stapleton.

STATEMENT PS 05

Submitted by David Redgewell

Title: Public Transport – Combined Authority

Public statement,

With the west of England mayoral combined Authority in special measures we are concerned about progress and working together on public transport and especially bus service the Department for levelling up and are worried about Bristol city council, Banes and South Gloucestershire county council work together and funding through the Transport levy ,

The Duplication of officer function where Bristol city council, Banes so appear large Transport Department is carrying out functions that should be run by the west of England mayoral combined transport Authority

South Gloucestershire county council has transferred more of its functions and staff to west of England mayoral combined transport Authority,

Bus shelter maintenance in Bristol is very expensive for the Taxpayer with Bristol city council attending to repair shelters and infrastructure contractors when the west of England mayoral combined transport Authority attending to repair real-time information systems and put up timetables also happen in South Gloucestershire county council and Banes.

By now we should have had and bus shelter maintenance service across the west of England mayoral combined transport Authority and North Somerset council, which by now should be applying to join the west of England mayoral combined transport Authority

Maintenance and management of bus and coach station and interchanges

Bus service have caused many problems in the city Region with many communities, rural and urban estates

Loosing service because the local councils would not raise the Transport levy ,despite requests from the metro mayor Dan Norris asking councils to protect vital bus and coach services

To work school College university heath provision hospital basic food shopping trips leasure and Tourism facilities,

The councils did not increase the levy

Westlink Demand responsive bus services were not a replacement service as west link Demand responsive bus services is designed as a feeder service to main line ,bus coach and railway services, So bus service were withdrawn and

In some cases temporary bus ran

and many area were then left in Banes ,south Gloucestershire and Greater Bristol without bus services.

NO OTHER COUNCILS OR COMBINED TRANSPORT AUTHORITYS HAD RUN Temporary bus service in England just get over local elections, but it happened in the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area ,

With many communities without public bus services and the cost of living crisis people unable to afford taxi's

and council leaders and the metro mayor unable to reach agreement on the bus subsidies and bus services improvement plan funding,

Passengers groups, equalities forums

Residents and older people forums

And mps of all colours luke Hall ,kerry

Mccarthy , Geoffrey Clifton Brown ,cotswolds,mp sioban Baillie mp Stroud wera Hobhouse mp for Bath all raised the west of England mayoral combined transport Authority and North Somerset council bus network and services to the Cotswolds and in to Somerset unity council area Question in the house of commons to Transport secretary mark Harper mp and the bues minister Richard Holden mp , were raised on the bus service cuts across the city Regional, Somerset and Gloucestershire,

Permission was given to use bus services improvement plan money on support services alongside local council funding to bring back vital bus services in urban and rural communities but talks failed to agree a way forward at west of England mayoral combined t Authority committee and joint committee meetings

So passengers groups, communities groups oider people forum disability equalities forums Residents association tenants association, civic groups.

All ask the secretary of state for Transport mark Harper mp and Michael gove to look at the situation in the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area ,

Today we have seen the government take action to bring in panel to help run the west of England mayoral combined transport Authority and hopefully fucus on delivering public transport Network service for the city Region and restore public bus services,

Following the auditors report.

The also a need for a equalities officer at the west of England mayoral combined transport Authority and North Somerset council,

And Panel set up by the Department of levelling up working for stakeholders and passengers

For a clear plan on light rail system planning in the city Region,

For delivery of bus rail Interchange facilities and interchanges,

On Ferry services, Improvement including accessibility to ferries and Harbours ,

The future arrangements for the local Enterprise partnership in the west of England in the Greater Bristol and Bath city region and North Somerset council,

And it's merger in the west of England mayoral combined Authority.

With North Somerset council becoming a full member in the elections of 2025 ,

We need The leaders of Bristol city council, Bristol mayor and future leader leaders of South Gloucestershire county council, Banes and North Somerset council and the metro mayor Dan Norris and officers to be delivering high quality public transport Network services

For the city Region.

Like Andy Burnham in Greater Manchester combined Transport Authority Steve Rotherham

Liverpool City Region combined transport Authority, Andy street west Midlands combined Transport Authority,

For Bus services improvement plan panel meetings to include bus service changes agree with

passengers group for discussion as per Department for transport instructions and guidelines,

The last meeting finished 25 minutes early and did not discuss the bus operators changes at stagecoach west, First Group plc Wales and West buses Division, Transpora buses, big lemon buses, Gwent vale travel buses, A bus or any other company,

So passengers groups were unable to comment on bus services improvement plan funded services and advice the Bus service improvement plan Advisory Board,

There is major concern about officer running advisor panel working groups and not Democratically Elected members, raised by Labour Councillor Transport executive councillor Hannah young, North Somerset council and councillor Don Alexander Transport executive Bristol city council and chair of Western Gateway Transport Board,

And officer representing Banes and South Gloucestershire county council Transport councillors Sarah Warren Fiona_Gourley and Chris Willmore and matt Palmer at South Gloucestershire County council,

We also need to Bus passengers forum

For passengers in the west of England mayoral combined transport Authority and North Somerset council area

Especially with Bus services improvement plans having to be Resubmitted to the Department for transport on the 12 th June 2024

Including community safety partnership Working with the police forces.

Avon and Somerset police, British Transport police, Bristol port police,

Intergrated Transport and interchanges improvements With bus rail coach and ferry services, But facilities at Bus stop and interchanges bus and coach station for passengers with reduced mobility,

Details of shortages of bus and coach services staff Drivers cleaners engineers, Supervisors and managers at bus and coach Depot in the city Region at weston super mare, Wells, Bath and Bristol Hengrove and Lawrence Hill Depot of First Group plc, Wales and West buses Division, Stagecoach west Patchway and Stroud bus Depots ,Big lemon buses at parson Street station Bristol, Transpora buses in Lydd Green Bristol, Favesaver buses Chippenham Wiltshire, and other bus operators,

Improvement in Bus and coach clean and presentation of buses washing and cleaning,

Closer working with the western Gateway Transport Board chair councillors Don Alexander Transport executive Bristol,city council and Peninsula Transport Board, Covering the south west of England,

On bus services Some services were saved like the 84 85 yate Park and ride Yate Railway station yate bus and coach station Wickwar Charfield and Wotton under Edge, Thanks to admission in South Gloucestershire county council councillors Chris Willmore and matt Palmer working with council Phillips Robinson executive member for transport Gloucestershire county council,

But services 622 Cribbs causeway bus station to Bristol zoo, Olverton Alverston Thornbury Tytherington and yate bus and coach station,

Apart from school buses

Services 10 ,11 Avonmouth Dock, Lawrence weston Westbury on Trym Southmead hospital bus station uwe bus station Bristol Parkway railway station Aztec west roundabout Hortham Alverston and Thornbury the

Section from Bristol parkway limited service, to Thornbury been withdrawn.

And the very important Bus services from Bristol city centre, st Paul's, St werburgess, Eastville park Stapleton Broomhill ,Fishponds, Downend Bromley Heath has been withdrawn.

With no services to Stapleton and Broomhill still today ,

This was raised in the house of commons by kerry Mccarthy mp and in Bristol city council by Councillor Marley Bennett

Whilst we welcome the bus service improvement in the Bristol city Region

With the new bus services.

By First group plc Wales and West buses Division and Stagecoach west and Transporta buses.

On service 24 Ashton vale estate to Southville ,Bedminster,Bristol city centre, Bristol cabot circus, Old market Street, Stapleton road Station Eastville park Tesco, Horfield lockleaze Southmead hospital bus station.

First Group plc bus services

Service 23 Ashton vale estate, Southville, Bedminster, Bristol city centre,

47 Downend, Oldbury court, Fishponds Road, Fishponds Road Stapleton road station Eastville Easton, Bristol city centre,

Service 5 Clifton, Park street Bristol city centre, Bristol Broadmead shopping centre Cabot circus, Old market Street, Barton hill, St Anne's park, this service needs Extension Bristlington Hungerford road, and Knowle

Service 41 Kingwood Town centre, St George, Lawrence hill Station, Bristol city centre Harbourside, Hotwells, Portway sea Mills, Shirehampton Avonmouth sevenside,

Replacement for service 3 ,Bristol Broadmead shopping centre, Bristol city centre, Park street Clifton Down station sea Mills ,Shirehampton, Avonmouth Lawrence weston, Henbury and Cribbs causeway bus and coach station,

But west of England mayoral combined transport Authority has not put a replacement services in place for service 3 ,

Service 77 is a new First Group plc Wales and West buses Division service from Henleaze to Clifton Down station, park street, Bristol city centre Bristol Broadmead shopping centre, Gloucester Road Montpellier railway station approach Horfield Common.

But the service should extend to Southmead hospital bus station,

Service 1 is major issues in Bristlington

With a proposal for service from Cribbs causeway bus station Westbury Clifton Down station park street collage Green, Bristol city centre, Bristol Broadmead shopping centre, cabot circus Bristol Temple meads station Arnos vale Bristlington sandy park road St Anne's park Guilford Road Broomhill Bristlington Hungerford road Bristlington village School Road loop, as 1 a

Service 1 running on the normal route

From Bristol Temple meads station Arnos vale Bristlington sandy park road shopping centre, Alison road Bromhill extended to Bristlington park and ride site,

New Transpora buses Bristol

Are Services 90 Imperial park Hartcliffe, Hengrove, Knowle Bedminster, Redcliffe Bristol city centre,

Service 23 Ashton vale estate Southville, Bedminster, Redcliffe, Bristol city centre Bristol Broadmead shopping centre,

Service 25 Bristol city centre, St Paul's St Werburghs Eastville park, Fishponds

Higher frequency.

And Sunday services.

925 Newport to Bristol bus and coach station via Cribbs causeway bus station and Clifton Down station,

Service 60, Thornbury Failfield, Charfield Cam and the Dursley and Dursley may lane bus and coach station,

Service 62 Thornbury ,Berkeley sharpness, cam and Dursley station, cam and Dursley may lane bus station,

New operator

Gwent vale

New services west local,

Bath odd Down Park and Ride Tunley, Timsbury Paulton midsomer Norton Westfield Radstock, Bristol to the Chew valley ,

Bristol bus and coach station, Bristol Temple meads station, Totterdown Knowle Hengrove Whitchurch Pensford Clutton Farringdon Gurney Chewton Mendip Wells bus and coach station Glastonbury street to Taunton

Regional service 374

First Group plc Wales and West buses Division

Service 375 Bristol bus and coach station, Bristol Temple meads station,Totterdown Knowle Hengrove Whitchurch Pensford Clutton,Chewton Mendip Wells bus and coach station Glastonbury street Walton to Bridgwater railway station, Bridgwater bus and coach station

New regional bus service,

First Group plc Wales and West buses Division,

Service 376 Bristol bus and coach station, Bristol Temple meads, Totterdown Knowle Hengrove Whitchurch Pensford 376a via Paulton and midsomer Norton Wells bus and coach station Glastonbury and street,

Revised service, 376 a via Paulton and midsomer Norton,

But the following bus services need restoring in Bristol,

Service 25 Or 26 Transporta buses service Bristol city centre, st Paul's, St werburges Eastville park Stapleton Broomhill Fishponds oidbury court
Stapleton is left with a bus service,

Service 622 cribbs causeway bus station, Bristol Zoo, Olverton Alverston Thornbury Tytherington and yate bus and coach station,

84, 85 Yate park and ride site, Yate railway station, Yate bus station, Wickwar Charfield, Wotton under Edge,

This service needs to retained

Joint with South Gloucestershire county council and Gloucestershire County council

Service 10 11 Avonmouth Dock, shirehampton, Westbury on Trym Southmead hospital bus station, extention to uwe bus station, Bristol Parkway railway station Aztec west roundabout Hortham Alverston and Thornbury,

Service 522 Bristol city centre Bristol Temple meads station Arnos vale Bristlington keynsham marksbury Timsbury, Paulton midsomer Norton Westfield Radstock, Peasdown st john Bath spa bus and coach station,

Need diversion via chandag Road in Keynsham,

Bishopsworth to Hengrove, Bedminster Bristol city centre,

Tesco Eastville, Eastville, Easton and Dings and Bristol Temple meads station need a westlink Demand responsive bus services,

But we need to get the west of England mayoral combined transport Authority and North Somerset council, city Region, to work together with Bristol city council, caz money and Transport levy ,Banes council caz money Transport levy, South Gloucestershire county council transport levy All council car park charges ,to fund bus services
On westlink Demand responsive bus services
Westlink Demand responsive bus operated by Ezeec medical services drivers are not on Eu regulations.

The Traffic Commissioner Kevin Rooney has instructed the west of England mayoral combined transport Authority and North Somerset council to design 20 minute zones that connect with Bus services coach services and metro west Railway Network services,
So westlink buses are not being used for middle Class taxis style services
But link to park and ride site at long Ashton ,Bristolington, Odd Down, Portway park and ride, Bristol parkway, Emerson green, and Yate .
Cribbs causeway bus station, Southmead hospital bus station, uwe Bus and coach station, Filton Abbey wood station, Patchway station, Bristol parkway station, Bristol Temple meads station to connect with metro west railway Network stations
Hub at Bristol Airport connections with the Falcon coaches part of megabus Scottish City link coaches to Bristol city centre, Bristol Bond Street.
Churchill ,East Brent, Bridgwater, Taunton, Wellington, Cullompton Exeter, Newton Abbot and Plymouth coach station,

We need westlink Demand responsive bus services to link people to school College university work ,Heath care hospital, basic food shopping, shopping centres leasure and Tourism,
It is essential that we get Demand responsive bus services that do not cost the west of England mayoral combined transport Authority and North Somerset council more than £ 10 per passenger which the cost per passenger is now costing a considerable higher amount of Taxpayers money,
Or will this service contract just run its present form until it is terminated in 18 months time ,

Metro west railway Network

We need to make progress on the Bristol Temple meads station Bedminster parson Street, Ashton Gate new station, pill and Portishead,

Bristol Temple meads station, Bristol Lawrence hill, Bristol Stapleton road Ashley Down station, Filton Abbey wood station, Filton North, Henbury for cribbs causeway and Bristol zoo,

We need see progress on the new Railway station at Henbury including disabled access to Henbury Village for passengers with reduced mobility and partly sighted passengers, mother and Father's with buggies.

and progress on Charfield station,

On the Bristol Temple meads station Filton Abbey wood, Bristol parkway station, Yate Charfield new station, cam and Dursley, stonehouse Bristol Road Gloucester central Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill, Worcester Forgate Street,

We also need signalling on the new level crossing at Avonmouth Dock as Network rail are replacing the level crossing, so we must plan for the Henbury loop expansion,

Disabled accessible lift to weston super mare lift Nalisea and Backwell, Parson Street, Bristol
Lawrence, Bristol Stapleton road, Avonmouth, Cheltenham spa,
And an number of accessible train to

To replace the inter city Express trains on the Bristol Temple meads station to Filton Abbey station,
Bristol parkway station yate,Charfield new station Cam and Dursley, Gloucester central, Cheltenham
spa Ashchurch for Tewkesbury Worcester Shrub Hill Worcester Forgate Street,

Inter city Express trains cross country

Can not pick up wheelchair accessible passengers in first class wheelchair space if if the train does
not platform at Yate, Cam and Dursley and Ashchurch for Tewkesbury

With the need for a transport plan bus services and metro west Railway Network services for the
gravity factory in Bridgwater Somerset

On Agrulas Tata factory in Purton working With Bridgwater Town Council, Somerset council
Transport Authority, western Gateway Transport Board chair councillors Don Alexander Transport
executive Bristol city council, and Peninsula Transport Board, chair councillors Andra Davis ,
Bus and coach services network with First group plc South buses Division From Greater Bristol, South
Bristol weston super mare and Bath,

and a railway link on metro west Railway Network to Puriton Station on the freight railway line in the
Battery's factory to move the Battery's to the west Midlands Tata BMW factory,

Passengers railway services from Bristol Temple meads station, Bedminster Parson street, Nalisea
and Backwell, Yatton for clevedon, Worle parkway, Weston million, Weston super mare, Highbridge
and Burnham on sea to Puriton station,New station Bridgwater, Taunton, Wellington,New station
Cullompton new station and Exeter St David s

West of England mayoral combined transport Authority and North Somerset council need to play
Major role in in the Bristol city Region and the south west of England,

We must make the west of England mayoral combined Authority with North Somerset council as a
full member work for passengers residents and stakeholders of the region.

Since the Department for levelling up and secretary of state Michael Gove

Putting the west of England mayoral combined transport Authority,

Into special measures for 12 months

With a panel being set up advise council leaders and the metro mayor Dan Norris,

With the bus service improvement plan for the west of England mayoral combined Authority and
North Somerset council Having to Resubmit on 12th June 2024 to secretary of state for Transport
mark Harper mp.

Passengers groups bus users are asking how the public consultation on the revised plan will take
place

With the Bus users and public transport forum,The bus service improvement panel and Bus advisory
Board,

With all the new guidelines from the buses minster, on Transport security and working together with
the Police and crime commissioner mark Shelford, Avon and Somerset police, British Transport
police, Bristol port police.

bus and public transport operators and bus company's

Safer bus stops shelters Interchanges and Bus and coach stations

Better bus coach rail and Ferry Interchange facilities,

Better facilities for disabled passengers and passengers with reduced mobility and partly sighted,

Details of staffing levels at Bus Depot in the Bristol city Region, and into Somerset and

Gloucestershire, the support the west of England mayoral combined transport Authority and North
Somerset council bus network.

Will the new bus services improvement plans be signed off by the west of England mayoral combined transport Authority and North Somerset council bus service Advisory panel and Advisory Board,

The west of England mayoral combined transport Authority committee and Joint committee and the metro mayor Dan Norris,

What will be the role of the Department for levelling up panel in our Bus service improvement plan submission.

Passengers groups and stakeholders wish to know,

STATEMENT PS 06

Submitted by Lucy Holburn

Title: Bus to Stapleton

Dear Democratic Services,

As a member of the Lower Stapleton Residents Association I would like to advocate for the many people that raised this as a significant issue to them at the last residents meeting.

Removing the bus service to Stapleton has disproportionately impacted people on lower income, people with mobility issues, and is pretty wild considering we are in a climate crisis (people forced to use cars if they have them). It is isolating people.

This is a public health issue, an active travel issue, an Economic issue, a climate issue, and a social justice issue.

We are calling on Bristol City Council and WECA to do everything in your power to address this and put it right - we have been without appropriate public transport for too long.

With thanks
Lucy Holburn

STATEMENT PS 07

Submitted by Helen Struthers

Title: Restoring a bus service to Stapleton

I am writing in support of the petition about restoring a bus service to Stapleton. I am resident in Stapleton and my husband and I used to use the Y4 and number 5 buses regularly. Since their cancellation, we have had to resort to using our car, something we prefer not to do for climate reasons. My husband has Parkinson's disease, mild dementia and other health problems and consequently has frequent medical appointments. At the moment I have to drive him to these as he is no longer driving, but I am very worried that, as I am in my upper 70s, this may change. We would then need to take a bus. Aware of possible future medical needs when we moved to Bristol, we bought a house near a bus route, presuming that, in a green city, this would be retained. There are many people in Stapleton who need a local bus, especially the elderly, the handicapped and the Brandon Trust people for whom Elm farm is very important. Clearly this is an equal opportunities issue and needs to be resolved as soon as possible. This is not a rural community; Stapleton is only 2 miles from the city centre.

STATEMENT PS 08

Submitted by D. Price

Title: Lack of a bus through Stapleton

No bus through Stapleton means no trips to the Centre or Fishponds. unless you have a car and are prepared to pay the high parking charges, (which are there to stop people using cars!!!! plus talk of Fishponds car parks to be fitted with meters.) From Eastville park to Fishponds there are 5 buses (17,25,48,48a & 49) and not one of these can be diverted through Stapleton?

D. Price

STATEMENT PS 09

Submitted by Katrina Hood

Title: Restore a bus service to Stapleton

Hi there,

My name is Katrina Hood, I signed the petition to restore a bus service to Stapleton.

I live on Welsford road and I am currently greatly affected by the lack of bus service in Stapleton.

I'm disappointed to see how heavily serviced the other side of the park is; along fishponds road and Stapleton road, with many services running up and down it hourly, yet the people of Stapleton don't have a single bus service?

I have to walk about 25 minutes to get to fishponds road and then it takes another 40 mins to get into town as the bus travels down heavily congested routes. I have given up for now and I ride my bike to work in the centre everyday. This is possible because I am young and physically able, I can only imagine how isolating this lack of bus service is to the elderly and physically impaired members of my community who rely on a service to get into town.

I also find it unsafe walking through fishponds park at night and I find I have little options for public transport at night.

Please consider installing a bus route that services the Stapleton community, utilises the M32 as a time effective route and also services lesser serviced areas of the community such as glenfrome road and st Werburghs to provide more communities, links to each other and routes into the town, that don't depend on already very congested roads/routes (ie Stapleton road)

Thanks for your time.

Katrina Hood

STATEMENT PS 10

Submitted by Sally Collins

Title: Bus service for Stapleton

I am writing to echo Councillor Bennett's concern for the people of Stapleton who live on or near a this main road into Bristol and yet are still without any buses to serve them. It seems extraordinary that so many buses frequent Fishponds Road and yet not one cannot deviate along Manor Rd and on through Stapleton. I object most strongly to the loss of a service. Firstbus originally claimed that it was underused. I would argue that it had become so unreliable in terms of punctuality (or not arriving at all) that this contributed to a loss of passengers.

Please find away to allow these citizens of Bristol who live less than three miles from the city centre to allow us to access it! Thank you.

STATEMENT PS 11

Submitted by Karen Harris and Gary Hughes

Title: Stapleton bus routes

Dear Sir/Madam,

We ask that our request for the reinstatement of the bus routes that have been removed from our area is looked upon favourably.

The strength of feeling on this matter is witnessed by the volume of signatures on the petition which makes this request.

The elderly and infirm are suffering most from the lack of any public transport close enough for them to access and everyone in the area shares the disadvantage of having to walk a very considerable distance to get on the nearest in-service bus-stop.

Sent in hope,

Karen Harris and Gary Hughes

STATEMENT PS 12

Submitted by Fiona Castle

Title: Use of special urgency provisions to bring forth the Safety Valve Programme report to Cabinet (5th March) and the subsequent decision to approve the Safety Valve agreement

As the parent of a child with Special Educational Needs and Disabilities (SEND), I was appalled to learn that on Friday the 1st of March, the Safety Valve programme was admitted to the agenda for the Cabinet meeting on the 5th. The Safety Valve programme is a scheme which, whilst it may cut the Designated Schools Grant deficit, will not be able to do so without a significant and potentially unlawful swathe of cuts to the educational provision of SEND children in Bristol.

I am not able to convey to Council in a single statement the level of concern I have that Cabinet not only chose to pass this shortsighted and far-reaching agreement, but that the issue was brought to Cabinet in such an underhand manner, bypassing the democratic right of the public to reply. I have read the information report accompanying this decision and, although the constitution of the Council is quoted, nowhere in the report is the use of special urgent provision actually explained. There is no adequate justification for why the events surrounding the Safety Valve agreement were so very extraordinary that the use of extraordinary and high-handed powers was needed.

I believe this is because it cannot be justified. The Council entered into negotiations with the Department for Education in July of 2023, with the final application being submitted on the 12th January 2024. That is almost two clear months before the meeting of Cabinet. Whilst it is arguable as to whether the details of the deficit management plan produced by the Council need to remain secret, the fact that there was such a plan, absolutely did not. I strongly suspect that the Safety Valve agreement and deficit plan were kept secret until the last minute to prevent interested parties, such as parents of SEND children and educators within the city, from mounting a campaign of opposition to the plan.

Other Local Authorities planning to join the Safety Valve programme have seen high levels of criticism and some councils already on the scheme, such as Norfolk, have been unable to fulfil the terms of the agreement. They have seen their payments from the Government stopped and the introduction of ever-increasing draconian cuts to SEND provision. Cuts, which are argued by many in the SEND sector, to be unlawful.

Bristol City Council has spent many years failing its SEND children and those who serve to support and educate them. They have now used, in my opinion, undemocratic and unnecessary methods to hide the fact that, for SEND children and their families, life in Bristol is about to get a whole lot harder, and the Council is both responsible and complicit in that escalation.

I urge the Council not to ratify the decision of the Cabinet with regards to this matter.

STATEMENT PS 13

Submitted by Lorna Lindfield

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

I have cancer and chronic fatigue. I am a part-time NHS employee and am currently unable to work.

I am managing alone, living in a flat. I already fund my allotment rent out of household food and fuel budgets.

Cancer has had a huge impact on my mental health. The allotment is the only thing in life that I positively want to get out of the flat for.

The allotment means I can,

- eat a wider range of fresh vegetables than I could buy,
- get out in the sun and fresh air,
- do an activity without spending money,
- meet like-minded people.

I have already adapted my methods to my disability and low income by,

- building irrigation channels,
- using no-dig methods,
- accepting help from friends to do the heavy work,
- growing lower effort produce,
- rainwater harvesting.

Some councillors have suggested that my rent should be considered an entertainment expense, and that I am part of a privileged gated community. This is a crass misrepresentation of the struggle I have to pay the rent and work the plot.

STATEMENT PS 14

Submitted by Danica Priest

Title: Youth services in Knowle

Knowle West is in dire need of more youth services. It's not good enough to point to the Youth Zone, which is on the other side of the ward and hasn't even been built yet, and say we are throwing all our money there so nothing else can be done. The residents have been doing so much hard work for their community and we should be celebrating their efforts not silencing them. They tried warning the council for years that knife crime was a problem and that local youth needed a place where they can feel safe but they were sadly ignored.

Actions speak louder than words but, for far too long, all this community has had is words- we now need real action. The current administration has been shown clear, undeniable evidence that the terms of the lease have been broken. It's time to end the excuses and give Eagle House back to the Community now. I fully stand behind the residents campaign and will fight with them until Eagle House is a youth centre again.

STATEMENT PS 15

Submitted by Ana Sanchez

Title: Statement on Council Consultation on Proposed Changes to Bristol Allotment Rent and Tenancy Agreement

I'm very glad that the rules originally proposed have been paused for the moment. I feel they had many flaws as they seemed to be in many cases going against good ecological food growing practices and against biodiversity in the rich ecological environments that our city allotments have become. To mention just a few examples: cutting trees that are not dwarf root stock, removing hedges, allowing ponds only of a minimum not optimal size, banning wildflowers when many of those are hugely beneficial for pollinators and humans...

Also is good that the proposed extra additional charges have been paused. These, together with the big rent increases, would definitely make the allotment plots a financial burden or totally unaffordable for many.

Regarding the rent increases proposed by BCC they seem to be quite random for different bands (from around 7% increase to above 400% increase). As many others I think that there must be a more fair approach and some middle ground where all plot holders are treated equally. As a small plot holder I see that my proposed rent increase is perhaps one of the lowest, however, in other cases plot holders will be hit hard and that seems very unreasonable.

Special mention on these increases is needed for the community plots which considering the huge benefits they provide to the community in so many different ways should be under special considerations and offered a very low rent in general, in my opinion they deserve no increase at all.

It was very encouraging to hear Cllr Ellie King and Major Marvin Rees mention several times in the cabinet meeting on 05.03.2024 that they would make exceptions and help on individual cases where people or community groups might struggle with the rent increases. I do hope this gets written formally and becomes a reality.

Overall the financial figures shared by the council (and those not shared due to not being available for some reason - allotments accounting from 2022-2023) have not been clear.

It's totally understandable that the rents need to increase for the allotment services like site maintenance and management of the waiting list / admin tasks to improve. What is not so clear is how those proposed increases have been calculated and more importantly how the money collected will be used. I think as a minimum we, plot holders, deserve a clear detailed accounting so we understand where BCC is coming from. Please if you can be more transparent on your processes and figures from now on that would help us all.

I do hope a more collaborative approach between BCC and allotment tenants can be attained and we can eventually reach a good balanced management of the allotments where nature can thrive and people can benefit from growing their own food locally in an affordable way, not to mention many other benefits like improving mental health, physical and emotional well-being, or access to being part of a community. Thank you.

STATEMENT PS 16

Submitted by Elise Unger

Title: Statement on Council Consultation on proposed changes to Bristol Allotment rent and tenancy agreement

Whilst it is understandable that allotment rents need to increase in line with inflation, the increase should be exactly that, in line with inflation. The price rises you are proposing for 2025/26 are completely outrageous, for example, a small plot which presently costs £50 per annum would rise to £89 by 2026. This is an almost 80% increase. Prices have not gone up by 80% since 2018, if I went to a council run gym in the city for a swim in 2018 it would have cost £4.50, now in 2024 it costs £5.80. That's a 28% increase in price. Why then the 80% price hike on my allotment rent? For some other plot holders, the increases are far greater, up to 400% increases for some community plots; volunteers who give up their time for free to help educate, physically and emotionally nurture others within their community and grow food to distribute to local food banks, groups such as the various community orchards around the city and the volunteers who help run PROPS. However, you wish to financially punish these groups the most! Your rationale is that allotment rents haven't gone up since 2018. That is not the fault of the allotment holders and they should not be punished for it. It is Bristol City Council's inability to manage its budget and implement a rent increase that is at fault, for example, the agreed 25% price rise issued by the Allotments office in 2022 that should have come into effect by September 2023. Councillor Ellie King even took an action at the forum meeting of 27/07/22 to "Clarify the rent increases" and the timetable so that notice of the increase could be issued to plot holders by autumn of the same year, yet this somehow all disappeared into the ether. What is the reason for this, or have none of you noticed? Please show some integrity, compassion and wisdom; seek to apply a reasonable rent rise for all plot holders, in line with inflation, to come into force in the coming year.

STATEMENT PS 17

Submitted by Ann Tucker

Title: Lack of any bus service through Stapleton, Bristol

I live in Welsford Ave Stapleton (part of the Colson Estate consisting of Avery Rd ,Rowland Ave ,Welsford Avenue, Welford Road and Croft Ave) We have quite a demographic mix of people of different ages and physical abilities all now left stranded with no bus service at all!! Our nearest bus would be a big walk to either the Eastgate center or at the top of Eastville Park both of which are out of reach for the elderly, anyone with a physical disability or even younger fitter people who now don't feel safe walking to these sites especially in hours of darkness! We are unable to access a doctor, hospital, supermarket or any form of social activities by public transport. With Bristol City Council introducing the clean air zone a lot of us are also now prohibited from entering the city center in older vehicles. This particularly discriminates against people on lower incomes. Young families often struggling to transport young children or the elderly. We need a reliable bus service ! Also a lot of the residents here are very conscious of trying to be environmentally friendly and want to reduce the use of cars , but for those of us who are unable to use an electric scooter or bike or cycle, there is no alternative! That is for those of us lucky enough to have a car! Stapleton also has a big traffic problem as any child attending Collegiate school, Glenfrome Primay or Begbrook Primary schools now has to be driven. Also anyone visiting Elmtree farm to work or support them has to drive or be driven. We absolutely need a bus, it's a Public service. At least 4 bus services now head down Fishponds Road surely at least one could be diverted through Stapleton?!

STATEMENT PS 18

Submitted by Megs Smith

Title: Call for debate around Green agenda and NetZero emissions

The Green agenda supports Net Zero emissions, the eradication of petrol and diesel vehicles and the uptake of Electric Vehicles, but how 'green' this agenda is in reality is up for debate. Councils all over the country are being held into account by residents for their actions around Net Zero and it would be useful for debate to take place in Bristol too.

STATEMENT PS 19

Submitted by Dr Tamara Evans Braun

Title: rises to allotment rent passed by cabinet on March 5th.

Firstly, the proposed rents are not reasonable and need to be reassessed.

The recent allotment consultation results show that 78% of respondents disagreed with the proposed rent increase so it's very clear that the tenants do not think the rent rises are reasonable! Section 10 of the Allotments Act 1950 provides the power for the Council to charge "such rent as a tenant may reasonably be expected to pay for the land". The definition of reasonable is defined by case law and The National Allotment Society (NAS) gives a number of guidelines for setting reasonable rents. One of which is comparing to leisure facilities. It also suggests that the "present level of rent and its historic tradition" should be taken into account and also the "likely effects of rent levels on plot take-up". Rents are due to rise between 7 and 492% depending on the plot. This rise is not on line with the increase to local leisure facility prices, nor does it have any historical precedent.

The councils EIA confirms that people may be priced out of the allotments and the councils risk assessment in the report put to cabinet admits that these price rises will push people off their plots. It also states a risk that exceeds the councils risk appetite being a legal challenge to these rent rises. The only argument the council has that their new rents are 'reasonable' is by comparing the rent rises to a few other local authorities. In policy 103, the NAS specifically says it "does not endorse the use of benchmarking against other allotment providers".

Secondly the budget supporting the need for these rent increases is unclear.

In the councils argument that rents need to rise has been the constant line that allotments are being massively subsidised by the parks authority. It is clear looking at the allotment budgets for 2017-22 that allotment spending is usually higher than income and I accept rents need a SMALL rise to negate this. However, there are no budget figures available for 22/23 but the budgets for 24/25 suggest that for this year at least the allotments don't outstrip spending, with the spending being £191K and the income being £337K. Going forward the budget includes a massive and unprecedented spending of £301K per year for the next 15 years on infrastructure. From my understanding it is this figure that is being used to justify the need for the massive rent increases, rather than a smaller rise. However it is very unclear what this money will be spent on.

What allotment infrastructure will cost £4.5 million in the next 15 years? Please can details of this be released and clarified.

STATEMENT PS 20

Submitted by Ruth Day

Title: Living Rent Commission

I'd like to submit this statement to Full Council on the item about the Living Rent Commission.

I write this statement as a renter in Bristol who has lived here for the past 7 years in a series of unaffordable student rented properties, experiencing poor conditions, damp, mould, and lack of heating. Thankfully, now I am in an affordable property of a decent quality. But I know that so many renters in Bristol don't have this luxury and are struggling in substandard, extortionate accommodation, like I have done in the past.

Rent in Bristol is spiralling out of control. Rents have risen twice as fast as local wages over the last 10 years. Individuals and families are struggling to make ends meet and stay in their homes. High rents are pushing people out of Bristol and is one of the main drivers of homelessness.

Many families who are private renting need a social home, but due to a chronic shortage, they are forced to pay unaffordable rents and live in often unsafe, overcrowded conditions. Many are made homeless due to the cost of renting. Families who have been in their homes for decades who receive Section 21 eviction notices find that they cannot find a new place to live due to the inflated cost of renting and have to move into temporary accommodation where they are trapped for years as they cannot find an affordable place in the private sector, and are stuck on the social housing waiting list.

Millions and millions of pounds of public money is pouring into private landlord's pockets to deal with the effects of high rent in the form of Discretionary Housing Payments and paying them to provide temporary accommodation for the families made homeless by the rental crisis engineered by private landlords themselves.

The situation has got so dire that we are starting to see bidding wars in the city, egged on by landlords who want to make as much money as possible. More and more Bristolians are falling into poverty as more and more of their benefits or wages are swallowed by rent. Many landlords refuse to rent to people on benefits, despite this practice being outlawed, giving many people no options and nowhere to go.

We need urgent action now. We cannot wait for more and more people to lose their homes, fall into poverty, and have to move out of the city they know and love. We need decisive action to tackle high rents in the city.

We urgently need rent controls in Bristol. We need a rent control model which at the heart of it aims to safeguard renters in their home and ensure that everyone can have a safe, secure and affordable home to live in.

Every local party in Bristol should commit in their manifestos to continuing work around rent controls, and implementing them once we have the powers.

However, designing the right rent control model could take months if not years. We do not have time to wait before we take action. Every local party, and particularly Mayor Marvin Rees, should loudly and decisively call for powers to enact an immediate rent freeze in Bristol. We need to do all we can to prevent more people losing their homes.

Rent controls are the answer. They can ensure that no one is paying more in rent than they can afford. They can prevent unreasonable rent increases and keep people in their homes.

Every local party should commit to ensure that the work of the Living Rent Commission isn't lost and is continued to the next administration.

Ruth Day, private renter

STATEMENT PS 21

Submitted by Tina Holmes

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

I will not be able to attend in person, but here is my statement.

Whilst I object strongly to the new allotment rent charges, my concern is that should an Allotment Association chose not to adhere to your new rent and water increases, you will force them by revoking their leases, then just issuing new ones at a higher rate.

Obviously associations do a lot of the leg work themselves using volunteers, requiring minimum input from the council, so shouldn't be forced to charge the same as one directly managed by the council. I hope this is taken in to consideration.

STATEMENT PS 22

Submitted by Hilda Bernhardtsson

Title: Bristol Fair Renting Campaign – rent controls

Good evening councillors,

My name is Hilda and I'm representing the Bristol Fair Renting Campaign.

We are witnessing an alarming trend - relentless rise in rents that is pushing countless families and individuals to the brink of financial instability. As a renter in Bristol myself, I currently spend the bargain of £690 and about half of my take-home income each month to live in a property that would be considered illegal in the country I come from due to its lack of insulation and structural mould. Many of my friends here pay much more for much worse, and many have chosen to leave the city altogether due to the costs of renting.

Skyrocketing rents are impacting more and more of our communities, forcing individuals and families to make impossible choices between paying rent and meeting other basic needs such as food and heating our homes. While the private renting sector in Bristol has many problems that need solving, without stopping the climbing rents, we will see Bristol become an unliveable city for most. The findings of the Living Rent Commission have only underscored what we already know: Bristol rents are spiralling out of control, and this cannot persist – we urgently need rent controls.

Today, we call upon the council to recognise the gravity of this situation and to take decisive action. We need you to not only publicly endorse and support the actions recommended by the Living Rent Commission, but to do everything in your power to prioritise renters, and fight for rent controls to help the thousands of renters that are struggling. The renters of Bristol need to know that you not only hear our voices but are listening to us ahead of the upcoming local election. We urge all councillors here today to make concrete commitments to rent controls in your manifestos, and to the people you serve.

Mayor Marvin Rees - our campaign has time and time again implored you to use your voice and join other mayors across the country in speaking out explicitly on the urgent need for powers to freeze rents, while we work towards the development of a long-term rent control model for Bristol. Our question stands clear: will you use your remaining time, power, and voice, to join together with other mayors across the country and stand up for renters?

Please prioritise renters by doing everything you can to fight for the rent controls we urgently need.

STATEMENT PS 23

Submitted by Tess Price

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

This is a collective statement from a number of allotment site-based community groups and projects, who have come together to state our concerns about the impact on our groups of the allotment rent rises recently agreed by Cabinet.

Bristol has a fantastic range of motivated and committed community groups/projects on allotment sites, and collectively we bring huge benefits to the city including on access to healthy food, physical and mental health, reducing isolation, building community and opportunities to connect with nature and land.

The Council acknowledges this in its PGSS Food Growing and Allotments strategy, and claims to want to encourage and support us: Page 44 states: "Collective growing plots are a great way to enjoy the benefits of an allotment plot without having to commit to an individual allotment tenancy or join the waiting list for a plot. These have been established by a group or organisation to satisfy a particular community need and interest in food growing, providing social interaction and community cohesion.

There is great opportunity for these initiatives to encourage the participation of under-represented groups, and to be a stepping-stone for everyone to progress from an interest in food growing to taking on their own allotment plot. Increasing opportunities for collective food growing will require a collaborative and creative approach, but it has the potential to reduce pressure on our allotment waiting list and ensure the benefits of food growing are accessible."

But in fact these rent rises will be really damaging to us and they risk closing many of us down.

- The rent rises are huge, ranging from around twice as much to almost 6 times as much as current rents. The rises are higher on larger plots, disproportionately affecting our projects. Many of us rent multiple plots for our projects, the new rents for many of us will be in the region of £500 to over £1000 per year. These are huge sums for community-led, volunteer-run projects to find.
- Your proposed 50% discount won't work to make the rent rises manageable for us. Some of us are already receiving discounts of 50% or even 100%. Even with the discount, one Community Orchard has calculated it will have to pay £605/yr under the new rent regime.
- The discount scheme itself will involve a large extra administrative burden on groups and potentially large extra costs. In order to receive the discounts, groups may have to keep records of all participants/visitors including date/time of visits, equalities monitoring data, records of food yields and maintenance activities. GDPR law is likely to apply to these records. Groups may also have to set up Public Liability Insurance if they don't already have it.

The potential impacts on us are as follows:

- Some of us will be forced to close our projects, or parts of our projects, because they are no longer financially viable. Many of us provide free hands-on food and fruit growing learning

opportunities; we give away surplus produce to our local communities, and to local Food Banks; and we provide outdoor healthy spaces and community to people who may otherwise be unable to access such things. Does Council really want us to charge for such services? If so you will make these services unaffordable and inaccessible to many of these people.

- Some of us who raise funds through member subs will have to increase those subs by a large margin to cover our costs, effectively closing our groups to those on a low income.
- Some of us will be forced to seek new or additional grant funding to cover our costs. This will increase our workload, make the future of our groups vulnerable to cuts in grant funding, and prevent us from planning for the longer term. It is also extremely hard to find grant giving bodies willing to fund ongoing running costs such as rent.
- We all rely largely or entirely on volunteer labour to keep our projects running. The extra administrative burden is likely to be impossible to sustain for many of us, already struggling to balance this work with paid employment, family and caring commitments. As a result some of us may have to close because key organisers and volunteers won't be able to continue to run and manage the projects.
- Potential new groups/projects will be disincentivized by the new rents and the need to meet stringent requirements to obtain the 50% discount. New groups of this kind never start out fully formed with lists of volunteers, and are rarely able to obtain grant funding in their early stages. They are nearly always the result of the hard work of a few committed individuals, often for years, in order to get the group up and running and get plots safe and ready for the intended use. Your rent and discount scheme proposals will act as a very high barrier for any new groups of this kind.

We are asking the full Council to reverse and rethink these damaging rent rises as soon as possible, before any of our projects are forced to close.

We are asking that the Council works together with us and other community groups/projects to develop new rent proposals that can support a viable allotments service and enable us to flourish as well.

Furthermore the Council needs to back up their stated encouragement for community groups by looking to work with us and support us. We can help support the allotments with support and training, resources and organisation, but we can only do this if our projects are themselves sustainable. From this could come the innovation which is more important than rent rises to bring about improvement to access and maintenance of allotments.

Groups who have co-written and signed up to this statement:

- Alive Dementia-friendly Allotment
- Beaufort Road Community Growing Collective
- The Birch Collective
- Easton Community Garden
- Edible Bristol
- Fishponds Community Orchard
- The Haven Project
- Herbalists Without Borders Bristol (Herb Allotment)
- Metford Road Community Orchard

- Redland Green Community Orchard
- Royate Hill Community Orchard
- Street Goat
- Thingwall Park Community Chickens
- Woodcraft Community

STATEMENT PS 24

Submitted by Caroline Dalcq

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

Firstly, the proposed rents are not reasonable and need to be reassessed.

The recent allotment consultation results show that 78% of respondents disagreed with the proposed rent increase. Section 10 of the Allotments Act 1950 provides the power for the Council to charge "such rent as a tenant may reasonably be expected to pay for the land". The definition of reasonable is defined by case law and The National Allotment Society (NAS) gives a number of guidelines for setting reasonable rents. One of which is comparing to leisure facilities. It also suggests that the "present level of rent and its historic tradition" should be taken into account and also the "likely effects of rent levels on plot take-up".

Rents are due to rise between 7 and 492% depending on the plot. This inconsistent rise is not reasonable: it is not on line with the increase to local leisure facility prices, nor does it have any historical precedent.

The councils EIA confirms that people may be priced out of the allotments and the councils risk assessment in the report put to cabinet admits that these price rises will push people off their plots. Is the Council taking into account this effect on plot take-up?

The only argument the council has that their new rents are 'reasonable' is by comparing the rent rises to a few other local authorities (carefully selected for their high rents). In policy 103, the NAS specifically says it "does not endorse the use of benchmarking against other allotment providers".

Secondly the budget supporting the need for these rent increases is unexplained and obscure.

The council has argued time and time again that rents need to rise because allotments are being massively subsidised by the parks authority. It is clear looking at the allotment budgets for 2017-22 that allotment spending is usually higher than income and I accept rents need a SMALL rise to negate this.

However, there are no budget figures available for 22/23 and the budgets for 24/25 suggest that for this year at least the allotments don't outstrip spending, with the spending being £191K and the income being £337K.

Going forward the budget includes a massive and unprecedented spending of £301K per year for the next 15 years on infrastructure. From my understanding it is this figure that is being used to justify the need for the huge rent increases, rather than a smaller rise. However it is very unclear what this money will be spent on.

What allotment infrastructure will cost £4.5 million in the next 15 years? Please can details of this be released and clarified.

When discussing these matters, can we all remember that allotments are a service that the Council has to provide to all, not a luxury we should beg for.

Thank you for listening

STATEMENT PS 25

Submitted by Neil Bennetta

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

Please could the council confirm the consultation period was followed in accordance with the processes and durations as laid out in the councils own policies.

Please could the council confirm why they have not utilised a fair approach to rent rises and implemented a rise in line with the inflationary rate. I appreciate that you have not raised the rates since 2018, but that is not an issue generated by the allotment holders, you simply did not introduce it.

If you calculate an inflation rise since 2018, the levels you are proposing are still almost double that amount. This is why is it not fair and reasonable. Also the fair and reasonable rise should be across the board.

STATEMENT PS 26

Submitted by Sue Crimlisk

Title: Objection to proposed changes to allotments consultation

Dear Council

I would like to submit my objection to the current proposed changes to the allotments consultation

Yours

Sue Crimlisk

STATEMENT PS 27

Submitted by Harry Mac

Title: Proposed changes to Bristol Allotment Rent and Tenancy

Firstly, the proposed rents are not reasonable and need to be reassessed.

The recent allotment consultation results show that 78% of respondents disagreed with the proposed rent increases and only 13% were in favour. That's 6 to 1 against. If you ignore that your consultation was just cynical and meaningless.

The rent rises appear random and especially onerous on those allotment holders with no access to water - a fourfold increase, for plots which have had NO on the ground input from any BCC employees or contractors. This rise does not have any precedent.

Secondly the budget supporting the need for these rent increases is unclear.

In the councils argument that rents need to rise has been the constant line that allotments are being massively subsidised by the parks authority. Its is clear looking at the allotment budgets for 2017-22 that allotment spending is usually higher than income and I accept rents need a SMALL rise to negate this. However, there are no budget figures available for 22/23 but the budgets for 24/25 suggest that for this year at least the allotments dont outstrip spending, with the spending being £191K and the income being £337K. Going forward the budget includes a massive and unprecedented spending of £301K per year for the next 15 years on infrastructure. From my understanding it is this figure that is being used to justify the need for the massive rent increases, rather than a smaller rise. However it is very unclear what this money will be spent on.

What allotment infrastructure will cost £4.5 million in the next 15 years? Please can details of this be released and clarified.

Please revise these figures to a more realistic inflation linked increase, not one based on someone's imagination.

Best Regards

Harry Mac

Lynmouth Rd allotments

STATEMENT PS 28

[Withdrawn]

STATEMENT PS 29

Submitted by Katy Ladbrook

Title: Objections to Bristol City Council Changes to Allotment Rules and Rent.

Statement to Full Council, 12th March 2024. Item 8. Petition Debate: Objections to Bristol City Council Changes to Allotment Rules and Rent.

A new and unexplained expenditure of £4.5m is being imposed on the Allotment Service, forcing it into financial deficit and requiring subsidy from other Council services.

The Allotment Rents and Water Rates proposal was agreed by Cabinet last week despite 76 public objections, in addition to this petition. It is repeatedly asserted that the Allotment Service is needing to be “heavily subsidised” by the Parks Service and BCC capital. But it is a new and unexplained program of spending which will put the allotments in the red.

I reiterate to the Council that the allotment community agree that rents should increase and that we understand the need for investing in the Allotment Service, and the context of the crisis in local government funding. We welcome the prospect of investment.

The objection to the increase in our rents is that they are due to huge and unexplained expenditure. This new debt will force the Allotment Service to require subsidising by other Council services already under pressure. And no one can explain what this money will be spent on.

The 2022/23 financial accounts for the Allotment Service are “not available”. They have been requested several times, including via Freedom of Information request. This omission has been called in for Scrutiny and is subject to a pending level-two complaint. Council should be concerned that a consultation, report, proposal and decision are able to ignore this financial error.

Contrary to the assertion given by Cllr King last week that she has based the rent increases on current financial records, you will not find these financial records in the Allotment Rents and Water Rates report. There is only an unevidenced estimate of income and expenditure for 2026/27. We have not found any further basis for imposing this 15- year program of spending which will cost the Allotment Service £4.5m. The only other information we have been able to obtain after weeks of enquiries is a vague rationale which was given verbally at the CSC meeting on 27th Feb.

The proposal for increased expenditure on the Allotment Service needs to be accountable. We don't mind paying more rent, but we don't want to see our service go into debt each year due to a cost which does not make sense. We need to understand where this money is going. You need to understand our priorities, so that the spending is happening in the right places.

Please can we restart the consultation process with a proper financial projection.

Katy Ladbrook

Ashley Vale allotment tenant.

STATEMENT PS 30

Submitted by Christopher Faulkner Gibson

Title: Allotment Rents and water Charges

I fully understand that allotment rents need to increase. The fact that previous agreed increases were not implemented is the fault of Bristol City Council, not the allotment tenants who are now facing punitive increases to compensate for this failure.

However, we want to work constructively with the Council, and we all agree that improvements are needed and must be paid for: the current staff levels are totally insufficient. We do not disagree with you on the principles but on the detail and the means of implementation.

Your decision to phase in the increases over two years is welcome, as is making monthly Direct Debit payments available but this does not go far enough.

79% of respondents to your consultation (many of whom live in the two most deprived deciles of the city) said that they either disagreed or disagreed strongly with the rent rises.

This is not reflected in your EIA, and I cannot see how you can justify the rent increases given this level of opposition.

Whilst I was pleased to see the new rules and additional fees postponed for further review and consultation, I do not believe that the responses to the consultation on rents have been properly considered.

Various suggestions have been put forward as to how the allotment charging regime can become fairer, but this is not reflected in your consultation report – you seem determined to go ahead regardless, ignoring both the level of opposition and the constructive suggestions that have been put forward.

In common with many other tenants, I believe your proposals will, if implemented as they are, be vulnerable to Judicial Review. The Bristol Allotmenters Resist group is actively investigating this, and it is believed that the costs could be met through a Crowdfunder appeal with little difficulty.

I also find it astonishing that so much anger is being stoked up across the entire city so close to an election. I am aware of several people who are vowing that if these increases go ahead they will no longer vote Labour, saying they feel betrayed that a Labour Council is penalising working people in this way.

Please, step back from this and take an altogether more imaginative and collaborative approach.

STATEMENT PS 31

Submitted by Jai Breitnauer

Title: Safety Valve

I am disgusted and horrified by the lack of transparency relating to Safety Valve. I came to Cabinet and I heard Marvin Rees say himself that it could not be openly discussed because the DfE embargoed it. I phoned the DfE and spoke to them myself and they told me no, this was not true. The guidance around embargo had either been misunderstood or misappropriated and the council were free to go about their usual democratic processes. Cabinet and officers, both paid with tax payer money, chose to hide this from the public, then lied about it. This cannot be allowed to stand and a full investigation must be called.

Jai Breitnauer

STATEMENT PS 32

Submitted by Rick and Louise Alexander

Title: Bus service through Stapleton Village

Dear Councillors,

Regarding the Stapleton bus services petition, we cannot emphasise enough the need for a bus service for our community. Without a bus, and in our case, without a car also, we are cut off from essential services such as access to a doctor's surgery and local shopping. These are absolutely basic needs. We cannot stress this enough. Medical services and food are surely not too much to ask? Isolation is bad enough, but to deny basic human necessities is a moral issue that cannot be ignored. We beg of you, please, please, and please again, to rethink and help your fellow citizens in their hour of extreme need. We've suffered long enough over the past 18 months or more without even the most basic bus service through Stapleton Village.

Sincerely,

Rick and Louise Alexander

STATEMENT PS 33

Submitted by Samara Flaherty-Rigg

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

Hi there,

Just to inform you we sent our BellHill Allotment petition to CEO Mr Peacock and our MP representative-Kerry McCarthy..stating our concerns..still awaiting response.

As a council to public services how do you plan to honour the equality act 2010 and your duty to fair tariff , where these rents increases cease to be inclusive and Benifit subsidies do fail to accommodate the broader community..if failure to do so in its approach..does directly discriminate, your rent increases be distributed as over two years is still unrealistic and still will have the exact same negative impact on allotment people and shares holders ..how do you wish to proceed in view of your obligations to the above?

STATEMENT PS 34

Submitted by Melanie Riley

Title: Bristol allotment price hike

I disagree with the potential increase in allotment fees throughout Bristol. Allotments should be affordable for all and with the current increase people will be forced to give up their plots. People use allotments for many reasons beyond just growing fruit and veg such as for wellbeing purposes and for a sense of community. Preventing people on lower income from access to this is outrageous. I love Bristol for its village like/community feel however increasing the allotment prices will take this away from many. There is a joy in having an allotment so close to home whilst living in a small terrace house with a tiny back garden. It is not fair to take this away from people!!

More land should be allocated to allotments within the local plan instead of price increases. With allotment fees increasing people are more likely to opt for a private allotment company instead of the council owned allotments. These currently provide more services than the council run allotments (we only get access to water!) and are therefore a more desirable option and also availability.

I honestly think you should re-think the plans on increasing allotment prices before it is too late and everyone boycotts Bristol Council allotments!

STATEMENT PS 35

Submitted by Kelly Allen

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

I just want to register my objection to the rent increases.

This is awful and unsustainable and undemocratic. It has been pushed through by the council with no real consultation with the allotment tenants.

STATEMENT PS 36

Submitted by Roger Bonner

Title: Reinstating Stapleton Buses

My name is Roger Bonner. I am 75 years old and registered blind. I have Parkinson's disease and I have been living in Stapleton village for 40 years. Stapleton is a suburb of Bristol that currently doesn't have any form of public transport system.

I am not sure what I have done to upset the bus companies, the Metro Mayor or the City Council, but I must have, as they insist on punishing me by effectively confining me to my immediate neighbourhood by removing my only means of affordable transport into the City.

It hurts every time I walk past the now-defunct bus stop. They seem to mock my every footstep. They make me wonder why neighbouring communities have many bus services to choose from, yet we have none. One of our neighbours enjoys four different services in town. Fishponds and Fishponds Road plays host to the 25, 48, 48a, and 49. Often these services play 'follow the leader' as they leapfrog each other from bus stop to bus stop. This is good for the residents along that route, but a slap in the face to me and my fellow Stapleton residents.

Over the past months, during many public forums convened by the Metro Mayor's office, the request has been made that one of the bus services, as mentioned earlier, be rerouted to take in Stapleton village. This would be a simple solution as it does not require extra buses or drivers, and as already stated, the bus stops stand unused. However, this simple solution is deemed not feasible, and I don't understand why.

STATEMENT PS 37

Submitted by David Adams

Title: Statement on Council Consultation on Proposed changes to Bristol Allotment Rent and Tenancy Agreement

Fees:

1. The rent rises are massive, way above inflation.
2. It is unreasonable to have extra fees for installing sheds, fruit cages and ponds. New tenants will have extra fees to pay if they want to install these things, which is just too much on top of the raise in plot fees.
3. It is unreasonable to have fees for getting a key - so you could have an allotment but not get a key to access it without paying extra money
4. I don't trust that BCC is able to reliably contact me via email - £50 for a rental reminder is unacceptable.
5. It is not acceptable to ask people to pay for a site inspection challenging a Notice to Quit.
6. Fees for clearing a plot-holder's overgrown plot after having left are extraordinary.
7. Likewise fees for removing structures - these may have been there on the plot before current owner took over

Is the point to a lot of money from these fees - mediation included?

STATEMENT PS 38

Submitted by Annette Cath

Title: East Bristol Liveable Neighbourhood

I have been unable to find any evidence of funding or a budget to remove or alter street furniture after the ebln trial according to public feedback. This seems to suggest it is not a trial but a permanent scheme. This appears to be a dishonest approach by the council.

STATEMENT PS 39

Submitted by Fiona Preece

Title: Safety Valve

'I recently described our journey to getting our child the support they needed as repeatedly screaming into the void. Despite having one older child not struggling, the first response of school was to say they didn't see anything and to send me on a parenting course and this was a pattern that stuck. We were repeatedly gaslit and parent-blamed by school over multiple years, then by CAMHS and then by the SEN team at the council. I will be eternally grateful to the paediatrician who saw our child and fought their corner until they retired and the voluntary organisations that supported us. When our child finally reached the limit of their ability to hold on and stopped attending school, the school's response, without any hint of irony, was 'what has changed?'. I replied that nothing had changed, we had been telling them that things weren't ok for 5 years by this point. We had just been turned down for an EHCP. Our child now has an ECHP and is happily settled in a specialist school where they are thriving and about to start GCSEs but it took the entirety of their time in primary to achieve that and they have to travel a 50 mile round trip every day to get what they need.

The Safety Valve (SV) agreement entered into without proper consultation or scrutiny comes with strings attached. Some of the aims sound laudable like more inclusion but where is the well funded mainstream school system with the capacity to support more children with SEND within it? Where are the highly trained teaching assistants and therapists for schools to access? Where are the specialist teachers? Where is the budget to improve buildings and provide safe spaces for children to escape when it all gets too much? Where is the art/drama/inclusive PE? Early intervention also sounds great but with waiting lists for diagnosis and CAMHS years long and only dealing with children at crisis point, and a council SEND support system that consistently kicks the can down the road and makes unlawful decisions that are overturned at tribunal time and time again, they system is a very long way from early intervention. Where is the large amount of money required to reset the system coming from? The SV agreement doesn't provide it. SV agreements have also required a certain arbitrary number of children to be repatriated from out of county and/or independent schools but ignores the fact that these children are in these schools far from home because they have been shown to be the only place to meet their need. Since the Safety Valve agreement does not trump existing SEND law and new schools cannot be built overnight and without significant investment, how will the council balance its legal obligations to CYP with SEND with the SV agreement?

I wish our family was alone in having screamed into the void but it's the story of almost every other parent of a SEND child that I know. I fear this SV agreement will only lead to more screaming into the void and more children being failed. That it will lead to more illegal decisions being made and then overturned at tribunal. The system already operates on two tiers with those children who have a parent/carer with the time/energy/ability (and sometimes money) being more likely to end up with the support they need. This agreement with simply widen that gap while doing nothing to address the fundamental problems of a mainstream system stripped to the bone and a health system on its knees. There is no magic funding to fix the system.'

Full Council – 12 March 2024

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public who live and/or have a business in Bristol are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). Written replies will be published within 10 working days following the meeting.



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

Ref No	Name	Title
PQ01	Agnes Sales	Climate Future Advertising
PQ02	Richard Pawley	Plant Based Catering
PQ03	Simon Hobeck	Totterdown Bridge
PQ04	Suzanne Audrey	Ecology
PQ05	Suzanne Audrey	Housing Density
PQ06	Hilary Saunders	Quaker Burial Ground
PQ07	David Redgewell	Bus Services
PQ08	Dan Ackroyd	Safety Valve
PQ09	Fiona Castle	Safety Valve
PQ10	Ivan Veiga	Safety Valve
PQ11	Catherine Veiga	Safety Valve
PQ12	Em Williams	Safety Valve
PQ13	Gillian Crea	Safety Valve
PQ14	Jenny Clarke	Safety Valve
PQ15	Scott Daniels	Safety Valve
PQ16	WITHDRAWN	
PQ17	Jen Smith	Safety Valve
PQ18	Eleanor Freeman	Safety Valve
PQ19	Tara Waite	Safety Valve



QUESTION PQ 01

Subject: Climate Future Advertising

Question submitted by: Agnes Sales

I am deeply concerned about the climate crisis and the huge role advertising can play in this. The Advertised Emissions report that was launched at COP26 in 2021 found that advertising adds on average an extra 28% to the annual carbon footprint of every single person in the UK. Council has a stated goal that by 2030 “people in Bristol will consume carbon neutral food and drink”.

It seems important that decisions about advertising within our city are made in such a way to promote environmentally sensitive ways of eating. I know Council has already brought in an advertising policy that bans certain harmful ads. My question is, if meat and dairy products are known to have such a high carbon footprint, why are adverts for these products not included within this policy?"



QUESTION PQ 02

Subject: Plant Based Catering

Question submitted by: Richard Pawley

The Bristol Good Food 2030 Framework rightly points out that limited funding presents a major constraint for enabling Bristol's food system to align with the Council's stated goal of having the city become carbon neutral by 2030.

The scientific evidence is starkly clear that reducing meat and dairy consumption has a substantial impact in reducing carbon emissions.

Other councils such as Lewisham, Faversham, Hythe and Oxford, that have previously transitioned to 100% plant-based catering, have noted that there are no financial implications for this transition on council budgets.

With all this in mind, my question is: will you recognise that a transition to plant-based catering is an obvious move for reducing the climate impact of the city's food in a context of budgetary constraint, and that failing to do so will make achieving carbon neutrality in the city increasingly difficult?

Finally, if the council is responsive to the wishes of its people - would they not act upon this. It is clear that the residents of Bristol want more action on climate change, should you not fully embrace a climate strategy which would involve incorporating a roll out of plant-based catering as default; rather than as a desultory afterthought?



QUESTION PQ 03

Subject: Totterdown Bridge

Question submitted by: Simon Hobeck

The towerblock development at Totterdown Bridge is currently unfinished, there is no sign of work progressing, and the 17-storey tower has only one escape route which does not comply with fire safety regulations for buildings over 18 metres. Residents of Totterdown regularly ask about progress.

We are aware that Sir Keir Starmer was taken to the development site in 2021 as part of your mayoral re-election campaign, and so we hope you have maintained interest in the development.

Please can you provide an update on what is happening to the towerblock development at Totterdown Bridge?



QUESTION PQ 04

Subject: Ecology

Question submitted by: Suzanne Audrey

For Cllr Marley Bennett, Cabinet member for Waste, Climate, Ecology and Just Transition

Unfortunately the 'ecology' element of your new title was missing on the Council website for a while, although it has now been added. This gave the impression that ecological concerns are not prioritised - despite a well-publicised "ecological emergency". You may be aware that Avon Wildlife Trust, a key partner in declaring the ecological emergency, has recently challenged the activities of Bristol City Council in relation to ecology and biodiversity. The incidents at Yew Tree Farm, in which an ancient hedgerow and site of nature conservation interest suffered significant damage, have added to concerns. However, in your role as cabinet member with responsibility for ecology, I am not aware that you have said anything about these issues or tried to address them.

Please will you outline your role as cabinet member with responsibility for ecology and the actions you have taken to protect Bristol's nature-rich sites?



QUESTION PQ 05

Subject: Housing Density

Question submitted by: Suzanne Audrey

For the Mayor.

On several occasions, you have told a story about myself and other members of the public making statements at full council. I raised concerns about children living in high rise tower blocks, another person spoke of the need for more homes, and another raised concerns about building on nature-rich land. In telling this story, you add: "I told them they should speak to each other". We do. Building homes within Bristol's "42 square miles" is not a binary choice between building on nature-rich land or building high-rise. Bristol's Urban Living supplementary planning document focuses on creating quality homes, although in practice it has been repeatedly ignored in favour of the slogan #gettingstuffdone. However, another of your stories does acknowledge the problems of high-rise, when you talk about moving a family out of an overcrowded tower block, and the potential benefits for their mental health and family life.

Please can you outline your understanding of 'gentle density' and whether this may be a better way of increasing density while supporting healthy communities and preserving nature-rich sites?



QUESTION PQ 06

Subject: Quaker Burial Ground

Question submitted by: Hilary Saunders

In the 1950s the Quakers gave their Burial Ground opposite St Mary Redcliffe Church to the City Council for the benefit of the City, on the basis that it would be cared for as a precious space and treated with the respect that burial grounds deserve.

Recently various organisations have been working to use part of the space for a Memorial Garden where Asylum seekers and refugees can go to remember the losses they have suffered in being displaced. Quakers believe that this is a fitting use for the Burial Ground as a peaceful place. This project has involved the Bristol City of Sanctuary, the Hope Project, SARI,, BRASP, UWE and the Parks Dept. Representatives of Asylum seekers and refugees have also been involved, including in detailed work with UWE architecture students to produce a design for the space.

We now hear that although the Quaker Burial Ground is not included in the Redcliff development, the developers have asked to use it t as a compound where plant and construction materials would be stored and heavy vehicles would repeatedly drive over this space. The duration may be as long as 5 years. We believe that this use will destroy the space. In addition, the arboricultural and landscape plans appear to contradict each other and there is no clear reinstatement plan. We are also concerned about the destruction of the heritage walls that surround the space at the moment.

We are concerned that this will destroy a site of historical importance to the City and stop the plans for a memorial garden. We believe that the decision to allow this has not yet been made.

1. What can you do to stop the potential desecration of a sacred space of historical importance?
2. How well do you feel this sits with the Council's application to be reaccredited as a City of Sanctuary?



QUESTION PQ 07

Subject: Bus Services

Question submitted by: David Redgewell

Question 1

What progress is being made on the urgent replacement of bus services improvement jointly with the west of England mayoral combined transport Authority and south Gloucestershire county council, From the community in Stapleton and Broomhill without a public bus service on the old services 5 route From Bristol city centre, Bristol Broadmead shopping st Paul's, St werburges Eastville park Stapleton Broomhill Fishponds Oldbury court Downend Bromley Heath.

And an extension of services 1 cribs causeway bus station, Henbury Westbury on Trym, Clifton Down station park street, Bristol city centre Bristol Temple meads station, Arnos vale Bristlington sandy park road shopping Wick Road, Guildford Road St Anne's park, Broomhill Hungerford road Bristlington village School Road Guildford Road St Anne's park Wick Road,

To give the community of Bristlington and St Anne's park a bus service,

Services 5 a new route Clifton Down Park Street Bristol city centre Bristol Broadmead shopping centre old market St Anne's park, an extension is required to Bristlington Hungerford road and Knowle.

Service 10 Avonmouth Dock Shirehampton Westbury on Trym Southmead hospital bus station extension to uwe bus station Bristol Parkway railway station Aztec west roundabout Hortham

Alverston and Thornbury,

Service 52 Bishopsworth, Hengrove hospital Bedminster Bristol city centre

And Broadmead,

I view of the importance of access to school College university heath provision hospital basic food shopping trips leisure and Tourism facilities What discussion are taking place with

First Group plc Wales and West buses Division, stagecoach west, And Transporta buses with the west of England mayoral combined transport Authority to restore these very important bus routes?

Question 2 ,

What progress is being made in urgent discussion by mayor Rees and councillor Don Alexander with the west of England mayoral combined transport Authority and First group plc Wales and West buses Division stagecoach west South Gloucestershire county council, to save the bus service 3 from Bristol city centre Bristol Broadmead shopping centre, Park street Clifton Down station, Down sea Mills Shirehampton Avonmouth Dock Severnside Lawrence weston Henbury cribs causeway bus station.

Which finishes on the 7 th April 2024

Leaving Avonmouth and parts of Lawrence weston without cross North Bristol bus service



QUESTION PQ 08

Subject: Safety Valve

Question submitted by: Dan Ackroyd

The Local Authorities (Executive Arrangements) (Meetings and Access to Information), the law that governs how papers must be published ahead of public meetings, says that emergency decisions can be made when it is 'impracticable' to publish things in a timely manner.

This council knew for months that it was in the process of negotiating entry into the Safety Valve program as it would have been invited into that program some time last year.

Part of that invitation would have included instructions from Central Government about the need to get political clearance in a timely manner.

"We will publish all agreements made in 2023-24 in March 2024. You will need to factor into the above timetable political clearance of the proposal within your authority,"

What is the basis for claiming that it was 'impracticable' to publish the papers related to the Safety Valve program in a timely manner?



QUESTION PQ 09

Subject: Safety Valve

Question submitted by: Fiona Castle

1. In the paperwork submitted to the Cabinet meeting last week and subsequent comments by the Mayor and Deputy Mayor, it was stated that Bristol's joining of the government Safety Valve Programme had to remain secret up to now, by order of the Department for Education. Given that other LAs, who were invited to join the programme at the same time as Bristol, have shared information with the public, can the Council confirm if the other LAs are in violation of a DfE Embargo, or if in fact Bristol has chosen to hide these negotiations from the public?

2. Given that the Safety Valve Programme is going to require the LA to make significant year on year savings to its SEND budget, that it has not up to now been able to achieve, how can the LA reassure parent carers that those savings will not come at the expense of their children's statutory rights to provision, as detailed by the Children and Families Act 2014 and the SEND Code of Practice 2015?



QUESTION PQ 10

Subject: Safety Valve

Question submitted by: Ivan Veiga

1. What are Bristol City Council's top three priorities for how to use the Safety Valve funding?
2. More specifically: improved training and better-informed SEND caseworkers would improve the efficiency of council SEND services and so drive both better and more cost-effective provision; good independent SEND training courses are available e.g. from IPSEA (<https://www.ipsea.org.uk/pages/category/training>), while copies of e.g. SEND legislation and code of practice can be downloaded (<https://www.gov.uk/government/publications/send-code-of-practice-0-to-25>) or purchased from the Government, to take just two examples of how to achieve this; with what specific training and information does Bristol City Council plan to provide its SEND caseworkers using the Safety Valve funding?



QUESTION PQ 11

Subject: Safety Valve

Question submitted by: Catherine Veiga

1. Given that the experience from other LAs is that adherence to a safety valve agreement makes it impossible to also meet the LA's statutory obligations in the Children's and Families Act 2014 and the SEND Code of Practice 2015 (and vice versa), what assurance can the council give that any cost savings required in order to meet the terms of the Safety Valve agreement will not be to provision that would result in unlawful decision-making?

2. In light of the fact that the First Tier Tribunal makes its decisions based on the applicable legislation and not local policy (which a safety valve agreement effectively is), how does the council propose to meet its safety valve obligations, when the Tribunal is likely frequently to find against it if policy rather than legislation has been followed when making decisions in relation to EHCPs?



QUESTION PQ 12

Subject: Safety Valve

Question submitted by: Em Williams

1. How will you ensure that The Safety Valve will not entrench and widen inequality for disabled children and young people?
2. Who will support, in both the short and longer term, financially, emotionally and physically, the children and young people who can get neither top up funding nor an EHCP in Bristol going forward and are unable to fully access education?



QUESTION PQ 13

Subject: Safety Valve

Question submitted by: Gillian Crea

As the chairman of Extraordinary Links CIO, we would like to ask the council two questions concerning the safety valve agreement, for which we are vehemently opposed, as we feel that implementing this will undermine the educational opportunities for children with SEN.

1. As BCC has removed non-statutory high-needs funding, which will force parents to seek statutory support in the form of ECHP/EHCNA's, how will the councils sign up to the safety valve agreement (which aims to remove the need for statutory support above the ordinarily available provision), affect the children concerned, in short, how will they now receive the help and interventions they need?
2. In the same council meeting, it was decided that SEND children aged 16-18 would no longer be given paid transport to school. How does the council suggest that they will honour the commitment to ensure children have the statutorily mandated opportunity to remain in education until 18 when they are no longer able to get to their educational establishment due to their disability and/or SEND needs?



QUESTION PQ 14

Subject: Safety Valve

Question submitted by: Jenny Clarke

Please can you let me know how this will benefit SEND children and why the agreement was kept secret?



QUESTION PQ 15

Subject: Safety Valve

Question submitted by: Scott Daniels

Please clarify that the LA will not agree any terms in regards to the proposed DSG Safety Valve that would:

- Seek to limit the number of EHC Plans issued.
- Seek to increase the number of EHC Plans which are un-maintained or ceased following annual review.
- Seek to increase the number of young people with an EHC Plan whom are educated within the mainstream.

Any and all of these provisions would be patently unlawful in their nature. The idea that councils can set in motion a policy of significantly restricting access to EHCP support would fail when challenged in every instance. One cannot simply manage demand for disability services by disregarding reality.

Given LA procedure is, in almost every instance, overturned at tribunal on the basis that their actions are unlawful and in contrary to statutory guidance; how does the LA intend to both fund the significant increase in appeals/tribunal defences that they will need to mount, and subsequently the provision that those upheld appeals will dictate?



QUESTION PQ 16

[Withdrawn]



QUESTION PQ 17

Subject: Safety Valve

Question submitted by: Jen Smith

1. Could you explain the rationale behind the decision to finalise the deal in secrecy without undergoing scrutiny, and how this aligns with the principles of transparency and public accountability? Please bear in mind when you answer that DfE have clarified there was no need for secrecy. Other areas on the funding also had no requirement for secrecy.
2. Recognising the importance of coproduction in effective policy implementation, can you outline the council's plans to involve and collaborate with families in the decision-making process, especially given the previous lack of coproduction highlighted by two failed Ofsted inspections?



QUESTION PQ 18

Subject: Safety Valve

Question submitted by: Eleanor Freeman

- This decision is reported as being a non-key decision ModernGov - bristol.gov.uk. However, the statutory definition of a key decision is:
 - to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates; or
 - to be significant in terms of its effects on communities living or working in two or more wards in the City.

Given every school in every ward across the City will be impacted by definition and council reserves amounting to tens of millions of pounds have been earmarked, this fulfills both elements of the definition. Can the Mayor explain how this decision was deemed to be 'non-key'?

- Given the claims from the Mayor of the need for imposed 'confidentiality' of the safety valve engagements since Jan 12th have been debunked by the DfE, can the Mayor explain how this supports the identified need to 'repair fractured relationships' with parent/carers of children with SEND?



QUESTION PQ 19

Subject: Safety Valve

Question submitted by: Tara Waite

1. Will these Safety Valve Agreement be abiding by law in compliance to The Special Educational Needs and Disability Regulations 2014?
2. What are the implications if the council does not take up this Safety Valve Agreement?

