

**Question: CQ10.01**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 10 – Temporary Accommodation Update**

**Question submitted by: Councillor Steve Pearce**

**Question 1:** Additional funding to tackle rough sleeping is to be welcomed by all, I'm sure. Under the Labour administration, the number of affordable homes being built in Bristol has hit a 20-year high – an outstanding statistic considering the Government, Covid, the war in Ukraine, and other economic shocks outside of our control. How does the rate of empty council properties currently compares to other years throughout the past two decades?

**Statement: PS11.01**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 11 – Safety Valve Programme – capital funding**

**Statement submitted by: Tara Waite**

The veil of secrecy surrounding the council's decision to sign up for this Safety Valve Programme only serves to deepen the sense of unease, suspicion and mistrust among concerned parents and carers. It begs the question: why the lack of transparency and openness about the agreement in the first place.

The Department for Education did not implement any embargo whatsoever, despite assertions made to the contrary by the Mayor, deputy Mayor, and certain councillors.

One would hope that there was thorough scrutiny and evaluation of the programme BEFORE any commitments were made, ensuring that the best interests of SEND children were at the forefront of decision-making. Unfortunately, the clandestine nature of this whole process only fuels doubts about the true motivations and consequences of the safety valve programme.

**Question: PQ11.01 & PQ11.02**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 11 – Safety Valve Programme – capital funding**

**Question submitted by: Jai Breitnauer**

**Question 1:** in the safety valve report it states the DfE requested secrecy in August 2023 and this is why Bristol Council did not undertake the usual democratic process. I have spoken to the DfE and they have told me there was no embargo before the agreement was signed in March 2024. They said that councils are free to discuss safety valve and undertake usual democratic process and they advised me that Bristol's leaders either misunderstood or misappropriated the embargo advice. I want to know which one it is, and why.

**Question 2:** the council announced safety valve will bring an additional £53.8m of funding to SEND in Bristol but the report makes it clear this funding can only be used to pay off the so-called SEND deficit manufactured by Tory government policy. Can the cabinet please admit that there is in fact no actual money coming from the government through safety valve to be spent on SEND education, just cuts that will put the council at risk of legal action as they won't be able to fulfil their duties under the CFA 2014 and SEND legislation.

**Question: PQ11.03**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 11 – Safety Valve Programme – capital funding**

**Question submitted by: Caroline Lee-Smith**

**Question 1:** what will be the effect of the safety valve regime on issuing EHCPs? For example are we likely to see more push back from BCC on requests ie more times when parents and carers have to go to tribunal to get their child an EHCNA or issued an EHCP?

**Question: PQ11.04 & PQ11.05**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 11 – Safety Valve Programme – capital funding**

**Question submitted by: Tara Waite**

**Question 1:** Will the safety valve programme ultimately lead to the neglect and mistreatment of all SEND children in the name of financial cuts, while the council will be rewarded for those cuts by the DfE with funds to pay off it's debts?

**Question 2:** Why was there a lack of transparency and accountability from the council in signing up to this potentially harmful initiative when there was no embargo whatsoever implemented by the DfE?

**Question: PQ11.06 & PQ11.07**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 11 – Safety Valve Programme – capital funding**

**Question submitted by: Jen Smith**

There are 200+ children in mainstream schools whose EHCPs have identified they require a specialist setting.

Safety valve proposes that more children are educated in mainstream settings. There is no reference that for some children the right setting will not be a mainstream setting.

Even the most inclusive schools can't meet every child's needs and this is even more so the case when we consider the sensory needs of autistic learners which make up 80% of Bristol's SEND learners.

I feel that Bristol schools are already under enormous pressure.

**Question 1:** Can you tell me how much of the £100 million "investment" will go to helping schools?

Can you please only provide the total guaranteed figure not the figure pending grant decisions.

**Question 2:** Can you also tell me specifically how the £100 million "investment" will be spent across the 170+ schools in Bristol?

**Question: PQ11.08 & PQ11.09**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 11 – Safety Valve Programme – capital funding**

**Question submitted by: Dr Em Williams**

**Question 1:** How does Bristol LA intend to fund SEND provision given:

A) a sustained lack of investment in mainstream schools across the city in terms of supporting the needs of disabled learners driving up mental ill health, exclusions, absenteeism and requests for specialist settings;

B) the removal of top up funding;

C) the way in which safety valve funding has been used by other LAs as debt recovery rather than than investment?

**Question 2:** How will you demonstrably and evidentially reassure schools and parents that safety valve is a positive step for our children when the process has been subject to secrecy and a lack of scrutiny around the emergency measures used to rush it into effect?

**Question: PQ11.10**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 11 – Safety Valve Programme – capital funding**

**Question submitted by: Dan Ackroyd**

The paper says: "In August the DfE advised that no public announcements should be made relating to the Safety Valve invitation."

but at the same time, the invitation to the Safety Valve program said "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,"

**Question 1:** Exactly what was the advice from the DfE about no public announcements? Wasn't it to not publicise the details of the negotiations, rather than than to keep the whole thing entirely secret?



**Statement: PS13.01**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 13 - Hybrid Meeting Technology and Audio-Visual Upgrades**

**Statement submitted by: Bristol Disability Equalities Forum**

We welcome this report into modern government for the city and county of Bristol council, We welcome hybrid meetings and the council allowing public statements and questions on a hybrid system as is the case in South Gloucestershire county council, Gloucestershire county council, Somerset Council Dorset Council North Somerset council and smaller council like Yeovil Town Council Hybrid meeting are also run by the western Gateway Transport Board chair councillors Don Alexander Transport executive Bristol city council, Peninsula Transport Board covering the Regional. The council chamber and committees room need hybrid meeting screens as we have used for the one city plan Transport Board I fact we have asked Banes Council and the mayor of the west of England mayoral combined Authority jointly with North Somerset council to hybrid its meetings their meetings Planning committee meeting are hybrid in the other South west councils The city and county of Bristol and Bristol city Region is a major Regional council Many residents can not travel to city Hall for meetings especially in the Evenings with poor public transport link and on the working class estate. Disabled people with access needs Group that talk to Bristol disability equalities forum and south Gloucestershire county council disability equalities network, Find joining meeting on hybrid allows them to participate in local democracy and be stakeholders in the city and county of Bristol Region, for local residents and stakeholders and add social value to the council and allowing more participation in local democracy and their communities

We welcome the area committees in city and we would support this committee report to cabinet and mayor Malvin Rees, But we hope the new City and county of Bristol council will bring in the It system to hybrid meeting screens especially in the main council chamber and committee rooms and partnerships meetings of the west of England mayoral combined transport Authority and North Somerset council.

We welcome the council move towards hybrid meeting and more public and stakeholders partisapation especially for community's with protected characteristics, and hard to reach local communities, We notice in unity Somerset and South Gloucestershire County council more oider and working class communities join hybrid meeting rather than trave to kingwood civic centre and shire Hall in Taunton, Somerset

David redgewell  
Gordon Richardson Bristol disability equalities forum Trustees

**Question: PQ13.01**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 13 – Hybrid Meeting Technology and Audio-Visual Upgrades**

**Question submitted by: David Redgewell**

**Question 1:** What progress is being made With hybrid meeting at Bristol city council at City Hall fitting hybrid screens in committee rooms and the council chamber?  
South Gloucestershire county council, Gloucestershire county council, Somerset council and North Somerset council yeovil Town Council and western Gateway Transport Board allows the public and stakeholders group to join meeting remotely and ask Question and make statement about the council or Regional Authority's agenda When doe the city and county of Bristol council intend to follow it neighbouring Authority's into full Hybrid meeting so more people can take party In local democracy.

## Statement: PS15.01

Cabinet – 9 APRIL 2024

### Re: Agenda item 15 - Increase in Fixed Penalty Notice Rates for Fly Tipping and Graffiti

#### Statement submitted by: South West Transport Network and Railfuture Severnside

Item on Fly tipping and Graffiti enforcement policy in Bristol, We very much welcome this report to cabinet Graffiti and fly tipping cause areas of Bristol and the city Region to look run down and unsafe ,Bristol Stapleton Road, has made alot of progress in the regeneration of the High Street shops and pavement for the local residents and visitors around St Marks Road which feature in the Bristol Tourist guide as a destination via Stapleton road station on metro west Railway, 8 years ago the rubbish was fly tip all over the pavement and side streets With tagging and Graffiti this has changed in a partnership between Up our street, Stapleton road Traders Residents Bristol waste company, severnside community railway partnership, First Group plc Great Western Railway company Network rail Western route, Avon and Somerset police British Transport police ,Bristol city council and West of England mayoral combined transport Authority, First Group plc buses South Gloucestershire county council Working together to remove the fly tipping reclaim the station for the community's with the 4 track railway and new train services, and remove the tagging and Graffiti, Remove flying that came from outside the area and fine people and company's caught dumping rubbish in the area with the help of Bristol waste company and working in Greater Bristol with South Gloucestershire county council,

Working with enforcement teams for Bristol city council and Avon and Somerset police and British Transport police, But in Bristol and city region fly tipping and Graffiti is still a major problem with more historic buildings and conservation areas that Bath Somerset. And is not to be confused with the Many of buildings are tagged and enforcement action and heavy fines are required We welcome the fines of fly tipping going up from £ 400 to £1000. for fly tipping and from £150 to £500 for Graffiti and tagging, But is this enough to stop the tagging of the bear pit or Broadmead or cabot circus or city centre shopping centre like Bedminster kingwood Gloucester Road and Knowle, Many residents have complained about tagging on their homes in the stokes croft and Gloucester Road area, Making the area look run down and un loved , University of Bristol and University of the west of England are allowing the accommodation blocks to be tagged in the city centre, by students, We have recently seen the city Region bus and railway network tagged and Graffiti, Buses operated by stagecoach west and First group plc Wales and West buses have been tagged on the back of the vehicles in services, And Bristol city council, South Gloucestershire county, and council Banes, North Somerset council have taken action with the west of England mayoral combined transport Authority mayor Dan Norris to remove Graffiti and repair bus shelters in city region, Costing hours of time to the cleaning and repairs teams and Taxpayers money, At Bedminster station sidings train both local metro west railway trains and inter city Express trains are tagged In services, and the metro west railway Network stations are tagged with Graffiti sometime racist and homphobic and again Women and girls ,This has been discussed at city Region public transport safety partnership meeting lead by Alex Raikes of Sari And admin support provided by Bristol city council,

In Bristol great city live in work in visit a major tourist destination in the west country with it heritage beautiful park and gardens Heritage estates like Ashton park ,oidbury court, Blase castle, Castle Park and Historic buildings and area like oid market Street, But the tagging and Graffiti makes residents and Tourists feel unsafe from council and housing Association tenants to owners the tagging and Graffiti problem is a major concern, It is great to see the effort and encouragement now taken by Bristol waste company and the city council and working across the city Region with South Gloucestershire county council Banes and North Somerset council to Tackle the fly tipping and Graffiti removal issues,

We want still to see more people brought before the courts to prosecuted for Graffiti and tagging which is criminal damage and fly tipping, We need more enforcement by the police and crime commissioner, Avon and Somerset police, British Transport police and Bristol Port police, We can not allow the city and county of Bristol to look like the the Bronx and our tranit system looking like New York, With trains and buses covered in Graffiti or part of Holland or Italy,

We very much welcome this report and ask Bristol city council leadership to play its part in Working with the rest of the city Region and Gloucestershire Somerset Wiltshire and Swindon, to stop the spread of Graffiti and tagging from Cheltenham spa and Gloucester, to Bath ,Frome weston super mare ,Taunton ,Bradford on Avon Trowbridge and Swindon, We need to stop the Graffiti and tagging that making the Region towns and city fill unsafe run down and unsightly, Graffiti is typically synonymous with gang activities anti social behaviour vandalism( broken windows )slashed tyres damaged to bus shelters public transport Network interchange and bus station and public building and people homes ,We welcome a the work carried out on Tagging fly postering and especially tagging and Graffiti by mayor Rees but we need to continue this with new Bristol city council leadership and the new police and crime commissioner and chief constable Sarah crew Avon and Somerset police British Transport police Bristol Post police, working Gloucestershire and Wiltshire police and the city Region councils and West of England mayoral combined transport Authority Mayor Dan Norris,

We welcome this policy we just wonder if theses fines will be strong enough to as a deterrent to stop Graffiti and fly tipping, without more prosecution in the Courts in Bristol Bath and weston super mare, and other Regional centres,

David redgewell South west transport Network and Railfuture Severnside,  
Trustees of Bristol disability equalities forum Trustees of South Gloucestershire county disability equalities network,

**Question: PQ15.01**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 15 – Increase in Fixed Penalty Notice Rates for Fly Tipping and Graffiti**

**Question submitted by: David Redgewell**

**Question 1:** We very much welcome this policy On Graffiti removal and penalties and fines , Can the mayor Malvin Rees, Please inform us how many prosecution have take place for tagging on buildings and especially bus and coach station, interchanges bus stops and shelters, on buses ,Trains and railway stations?

Working with the Avon and Somerset police, British Transport police and Bristol Port police, Police and crime commissioner office, west of England mayoral combined transport Authority and neighbours Authority's. Tagging and Graffiti is criminal damage and causes part of the city to look and feel unsafe to residents and Tourists On this very important service of Bristol city council and Bristol waste company,

**Question: CQ15.01**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 15 – Increase in Fixed Penalty Notice Rates for Fly Tipping and Graffiti**

**Question submitted by: Councillor Steve Pearce**

As a former Cabinet Member for Waste, and former member of the Bristol Waste Board, I welcome the proposal to increase fly-tipping fines to the legal maximum.

**Question 1:** The Government has recently changed the rules to allow councils to increase fines for littering further. Would you also support raising fines for littering to the legal maximum?

**Statement: PS16.01**

**Cabinet – 9 APRIL 2024**

**Re: Agenda item 16 – Community Meals Service Contract**

**Statement submitted by: Lisa Durston**

I am really pleased to see that the City Council is extending the contract to continue to keep Community Meals as an in-house service.

The current provision of Community Meals serves as a lifeline for individuals with care and support needs. By offering healthy, nutritious meals, it not only reduces the risk of malnutrition but also plays a vital role in reducing social isolation and providing reassurance to families.

Alongside that, it is great to see the introduction of electric vehicles for the service, aligning with Bristol's climate ambitions.

Community Meals services support older and disabled people to live independently in the community. The delivery of a daily meal brings regular social interaction which, for many, may be the only human contact they enjoy. It also provides a well-being and safety check.

The service has a preventative aspect, supporting adults with care needs to remain nourished, socially connected, and living in their own home and communities for longer. Regular caring contact helps reduce avoidable health and care costs, as well as providing support for carers.

This supports a public health approach to health and wellbeing equality for people from a diverse range of backgrounds and contributes to Bristol being an inclusive city.

Community meals services can help to tackle food insecurity, a pertinent issue during a cost-of-living crisis, yet research by APSE (Association for Public Service Excellence) found that only 29% of UK local authorities, and less than 18% of English authorities, still offer a 'Meals on Wheels' type service. I am proud to live in a city where this service is prioritised.

After May 2<sup>nd</sup>, as we move to a committee system, I hope that the Adult Social Care Committee will consider enhancing the community meals service, retaining it beyond the contract extension date and embedding equity of health, well-being and access to nutritious food into the future plan for the city.