

Cabinet

Supplementary Information



Date: Tuesday, 24 January 2023

Time: 4.00 pm

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

4. Public Forum

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

Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

PS08.01	Liv Fortune
PS08.02	Joanna Booth
PS08.03	David Redgewell
PS08.04	History Commission, Estella Tincknell
PS08.05	Bristol Disabilities Equalities Forum
PS08.06	Bristol Parks Forum
PS08.07	BRIL - Bristol Reclaiming Independent Living
PS08.08	Dawn DyerPaula Sharley Unison Stewards Lil
PS08.09	Jeff Sutton
PS08.10	Jen Smith
PQ08.01	Liv Fortune
PQ08.02 & PQ08.03	David Redgewell
PQ08.04 & PQ08.05	Bristol Disability Equalitiy Forum
PQ08.06	Merche Clark
PQ08.07 & PQ08.08	Lloyd Roberts
CQ08.01 & CS08.02	Councillor Philippa Hulme
CQ08.03 & CS08.04	Councillor Brenda Massey
CQ08.05 & CS08.06	Councillor Heather Mack



CQ08.07 & CS08.08	Councillor Martin Fodor
CQ08.09 & CS08.10	Councillor Tim Wye
CQ08.11 & CS08.12	Councillor Lorraine Francis
CS08.01	Councillor Andrew Brown
CS08.02	Councillor Barry Parsons
CS08.03	Councillor David Wilcox
CS08.04	Councillor Heather Mack
Agenda item 9 - Dedicated Schools Grant budget proposals 2023/24	
PQ09.01 & PQ09.02	Jen Smith
Agenda item 10 - Housing Revenue Account (HRA) Budget Proposals 202	
None	
Agenda item 11 – Bristol Beacon Update	
PS11.01	Dan Akroyd
CQ11.01 & CQ11.02	Councillor David Wilcox
CQ11.03	Councillor Ani Stafford-Townsend
CQ11.04 & CQ11.05	Councillor Barry Parsons
Agenda item 12 - South Bristol Youth Zone	
CQ12.01	Councillor Christine Townsend
CS12.01	Councillor Councillor Chris Jackson
Agenda item 13 - DfE Capital Funding to develop two new Children’s Hom	
None	
Agenda item 14 - Local Area SEND Re-inspection October 2022	
PS14.01	Unison
CQ14.01 & CQ14.02	Councillor Tim Kent
CQ14.03	Councillor Christine Townsend
Agenda item 15 - Adult Social Care Discharge Grant	
None	
Agenda item 16 - Learning Disability & Autism (LDA) s256 funding	
None	
Agenda item 17 – Funding for adult care packages	
None	
Agenda item 18 – Funding for Independent Domestic Violence Advisors (II	
None	
Agenda item 19 - Using City Regional Sustainable Transport Settlement ((
Liveable Neighbourhood funding to complete Streetspace and related sche	
PS19.01	Abdul Malik
PS19.02	Abbid Malik
PS19.03	Mary Stevens
PS19.04	Nicola Canning
PS19.05	Katy Evans
PS19.06	Neoma Stanford
PS19.07	Jayne Tiley
CQ19.01	Councillor Katy Grant
CQ19.02 & CQ19.03	Councillor Tom Hathway
Agenda item 20 – Introduction of Pay and Display Parking in District Car P	
PS20.01	Haydn Gill
PS20.02	Christine O’Donnell
PS20.03	Kate Dulake
PS20.04	David McGregor



PS20.05	Zoe Prescott
PS20.06	Mandy Ebsworth
PS20.07	James Prescott
PS20.08	Karen Williams
PS20.09	Gina Eastman
PS20.10	Portia Chorlton
PS20.11	Alison Borro
PS20.12	Neville Goodman
PS20.13	Sally Dawson
PS20.14	Sue Sills
PS20.15	Wendy Mori
PS20.16	Bridget Niblett
PS20.17	Graham Barsby
PS20.18	Tim Taylor
PS20.19	Sue Roake
PS20.20	Audrey Callaghan
PS20.21	Andrea Thomas
PS20.22	Sian Lowry
PS20.23	Somerset Lowry
PS20.24	Sibella Cownie
PS20.25	Tiriet Lovejoy
PS20.26	Jenny French
PS20.27	Simon Richards
PS20.28	Les Tandy
PS20.29	Rev Cheryl Hawkins
PS20.30	Leonie Stokes
PS20.31	Andrew Renshaw
PS20.32	Andy Winser
PS20.33	Catherine Farrington
PS20.34	Chris Queree
PS20.35	Christine Liddle
PS20.36	Colin and Brenda Pett
PS20.37	Edna Ashton
PS20.38	Ella Davies
PS20.39	Georgie Mountjoy
PS20.40	Gil Brooks
PS20.41	Hazel Sparkes
PS20.42	Helen Stockford
PS20.43	Jayne MacLeod
PS20.44	Jill Kempshall
PS20.45	Karen Self
PS20.46	Mrs Bavin
PS20.47	Neil Matthews
PS20.48	Sue Barrass
PS20.49	Sue Queree
PS20.50	Tony Hoare
PS20.51	Jenny Whitfield
PS20.52	Sylvia Vooght



PS20.53	Luwi Henderson
PQ20.01	Kaz Self
Agenda item 21 – Bristol City Docks - Fees and Charges Review	
PP21.01	George Colwey
PS21.01	Alex King
PS21.02	John Bartlett
PS21.03	Eva Greene
PS21.04	Bristol Packet Boat Trips
PS21.05	Mick Dillon
PS21.06	Bernie Rowe
PS21.07	David Demery
PS21.08	Jonny Falkus
PS21.09	Fi Stuart
PS21.10	Ivor Jackson
PS21.11	Anthony Rackham
PS21.12	Ruby Pugh
PS21.13	Helen Wakeham
PS21.14	Dan Dodd
PS21.15	Sue Allen
PS21.16	Peter Halliday
PS21.17	Martin Rands
PS21.18	Robert Whitmore Jones
PS21.19	Julia Tambini
PS21.20	Tina Hallett
PS21.21	Kirsty Matthewson
PS21.22	Nick Doddrell
PS21.23	Gary Loveridge
PS21.24	Richard Griffin
PS21.25	Allan Middleton
PS21.26	David Taylor
PS21.27	Tom Dawson
PS21.28	Alison Pye
PS21.29	Andrew Down
PS21.30	Andrew Pye
PS21.31	Andrew Varga
PS21.32	Ben Ewing
PS21.33	Bristol Maritime Ltd
PS21.34	Carl Bowen
PS21.35	Charlie Dipple
PS21.36	Charlotte Pye
PS21.37	Danielle Donnelly
PS21.38	David Jose
PS21.39	Dennis Burnell
PS21.40	Gareth Locke
PS21.41	Gerry Holmes



PS21.42	Harriett Ford
PS21.43	Hilary Truss
PS21.44	J Harrison
PS21.45	Jacob Wynter
PS21.46	Jim Pizer
PS21.47	Jo Home
PS21.48	John Sharman
PS21.49	Jonny Taphouse
PS21.50	Julie Sienesi
PS21.51	Maria Hernandez Fuentes
PS21.51a	Maria Hernandez Fuentes
PS21.51b	Maria Hernandez Fuentes
PS21.52	Michael Burnell
PS21.53	Micky Bullock
PS21.54	Mike Smyth
PS21.55	Molly Petts
PS21.56	Natolie Pye
PS21.57	Nick Stroud
PS21.58	Patrick McAllister
PS21.59	Patrick Wright
PS21.60	Paul Morris
PS21.61	Rachael Clerke
PS21.62	Rich Hall
PS21.63	Richard Walker
PS21.64	Robert Skuse
PS21.65	Sabina Douglas
PS21.66	Sheila Skew
PS21.67	Stuart Lees
PS21.68	Su Crowther
PS21.69	Tiggy Latcham
PS21.70	Tim Start
PS21.71	Tim Wright
PS21.72	Trevor Gray
PS21.73	William Elliott
PS21.74	David Bassett MV Balmoral
PS21.75	Jackie Cannon
PS21.76	Alana Fleming
PS21.77	Jennifer Conway
PS21.78	Kathleen Barnett
PS21.79	Rachel Evans
PQ21.01 & PQ21.02	George Colwey
PQ21.03 & PQ21.04	Alexi King
PQ21.05 & PQ21.06	Nick Marshall
PQ21.07 & PQ21.08	Jodi Venton Harvey
PQ21.09 & PQ21.10	Jonny Taphouse
PQ21.11 & PQ21.12	Jessie Makins
PQ21.13 & PQ21.14	Liam Frank Bergin



PQ21.15 & PQ21.16	Daf Bergin
PQ21.17 & PQ21.18	Griffin Pimlett
PQ21.19 & PQ21.20	Josh Walker
PQ21.21 & PQ21.22	Hanni Coles
PQ21.23 & PQ21.24	Millie Colwey
PQ21.25 & PQ21.26	Morgan Etches
PQ21.27	Amanda Sharman
PQ21.28 & PQ21.29	Tess Price
PQ21.30 & PQ21.31	Cathy Hopkinson
PQ21.32 & PQ21.33	Judith Ritchie
PQ21.34 & PQ21.35	Luke Dunstan & Giles Thomson
PQ21.36 & PQ21.37	Bristol Boaters Community Association
PQ21.38 & PQ21.39	Jonathan Coles
PQ21.40 & PQ21.41	David Etches
PQ21.42 & PQ21.43	Jan Fox
PQ21.44 & PQ21.45	Tom Quarelle
PQ21.46 & PQ21.47	Jan Ratcliffe
PQ21.48 & PQ21.49	Liam Dowling
CQ21.01	Councillor Ani Stafford-Townsend
CS21.01	Councillor Christine Townsend
Agenda item 22 – Combined E-scooter & E-bike on-street rental scheme	
PQ22.01 & PQ22.02	Rob Bryher
CQ22.01 & CQ22.02	Councillor Marley Bennett
CQ22.03 & CQ22.04	Councillor Emma Edwards
CS22.01	Councillor Tom Hathway
Agenda item 23 – Cultural Investment Programme – Openness and Ima funding	
None	
Agenda item 24 – Energy Efficiency Measures For Homes	
CS24.01	Councillor Martin Fodor
Agenda item 25 – Estate Rationalisation – Surplus Asset Disposals	
None	
Agenda item 26 – Print services (digital & litho) procurement	
None	
Agenda item 27 – Meals Services and Supplies	
None	
Agenda item 28 – Financial update report - January 2023	
None	
Agenda item 29 – Q3 Corporate Risk Management Report 2022/23	
None	



Public Information Sheet

Inspection of Papers - Local Government (Access to Information) Act 1985

You can find papers for all our meetings on our website at www.bristol.gov.uk.

Public meetings

Public meetings including Cabinet, Full Council, regulatory meetings (where planning and licensing decisions are made) and scrutiny will now be held at City Hall.

Members of the press and public who plan to attend City Hall are advised that you may be asked to watch the meeting on a screen in another room should the numbers attending exceed the maximum occupancy of the meeting venue.

COVID-19 Prevention Measures at City Hall (from March 2022)

When attending a meeting at City Hall, the following COVID-19 prevention guidance is advised:

- promotion of good hand hygiene: washing and disinfecting hands frequently
- while face coverings are no longer mandatory, we will continue to recommend their use in venues and workplaces with limited ventilation or large groups of people.
- although legal restrictions have been removed, we should continue to be mindful of others as we navigate this next phase of the pandemic.

COVID-19 Safety Measures for Attendance at Council Meetings (from March 2022)

Government advice remains that anyone testing positive for COVID-19 should self-isolate for 10 days (unless they receive two negative lateral flow tests on consecutive days from day five).

We therefore request that no one attends a Council Meeting if they:

- are suffering from symptoms of COVID-19 or
- have tested positive for COVID-19

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Public Forum

Members of the public may make a written statement ask a question or present a petition to most meetings. Your statement or question will be sent to the Committee Members and will be published on the Council's website before the meeting. Please send it to democratic.services@bristol.gov.uk.

The following requirements apply:

- The statement is received no later than **12.00 noon on the working day before the meeting** and is about a matter which is the responsibility of the committee concerned.
- The question is received no later than **5pm three clear working days before the meeting**.

Any statement submitted should be no longer than one side of A4 paper. If the statement is longer than this, then for reasons of cost, it may be that only the first sheet will be copied and made available at the meeting. For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the Committee and published within the minutes. Your statement or question will also be made available to the public via publication on the Council's website and may be provided upon request in response to Freedom of Information Act requests in the future.

We will try to remove personal and identifiable information. However, because of time constraints we cannot guarantee this, and you may therefore wish to consider if your statement contains information that you would prefer not to be in the public domain. Other committee papers may be placed on the council's website and information within them may be searchable on the internet.

During the meeting:

- Public Forum is normally one of the first items on the agenda, although statements and petitions that relate to specific items on the agenda may be taken just before the item concerned.
- There will be no debate on statements or petitions.
- The Chair will call each submission in turn. When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- Your time allocation may have to be strictly limited if there are a lot of submissions. **This may be as short as one minute.**
- If there are a large number of submissions on one matter a representative may be requested to speak on the groups behalf.
- If you do not attend or speak at the meeting at which your public forum submission is being taken your statement will be noted by Members.
- Under our security arrangements, please note that members of the public (and bags) may be searched. This may apply in the interests of helping to ensure a safe meeting environment for all attending.



- As part of the drive to reduce single-use plastics in council-owned buildings, please bring your own water bottle in order to fill up from the water dispenser.

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Statement: PS08.01

Cabinet – 24TH JANUARY 2023

Re: Agenda item 8 – Budget Report and Treasury Management Strategy

Statement submitted by: Liv Fortune

Statement in relation to agenda item 8 budget report treasury management strategy for the mayor, deputy mayor Cheney and cabinet member responsible for libraries Ellie King:

I am so relieved, as I'm sure many in Bristol are, that you have found a way to budget for our iconic Bristol Central Library, the Holden building, to remain in its well established and much loved home after proposals were made to relocate it.

Whether you've made this decision for the right reasons or for political reasons (what with a by election in Hotwells and Harbourside scheduled to take place on February 2nd) is irrelevant, the fact remains that you have made the right decision, a decision that I fully support and celebrate.

I, along with others, have come here on more than one occasion asking you to protect our library service and it has to be said that on the whole you have listened.

Against all odds, against a backdrop of devastating and brutal central government cuts to services, believed to have led to 300,000 excess deaths, this Labour led Council has managed to find a way when setting budgets to keep almost all of our libraries lit, warm, open, staffed and welcoming at various locations throughout our city. For that I sincerely thank you.

Although I have been quite forthright, outspoken and at times confrontational when speaking at these council meetings over the years I do believe that unlike our politicians over at Westminster, you do care. You do genuinely want to make Bristol a better and more inclusive place especially for those who earn the least.

After the last full council meeting I felt truly mortified about how blunt and direct I had been because at that point I had not heard the wonderful news that Bristol Central Library had been saved, yet again. Had I known then I would have shown much more humility and gratitude.

I truly hope that this will be the last occasion on which Bristol city council makes arbitrary threats to relocate Bristol Central Library as I find coming here very distressing; but I ask myself if not me who? If not now when? One person turning up has the power to make a difference, after all.

Thank you.

Statement: PS08.02

Cabinet – 24TH JANUARY 2023

Agenda item 8 – Budget Report and Treasury Management Strategy

Statement submitted by: Joanna Booth

I would like to remind the mayor Marvin Rees that he is a director at Plimsoll Productions, now owned by ITV. He has declared this one on his register of interests. Plimsoll Productions has a partnership with the Bristol Beacon. I hope he remembers to declare this interest and withdraw from the decision on Bristol Beacon or to get a written dispensation from the monitoring officer. Even a single councillor found to be biased can get a decision revoked at court.

Joanna Booth

Joanna Booth
Journalist

Statement: PS08.03

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Statement submitted by: David Redgewell

With Bristol budget under strains on community this causing on residents access to Work, school, college Heath care shopping leisure and the night time economy.

With some main cuts to bus services in the city and county of Bristol.

Many parts of East and south Bristol will be left without public transport.

This will effect many disabled and older people and work class communities.

In part of Greater Bristol where the commercial bus Network is covering its

Running costs.

The support bus Network has been set up to provide buses that meet social need and connect communities.

The main hospital in South Bristol has lost it main bus link across the city .

From Hartcliffe Hengrove knowle Bristlington st Anne's park. Service 96.

Which also takes 60 children to school.

516 whitchurch estate has Also

Been removed from the bus Network.

The keynsham to whitchurch service is withdrawn 636 .

Bristlington and Knowle have lost their local bus service 514, 513 .

Bishopsworth to Bristol centre.

service 52 .

511 Bedminster to Hengrove.

512 Totterdown to Bristol city centre.

672 chew valley Bridgwater road Bedminster and city centre.

668 Peasdown st john to Bristol through keynsham Bristlington Arnos vale Bristol city centre.

178 Bristlington park and ride keynsham marksbury, Timbury, paulton, Midsomer Norton.

The issue of concern is Bristlington park and bus service is being maintained

At a major cost to support bus services

In in South Bristol.

This service could save Money by incorporating the service in to 349 Bristol bus and coach station city centre Bristol Temple meads station, Arnos vale Bristlington Bristlington park and ride and keynsham.

Similarly to arrangements on the Oxford park and ride services, Salisbury park and ride service and Taunton park and ride service.

In East Bristol.

The proposal will remove bus service

47 5 Yate bus station to westerleight Puckchurch Emerson green Downend oidbury court
Fishponds road st werburgess st Paul's Bristol city centre.

506 Bristol city centre Lawrence hill Easton Eastville Horfield Southmead hospital bus station

17 keynsham town centre railway station Longwell green Hanham, kingswood,
Soundwell speedwell ,corsham hospital Hillfield ,staple hill ,
Fishponds Eastville park Horfield Southmead hospital.

Kingswood to keynsham section only remains

East Bristol 626 Bristol city centre via

Eastville park Stapleton Frenchay winterbourne Frampton cotterell iron Acton to wotton
under edge.

North Bristol.

Service 11 10 Avonmouth Dock shirehampton Southmead hospital bus station Bristol uwe
bus station and Bristol Parkway station to Aztec west Hortham Alverston and Thornbury.

The Bristol Parkway station to Bradley stoke Aztec west Hortham Alverston Thornbury is
withdrawn.

This list above show the number of communities that will loose public bus services
Whilst a few 7am to 7 pm Monday to Fridays.

Demand responsive bus services are very limited in the city and county of Bristol.

623 seven Beach to Bristol city centre.

With first group plc west of England buses reducing it commercial bus Network due to
inflation in the bus industry costing raising by 47 %

and the level of funding by the by the Department for transport.

Covid 19 bus operators recovery grant

at present at £ 130 million pounds in England.

Whilst more staff are recruited.

at the city region bus Depots.

The difficult of public finances is causing the withdrawn of public bus services.

Leaving many puts of Bristol withdrawn Public bus services from 1st April 2023 .

Bus services being a joint service between the city and county of Bristol

Banes council and South Gloucestershire county council area to fund with support from
North Somerset council.

This issue with the metro west railway Network.

Bristol Temple meads station to Portishead line via Bedminster,Parson street pill with
provision for a new station àt Ashton Gate in the future.

and especially the Bristol Temple meads station to Ashley Down, Filton Abbey wood Filton North for the Brabazan Arena and Henbury for cribs causeway.
Service where we need to make progress.
On planning permission at Ashley Down and Filton North for the arena . and Henbury for cribs causeway .

The issue of public transport Network is the west of England mayoral combined transport Authority in partnership with North Somerset council.
Is the Transport levy which has been frozen at £ 10 .2 million is not a enough to Maintain public transport Network services
It £ 20 ahead in Greater Bristol and Bath city region.
In West Midlands combined Authority the levy is £38 .23 p
Liverpool city region £ 63 .52 p
Greater Manchester £ 36.88
Only low combined Authority funding is the new combined Authority of cambridge and Peterborough £ 17 .59 .

Bristol city council and Bristol mayor need to raise the Transport levy.
With South Gloucestershire county council and Bath and North east Somerset council.
and for North Somerset council to raise the levy of council tax for public transport with the west of England mayoral combined transport Authority.
Which is North Somerset council is a partner for Bus services improvement plan Transport plain and metro west railway Network.

The west of England mayoral combined transport Authority.

Is Responsible for Transport services.
For Bus services.
Rail improvements
Ferry services.
Metro bus.
Marketing campaign for public transport.
Realtime information systems.
Support bus services.
Light rail system mass transit.
In the future.

The west of England mayoral combined transport Authority is the Transport Authority.
And need bus infrastructure transferred
from Bristol city council and the public transport and Transport staff transferred to the west of England mayoral combined transport Authority.
This to be negotiated with the union but needs to go ahead .
The mayor is also seeking this from Banes and South Gloucestershire council.
We would like this issue address as part of Bristol budget.
David Redgewell South west transport Network

Statement: PS08.04

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Statement submitted by: History Commission, Estella Tincknell

As members of the Bristol History Commission established by Mayor Rees, we have been pleased to have contributed to the process whereby Bristol has begun to acknowledge and address the longstanding legacies of the transatlantic traffic in enslaved Africans, and to develop a new narrative about the city. Our 2021 report, *The Colston Statue: What Next?* was based on the responses of nearly 14,000 citizens of Bristol to the “Colston toppling” in June 2020, and its recommendations have shaped ambitious plans for the exhibition of the statue and associated materials in Bristol’s museums. We are therefore very concerned that these plans, which are Arts Council funded, may be delayed or postponed due to proposed cuts to the Culture Team budget. We are also concerned that the Culture Team does not currently have senior managers who are best placed to make decisions about the statue and, indeed, about the important work that is being done to change the way Bristol’s history will be represented. We urge the Mayor and Cabinet to rethink proposals for further cuts to the Culture budget and would like to emphasise that delays to the plans for the exhibition of the statue will mean that the Mayor’s and the city’s constructive response to the toppling may be threatened by future events.

Estella Tincknell, on behalf of the Bristol History Commission

Statement: PS08.05

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Bristol Disability Equality Forum

We wish to see investment in public toilets in Bristol especially modernisation of park toilets and more investment in changing places.
As the council invest in new developments like castle park and the galleries we would like to see new public toilets provided with cafes.
As Bristol city council and the west of England mayoral combined transport Authority. Build public transport hubs we need to see more Cafe kiosks and public toilets provision.

We also want to more houses built in city for disabled people to m standard and lifetime accommodation.

With regards to the state of the built environment within the city .
We are still very concerned about the need to spend more time removing
With Bristol waste graffiti.
As we are getting bus shelters and many building tagged.
It makes the city look unsafe at night.
and give a very poor impression of our Beautiful west country city to Tourist and residents.
With regarding to cutting of so many bus service by the west of England mayoral combined transport Authority in the city region and North Somerset council area.
We support the view of the metro mayor Dan Norris that the precepting by the Transport Authority may be the only way to improve the bus and rail Network.

But we fill the city council transport levy should be increased along thoses from South Gloucester council and Banes .
to protect the supported bus Network.
The routes to to south Bristol hospital.
are being cut back as are the routes to Southmead hospital .
506 city centre to Lawrence hill Easton Eastville Horfield Southmead hospital bus station. Withdrawn
Service 10 Avonmouth Westbury on Trym southmead hospital uwe Bristol bus station Bristol parkway Bradley stoke Aztec west Hortham Alverston Thornbury.
Bristol Parkway to Thornbury is withdrawn.

In South Bristol bus service to south Bristol hospital and across South of city have been withdrawn
96 from Hartcliffe to Hengrove South Bristol hospital knowle and Brislington and st Anne's.
And 516 whitchurch, Hengrove ,hospital knowle.
17 keynsham,kingswood, corsham hospital ,speedwell ,staple hill ,Fishponds Eastville park Horfield Southmead hospital.

636 keynsham to whitchurch.

511 Hengrove to Bedminster.

512 Totterdown to Bristol city centre.

52 Bishopsworth to Bristol.

With all these services withdrawn disabled people are worried about the quality of Demand responsive bus services.

When buses maybe only 9 or 16 seats .

Will there be wheelchair accessible on buses and people be able to Hospital appointments on time .

The Demand responsive buses only run 7am to 7 pm.

With no evening or weekend service.

All lot of South Bristol one of the poorest part of the city will be without public transport.

As will the yate bus station, westerleight puckchurch ,Emerson green,Downend oidbury court, Fishponds, Fishponds road ,Eastville park ,St werburges and st Paul's. Bristol.

We believe the city council frozen the levy to the west of England mayoral combined transport Authority.

More public consultation should have taken place about the future of bus services in city region and the Transport levy.

We are very supportive of the transfer of Transport staff to the west of England mayoral combined transport Authority.

To improve bus service rail services

Mass transit system,metro bus.

Ferry service. Information systems.

public transport Networks.

City region transport plan .

Bus service enhanced quality partnership.

Bus service improvement plan.

Or Franchising.

We would hope the west of England mayoral combined transport Authority and Dan Norris would also employ an in house of equalities officer

But every modern city region needs a good public transport Network.

Including Metro west railway service to pill and Portishead and new station at Ashton Gate.

The Bristol Temple meads to Ashley Down Filton North and Henbury.

Good bus service and metro bus service

We ask that Bristol city council look at the the transport levy to the west of England mayoral combined transport Authority.

And in future precepting powers and North Somerset council as full member of the west of England mayoral combined transport Authority.

Disabled people was to be able to travel are the city region on a good public transport Network.

Safety clean well run and with good governance like liverpool city region

west Midlands combined Authority and Greater Manchester Authority .

Gordon Richardson Bristol disability equities forum

Brendon Taylor Bristol disabled equities forum.

David Redgewell.

Statement: PS08.06

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Bristol Parks Forum

Members of the Bristol Parks Forum were relieved to see that the proposed cuts of £1.5m to the Parks Service, as listed in the budget consultation, have been withdrawn and are not included in the proposals to be discussed by Cabinet today.

We trust that the Mayor and Cabinet support this change.

We note from the consultation report that the proposed cuts to the Parks Service received the lowest level of support in the consultation with significantly more disagreeing than agreeing – thank you for listening to the people of Bristol.

In our response we suggested a ‘Big Parks Conversation’ before any further decisions are taken.

We are pleased that we had a positive response to this idea from Cllr King and look forward to further discussions about how this will be structured in the coming weeks.

Our Parks and Green Spaces are a huge asset for the City of Bristol.

Time spent in green space has significant benefits for mental and physical health, whether the time is spent in volunteering, play, sport, walking or just sitting with friends. Green spaces are also vital for the City to address the ecological and climate emergencies. Planned changes in the way they are managed will further benefit nature. Parks and green spaces can also help the City meet its aspirations for food growing.

We need to ensure that all these functions are accommodated in parks in all parts of the City and are available to all.

The planned consultations on the Parks & Green Spaces Strategy; Managing for Nature; the Tree Strategy and the Allotments Strategy need to address potential conflicts between different uses and should form part of the Big Conversation.

The Big Parks Conversation needs to include a wide range of stakeholders. The aim is for open and frank discussions on future options for managing and funding green space to make it clear what level of support will be needed from the Council for the foreseeable future. We do not want to have to repeat our campaign in future years as budget pressures increase.

We look forward to working with Bristol City Council and the people of Bristol to secure a long-term sustainable future for all our parks and green spaces.



Statement PS08.07

Agenda Item 08: Budget report & Treasury Management Strategy 2023/24

Statement submitted by:

Bristol Reclaiming Independent Living

Statement to Cabinet Meeting on 24.1.23

BRIL welcomes the opportunity to make this statement. While we appreciate Bristol City Council's financial situation, BRIL feels that, once again, Disabled People and their families will be overly affected.

Before we go onto the budget proposals, we would like to comment on the budget consultation at the end of last year and question whether it was legal under the Equality Act of 2010. We are saying this because there is a duty under the Act that any consultation should be accessible to everyone at the time of release.

Regarding BRIL's specific questions:

Section 1 of Children and Young People

Point 26 (Homes for children with complex needs):

How many children will be affected by this budget reduction of £6 million and how will you ensure that Disabled children are not disproportionately affected?

Section 1 of Health, Care and Wellbeing

Point 9 (Adult Social Care staffing budget): When will there be a further Equality Impact Assessment (EQIA) on how this budget reduction of £1.5 million will affect service users and the staff that support them? Do you not realise how important it is for Disabled people to have an EQIA, which was promised by 9th December, as otherwise it does not mean anything and you could be opening yourself to a legal challenge if you persist in not releasing an EQIA in a timely manner?

Point 10 (Adult Social Care purchasing budget): How will you ensure people are not waiting even longer for services under this budget reduction of £4 million and what will it mean for Disabled people?

Point 6 (East Bristol Intermediate Care Centre): As there is a drive to improve the discharge of people from hospitals into social care settings, why are you considering closing this facility to make savings of £900,000? How are you using your allocation

(£1.69 million) of the adult social care winter fund for discharge? Also, how are you involving people (patients, families and front-line staff) in decisions, and are you planning to provide independent advocacy for discharge patients?

Statement: PS08.08

Cabinet – 24 January 2023

Re: Agenda item 08 : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Dawn Dyer/Paula Sharley Unison Stewards Libraries. 22/1/23 on behalf of Bristol Unison.

We welcome the news that Central Library, an iconic and essential resource for the city, will not be moved/replaced.

We also welcome the news that the Library Service, a statutory service, will not be required to save £1.384 million for the Budget year 2023/24.

Library Savings have already been made for 2022/23. Printed newspapers and magazines were cut in all libraries in October 2022. A vacancy freeze has been in operation since August 2022, with no sign of ceasing for this frontline service. Currently there are 35+ vacancies across the city. The loss of hours amounts to 554.5 hours across the city.

The Library service has also had 5 posts deleted without a Managing Change or discussion with Unions, to feed into the Corporate savings (Management and Capacity Review). Three of these posts are from the Central Library team. These 5 posts amount to a loss of 137.5 hours, extra to the above vacancy hours.

Due to staff shortages the standard of delivery is compromised and this is a disservice to the citizens of Bristol.

These shortages have led to unplanned closures every day somewhere in the city since the summer. The lack of recruitment has also meant flexible working requests are being denied, without backfilling the service can not function. This includes refusal of flexible retirement.

The book/materials fund has been cut twice within a year and no new books have been bought since August 2022. This includes local history, reference, latest blockbusters and literary prize winners etc. It is unclear what the situation will be in April 2023.

One must bear in mind that staffing accounts for nearly 80% of the Library Service budget costs. (see Library strategy 2020-24 Appendix A Library Strategy 2020-2024.pdf bristol.gov.uk)

HR Advice:” The paper seeks to secure approval for the 2020-24 Library Strategy. Whilst no HR implications anticipated, it is important to continue to engage the Library workforce in the plans for the future of the service.”

A statement from the strategy – “The Library Service revenue budget is currently £4.6m (2019-2020) per year. The majority of the budget goes on staff costs, as staff support the opening hours and the number of libraries. Our other main costs are the materials and resources for reference and loan (e.g. books, eResources) and some rents and services.

The Library Service does not manage the library buildings; this is done by the Council’s Property Service Department.”

MATERIALS FUND 12%

STAFF 76%

SUPPLIES & SERVICES 7%

PREMISES 5%

This is a very difficult time for all BCC Employees but Unison is concerned about the uncertainty, staff morale, stress and workloads for this particular workgroup.

Statement: PS08.09

Cabinet – 24th January 2023

Re: Agenda item 08 - : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Jeff Sutton, GMB Union



GMB SUBMISSION – 2023/24 BUDGET

GMB are opposed to any aspect of the Budget that:

1. Causes significant job losses. These should be mitigated by use of the Redeployment Policy or failing that Voluntary Severance. VS must be offered to the affected work area prior to any compulsory redundancy.
2. Increases the workload for employees by reducing staffing levels but requiring the same level of work to be achieved without any re-evaluation of posts.
3. That leads to services being outsourced or 'insourced' to Bristol Waste Company or other external agencies. Where over time their existing employees' T & Cs are eroded.
4. GMB is surprised that after all the work done under the headings of Succession planning, Common activities and Management capacity planning that there is still room for improvement and further cuts! Although note this was only targeted at staff at specific levels – how much savings have been made to date?
5. Propose changes that have a detrimental effect on the lowest paid staff and additionally those with lowest income in the city.
6. GMB have seen so many services being outsourced/insourced with massive detriment impact upon staff and eventually the LA where it was carried out to save money/enhance services yet have had quite the opposite devastating impact. We cannot support this type of 'lazy' approach and will listen to our members and challenge where necessary.
7. Instead of looking to make cuts to existing budget – there may be other ways of generating income or looking at streamlining other services – common activities and proper/meaningful succession planning could be looked at more widely across those services who are operating in an 'arms length' capacity?

8. The GMB is horrified to see that the Council is increasing rents by 7%. This is another attack on the low paid at a time when most Council tenants are struggling balancing eating against heating! A lot of these tenants will be low paid council staff and council pensioners.

Is this a way to treat low paid citizens by squeezing their weekly income even further?
It is a sad indictment of the mayor that he is proposing this punishing increase.

9. The GMB would like to know how much the net savings are from 'succession planning', surely back door to VS?

Was this another paper exercise where, the chosen got released? Will we end up with staff being taken on to replace them, or staff give pay rises to take up the slack? Why high paid managers are rewarded to leave BCC when lower paid staff have had to fight for their rightful redundancy.

It seems to the GMB that the Council is currently running a two-tier system for letting staff go, voluntarily and rewarded or pushed out (in some instances without anything).

Jeff Sutton
Branch Secretary

Statement: PS08.10

Cabinet – 24th January 2023

Re: Agenda item 08 - : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Jen Smith

To be really clear about what's going on in this agenda item, this paper is ' the recommendation of Mayor's budget proposals to Council in respect of 2023/24 as set out in this report, subject to any agreed amendments.'

So it is the Mayor's recommendation that despite the years of hand-wringing about Send funding, it is proposed that the People Directorate invest £200,000 into legal costs over Send tribunal cases.

This is listed under 'Educational Improvement Service Pressure' which feel less like educational improvement and more like blocking access to education for disabled children.

To put this 'improvement' in context, Bristol City Council made me go to SENDIST in March 2022, for which they outsourced their legal representation to a solicitor.

At the hearing, provision was agreed and put into an EHCP, which was subsequently finalised.

After the months of delays leading up to this, Bristol City Council has now refused to implement some of this provision and has now removed it an Annual Review.

So having saved costs on not implementing the provision, to have it put back in means going to SENDIST again. The wait time for a hearing is now over a year.

Instead of acting lawfully and implementing EHCP provision which must be done by the LA by law, the Mayor, with this budget proposal, actively chooses to fund the legal action which blocks a lawful entitlement to education and educational provision put into court orders by judges.

This £200,000 is used as a way of stopping children and young people with Special Educational Needs and Disabilities from accessing education.

It also makes a mockery of the First-tier Tribunal (Special Educational Needs and Disability) and the decisions handed down by judges.

This shameful act deliberately continues to perpetuate institutional disability discrimination by Bristol City Council, and uses scarce budget resources from Educational Improvement in which to do so.

It has also not been missed that the budget is targeting young people with EHCPs using Home to School Transport. A push for independence will be interesting

considering those turning 16 and lucky enough to still be in education are probably the ones in settings furthest away from Bristol.

There is also a proposal to reduce the Short Breaks for Disabled Children budget by £273,340. This proposal directly impacts disabled children, young people and their carers.

The EIA shows that not only does this impact disabled children, but those living in some of the wards with the highest levels of deprivation, as well as over-representation from minority ethnic groups. The reduced budget is also likely to result in staff redundancies.

The fact is, the short breaks budget already fails to fully benefit the number of children who need access to it.

That further cuts may be made to this is horrifying. It will result in families not accessing any short breaks at all.

These budget proposals appear to be significantly affecting Bristol's SEND population at a time it has already been treated terribly by the council.

But as we all know, this is a Cabinet decision that has already been made and the meeting merely there for public theatre.

Statement: PS08.11

Cabinet – 24th January 2023

Re: Agenda item 08 - : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Tom Merchant

Budget decisions are looming and the pressure on the council to live within its means is huge and we recognise that. But regardless of that pressure we must deliver on our values at the same time as making cuts and that requires prioritisation of a set of previous priorities all of which we would not wish to reduce if we had the choice.

Developing new children's homes - we welcome this but we would urge that this be developed as an in-house concern with in-house staff to protect the twin Labour values of public services and workers' rights.

The SEND local area re-inspection. St Barnabas' is being closed even though 93% of its children are vulnerable and it has a really good track-record in SEND. We ask that it is not closed and becomes part of the more integrated method Bristol is starting to follow with SEND. We should not lose this resource nor the people that provide it.

Learning Disability and Autism - Bristol Community Links is under pressure and again is an excellent resource available to the community that supports the people this initiative is aimed at. Can we tie in BCLs with the new funding coming from this project? Are we letting really good resources go in favour of untested outside options. Once we have let them go will we be faced with creating them again in the future?

Cultural investment programme. While this is being submitted Museums are being downsized. To say we are investing in culture while cutting cultural services doesn't entirely bode well. Again, we give up good services for shiny new initiatives at our peril. Is there no chance of aligning this initiative with the role already played by our current staff?

Thanks,
Tom Merchant, Bristol UNISON

Question: PQ08.01

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Liv Fortune

Background: I have campaigned on two occasions for Bristol central library to remain in its current location and on both occasions, you have made the decision to keep it where it is, stating that you have found money in the budget to do so. Coming here and putting my head above the parapit has caused me considerable distress and affected my mental health and wellbeing. I imagine over the years there have been other occasions on which the library was under threat too.

Question 1: Consultations and research into possible new locations come at a cost, so will you please pledge today to simply accept and respect the fact that the people of Bristol are not at all open to Bristol central library being relocated from its iconic and well established home and to refrain from threatening to relocate it in future?

Question: PQ08.02 & PQ08.03

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: David Redgewell

Question 1: What is mayor Rees progress is being made to transferred public transport staff and bus infrastructure and Public transport interchanges to the west of England mayoral combined transport Authority and mayor Dan Norris as part of this year's budget?

Question 2: What progress Bristol city council and mayor Rees making with the west of England mayoral combined transport Authority and mayor Dan Norris on £54 million pounds allocated to metro west railway as part of city council budget and the Henbury loop line and stations at Ashley Down Filton North and Henbury for cribs causeway?

Question: PQ08.04 & PQ08.05

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Bristol Disability Equality Forum, Gordon Richardson

Question 1: What progress is being made on new or upgrading public toilets within the city and county of Bristol, especially full accessible toilets and changing places in park shopping centres and Transport interchanges?

Question 2: With the shortages of money from Bristol city council transport levy to the west of England mayoral combined transport, some parts of South Gloucestershire council East Bristol and South Bristol and Banes having only now westlink Demand responsive buses from 1st April 2023. What provision is being for full accessible buses as part of the new services South Bristol and East Bristol for 9 seater 18 seater and 30 seat buses especially on bus service to Southmead hospital and south Bristol hospital?

Question: PQ08.06

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Merche Clark

Question 1: "Friends of Redland Library are relieved that the planned cuts to the Library Budget have been removed. Over the last year we have seen new fast return books and new furniture in Redland Library. However the removal of newspapers has been a distressing feature for some users. Could the cabinet member confirm that over the next 5 years funds will be available every year for contributing to Bristol Libraries engaging book stock and also to reverse the temporary removal of newspapers?"

Question: PQ08.07 & PQ08.08

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Lloyd Roberts

Question 1: Is there a freeze on the Bristol Library book acquisition budget and how much did this save; and when will this freeze be reversed?

Question 2: How much was saved by stopping the supply of newspapers and magazines in Bristol's Libraries and when will this decision be reversed?

Question: CQ08.01 & CQ08.02

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Cllr Philippa Hulme

Question 1: There is a line in the budget concerning funding for the Sustainable City and Climate Change Fund – Can you confirm that the intention is to use reserves to cover this saving, meaning the current programme will remain unchanged and on track?

Question 2: Can the Mayor elaborate on what other funding sources may be used for climate projects? If we can keep down costs for the taxpayer while delivering the same work, it's a win-win.

Question: CQ08.03 & CQ08.04

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Cllr Brenda Massey

Question 1: Please can Cllr Cheney confirm the Local Crisis Prevention Fund has been protected for the next financial year, and explain how it will be funded?

Question 2: The Capital Plan has £3.5m of spending on parks and green spaces in 23/24. This is of course welcome news – please could the Cllr King provide details of how it will be spent?

Question: CQ08.05 & CQ08.06

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Cllr Heather Mack

Background:

In the General Fund Executive Summary (Budget Report A - 3.13) it mentions a commitment to children's and adult's services, and high value jobs. In the corporate strategy, with reference to employment, it states growth should decarbonise – but this language is missing from the budget summary.

Question 1: When did you deprioritise decarbonising the city?

Background:

Only 2% of capital spend is on schemes with a primary objective to reduce carbon emissions. The capital strategy for this year mentions providing sustainability and resilience.

Question 2: Why is climate sustainability not a priority for our capital investment?

Question: CQ08.07 & CQ08.08

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Cllr Martin Fodor

Background:

Waste and recycling

A set of 'new' proposed savings are listed in the budget: items NEW6 to NEW12 all affect the cost of waste and recycling services, with extra charges mooted for everything from box replacement to Xmas trees, bulky waste to DIY waste taken to recycling centres.

These could have a deterrent effect on recycling [boxes break and often need replacement], and bulky waste charges may lead to more abandoned and rotting furniture.

There's therefore a risk that by introducing even small charges the council will nudge people into flytipping or throwing all their waste in the bin. Last I heard fly tipping cleanup costs might be around £1/4m pa. If recycling rates decrease there will be increased costs from landfill and waste processing.

Question 1: What work been carried out to estimate the impact of these changes on our recycling rates, and does that include an estimation of the knock-on processing costs?

Question 2: Taking account of the administration cost of managing the new charges and any increased flytipping etc, what will the net budget impact be for the overall council after extra costs are taken into account?

Question: CQ08.09 & CQ08.10

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Cllr Tim Wye

Background:

My questions relate to this saving in People (from Appendix 1):

“Reduce workforce costs in Adult Social Care to focus capacity in statutory areas.

This could include reducing use of agency staff and management restructures.

These measures will reduce our overall capacity to deliver discretionary services and will change how we resource the delivery of statutory services”.

With regard to the staffing savings proposal P9 of £1.5m could I clarify two issues:

Question 1: Could you provide some more detail about the proposed staffing? Specifically how much of this saving is predicted to be made out of front line staff responsible for assessing and care management and how recruitment will be improved to reduce agency demands.

Question 2: Please can we have more detail on what non-statutory areas are referred to in the proposal and an assessment of the impact of staff reductions on our statutory duties and on the successful implementation of other areas of the budget (e.g. any reviews that will be required in other areas such as Sec 117 reductions or reconfiguration of in house provision)?

Question: CQ08.11 & CQ08.12

Cabinet – 24th January 2023

Re: Agenda item 8 - Budget report & Treasury Management Strategy 2023/24

Question submitted by: Cllr Lorraine Francis

Appendix 1 – saving reference 2324R28

Question 1: Please can you clarify the thinking relating to “reduce initiatives to attract and develop a diverse workforce”. What constitutes a diverse workforce?

Debt collection

Appendix 1 – saving reference 2324R22

Question 2: You say that you plan to reduce debt advice/support to residents, and how signposting to debt advice services will be appropriate. Please can you identify the appropriate EQIA for this action, in order for us to ensure that those most deprived residents are not adversely disadvantaged by this?

Statement: CS08.01

Cabinet – 24th January 2023

Re: Agenda item 8

Statement submitted by: Councillor Andrew Brown

First, we recognise that the Council is facing a number of challenges, whether that be Central Government funding, inflation and rising costs, or service pressures. However it is the Mayor's job to bring the solutions to the table, and his to take responsibility for those things that are in his power to control: the budget is a reflection of his choices and priorities over the past 7 years as much as anything else.

Proposals to make further savings from the Parks budget, to close Central Library and to further rationalise the library service across the city may have been dropped – thanks to the Bristol Parks Forum and the need to shore up his candidate in the local by-election – but there are changes that speak to his priorities: further cuts to the cultural budget and £200,000 into provision for legal fees to defend the Council in SEND appeals – the vast majority of which are lost. Surely that is money that could be better spent getting decisions right first time.

Aside from the budget, the Mayor will today drop a further £25m on the Bristol Beacon project – taking the Council's contribute from £10m and 20% of the original budget to £83.9m and 64% of the total cost. Eye watering figures that our residents across the city rightly question when they see their Council Taxes go up, or our SEND services failing. And unlike with Bristol Energy debacle, he can't even blame the previous administration – this one is all on him.

Now, he will argue that this is capital that couldn't be spent on all the revenue services that represent the day-to-day business of the Council. But there are links; the additional borrowing costs impact on revenue that could be otherwise deployed, and there are also costs to the Council reputational damage, making it harder to justify measures required to balance the books.

Whilst he's splurging the cash on Bristol Beacon, he's scrabbling around raising costs on residents across the city. Bizarrely, some of the proposals deliberately target those who are doing the right thing, particular new charges for waste services - whether it be charging for Christmas Tree disposal, introducing charges for disposing of DIY materials at our recycling centres, charges for new/replacement recycling containers, or raising garden waste charges (including by a whopping 71% for benefit claimants). Surely we should not be penalising residents who are positively engaging with responsible disposals of wastes.

Also on the agenda today is a whole suite of charges that could have a huge impact on one of Bristol's key assets: it's Floating Harbour. We are concerned that residents of boats – that contribute positively to the city – are being hit by charges with no consultation whilst operators of commercial craft are seeing their licences double. Perhaps most egregiously, passengers on ferries in the city will be hit by a levy that operators will have little choice but to pass on. We wouldn't apply such a fee for any other form of transport. These changes should be paused so that a full consultation and review can be conducted with all those affected.

There are many, many constraints on Bristol's budget – but where the Mayor does have control, many of the measures appear to be counter-productive, if not positively damaging.

Statement: CS08.02

Cabinet – 24th January 2023

Re: Agenda item 8 - : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Councillor Barry Parsons

I would like to offer my support to the administration on two schemes that affect my ward. Having been involved in consultation and co-design work for improvements to Rosemary Lane and St Mark's Road, I am pleased to see these schemes progressing. I believe that both will lead to a better environment for walking and cycling, and go some way towards changing people's travel choices away from cars and towards healthier and more sustainable modes of travel.

The changes to St Mark's Road offer a welcome improvement to this street and meet some of the key needs that businesses and advocates of cycling and walking have expressed to me. These include repairing the degraded street surfaces, improving accessibility for disabled people, extending pavement space and increasing the amount of cycle parking so that people can make better transport choices when visiting this distinctive shopping street. I have been pleased to work with the community on designing these changes. St Mark's Road has been neglected for years, and this is an opportunity to make some much-needed improvements.

I would also like to lend my support to families with children at May Park Primary School who have asked me to help bring about a school street as part of the changes to Rosemary Lane. Evidence from other local authorities and our own emerging good practice for Liveable Neighbourhoods tells us that these changes are likely to provide more benefits when designed as area-wide schemes. Combining a new traffic-free route along Rosemary Lane with a school street for May Park would provide enormous benefits for children and families at the school by dealing with both the volume and speed of through traffic, and reducing congestion during the school run. By doing so it would enable safe walking, scooting and cycling to school, as well as enhancing the green space and play area at Rosemary Green. I know there is a lot of local support for this, and I would like to request that the administration considers it.

As ward councillor, I stand ready to facilitate maintenance of any street furniture such as planters to enhance these schemes. I look forward to taking part in further engagement to ensure that both projects are successfully concluded.

Statement: CS08.03

Cabinet – 24th January 2023

Re: Agenda item 8 - : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Councillor David Wilcox

In February 2022, it was my pleasure to raise a budget amendment to increase the number of Civil Enforcement Officers by 18 so that the roads of Bristol would be safer for pedestrians, cyclists & drivers and congestion for all vehicles would be reduced.

At the time, I tried to engage officers from the Highways Department in discourse about creating my first budget amendment. I received minimal traction from the Highways Department. With the timescales needed to match the Budget process, I had to design my amendment based on publicly available information: information from LinkedIn and actually applying for a job as a CEO to gain salary information. However, my amendment was signed off by the S151 officer and endorsed unanimously by the full council; even Mayor Rees voted for it.

Later on in the year, I did ask the S151 officer if there were any means of tracking the progress of budget amendments. There is no process in place for members to ascertain this information.

On enquiring with the head of Highways in May, I was told that they had recruited five more CEOs and were looking to recruit more.

On Friday, the 20th of January, 2023, I received an email from the acting head of Highways telling me that the budget amendment was unfeasible. The main reason given was that I had not correctly consulted with the Highways Department before raising the amendment and it would not be revenue neutral.

The budget-setting process for this council is currently broken; its members are not adequately supported or informed of the council's financial status to create valid budget amendments.

The current administration does not act on the will of the full council in a suitable time frame or keep its members informed of the status of its budget amendments.

The Green Group of councillors and I look forward to a collaborative approach to setting the council budget in 2024.

Statement: CS08.04

Cabinet – 24th January 2023

Re: Agenda item 8 - : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Councillor Heather Mack

Although not as bad as expected following the government's updated budget settlement, this is still a budget with some devastating cuts. Cuts to council departments and staffing don't exist in a vacuum – they will have a wider impact on Bristol and those who rely on our services. As often happens those in poverty will be hardest hit, particularly if the proposed cut to the lifeline Council Tax Reduction Scheme goes ahead. The Labour administration's mismanagement of key projects like Bristol Beacon and Bristol Energy have blown holes in our budgets and the city will bear the cost for decades to come – servicing the Bristol Beacon debt will hit our revenue budgets for 50 years.

For years Greens have called for a more strategic and holistic approach to the budget that takes long-term costs into account as well as short term savings. Only 2% of our capital budget is in investments to save – we need more long term strategic focus in investments that will reduce our service costs in the longer term. If we had prioritised investments to save and specialist school placements in previous years we could have reduced our bills by now.

The environment has been treated as an afterthought in this budget - but climate action doesn't have to be sacrificed on the altar of austerity. Green proposals such as minimum energy efficiency standards and a workplace parking levy would raise valuable funds and help the city meet our carbon neutral target.

If we had improved sustainable travel, cleaned up our air and made our city fit for cycling and walking this could improve the health and wellbeing of our population and the pressures on social care may be less now.

We recognise however that Central government is ultimately to blame for refusing to fund local authorities properly, compounding over ten years of cuts to local authorities from the Conservatives in Westminster. Tory austerity has led to a lost decade and an alarming number of councils now face bankruptcy as a result – this must be the nail in the coffin of this discredited ideology.

Question: PQ09.01 & PQ09.02

Cabinet – 24th January 2023

Re: Agenda item 9 - Dedicated Schools Grant budget proposals 2023/24

Question submitted by: Jen Smith

Question 1: The Equality Impact Assessment for the DSG Budget Proposals for 2023/24 says: 'To note the in year 2022/23 position for the overall Dedicated Schools Grant and to set the Dedicated Schools Grant for 2023/2024 to create a fair and consistent distribution of funding that is closely aligned to need and is essential to supporting opportunity for all children, irrespective of their background, ability and need.'

How does this statement tally with Asher Craig addressing the following to Bristol Schools Forum in the 12 January meeting this year, with this statement suggesting discriminatory behaviour detrimentally impacting on a huge number of Send pupils with complex needs - as well as the future budget for specialists settings - and bearing in mind several hundred new places are in the process of being created:

"You know I have always been of the view I would I'd like to take maybe half of that funding that we are giving to specialist providers and you know transfer that money and put that money into the mainstream School sector."

Question 2: Are the Top Up Funding cuts part of Delivering Best Value for Send, going to affect the 2023/24 budget or will the funding be cut in the year after?

Statement: PS11.01

Cabinet – 24th January 2023

Re: Agenda item 11 - : Bristol Beacon Update

Statement submitted by: Dan Ackroyd

It is coming to light that the risks associated with renovating the Bristol Beacon were missed or ignored.

This is not the only music venue project that has a huge risk associated with it.

For the full council on 8 November 2022 I submitted the question:

"Would it be financially responsible to require YTL to commit to operating the Brabazon Hangars for at least two decades as an Arena, even if it was a run at loss to them"

The response was:

> I have every confidence that the YTL investment of up to £200 million
> demonstrates their commitment to building a world class arena.

That did not answer the question and avoids analysing the risk.

Although YTL are spending money on building the site, there is no commitment that they run it as an arena.

When the arena in Filton was first announced it was planned as being open this year. Not only has construction has not started, there has not been a contractor appointed.

Construction has been delayed until after huge sums of public money have been spent on trains and other infrastructure.

There have been no details of how 19,000 visitors plus hundreds more staff are meant to arrive at or leave the arena once an event finishes.

None of the submitted plans show a car park capable of holding thousands of cars, or where the hundreds of coaches needed to transport 19,000 people would be kept.

Even the proposed metro (which is actually a proposed commuter line to the airport) wouldn't help much. My understanding is that each line is proposed to have a capacity of 3,000 people an hour.

I fail to see how an arena can operate profitably, when it has such

poor transport links.

YTL are a for profit company that also owns Wessex Water. That company is dumping sewage into rivers because it is cheaper than improving infrastructure. You can't expect through sheer hope for them to run an arena at a loss.

There is a very real risk that Bristol will end up with no arena in either the centre or in Filton, and an empty office building that BCC will be paying rent on for 40 years.

I'm sure we're going to hear that the huge increase in costs for restoring the Bristol Beacon "couldn't have been foreseen". But the risk of YTL having benefited from amounts of public cash, and not actually running the hangars as an arena should be an obvious risk.

Mayor Rees, you have a responsibility to avoid too much risk for the public money being spent on a project that isn't going to deliver the public benefit it advertised.

Please can you learn from the unseen risks found in the Bristol Beacon renovation, and take steps to ensure that Bristol does actually get an operating music arena.

cheers
Dan
Ackroyd

Question: CQ11.01 & CQ11.02

Cabinet – 24th January 2023

Re: Agenda item 11 – Bristol Beacon Update

Question submitted by: Cllr David Wilcox

Background: Bristol Beacon and Risk Reporting. Today is absolutely the last day when a decision can be taken to meet a September 2023 opening for the Bristol Beacon. The Bristol Music Trust has already announced the opening date; it looks like this is a done deal, and members can do little to influence the decision to saddle Bristol City Council with £2.5 million pounds of debt repayment for the next 50 years. It should have had a much higher profile so that adequate scrutiny by members could be given. Simply passing the risk to our strategic partner Arcadis looks like it's brushing it underneath the carpet.

Question 1: Why is the Bristol Beacon project hidden in a generic risk: CRR41 – Capital Portfolio Delivery? It should have had a much higher profile so that adequate scrutiny by members could be given. Simply passing the risk to our strategic partner Arcadis looks like it's brushing it underneath the carpet.

Background:

In June 2022, Bristol City Councils external auditors Grant Thornton made 13 recommendations (<https://www.bristolpost.co.uk/news/bristol-news/auditors-criticise-city-council-over-7277889>) to improve and facilitate the delivery of the Bristol Beacon.

Question 2: Can the Mayor provide those 13 recommendations and whether they were implemented, as they were not shared with the audit committee?

Question: CQ11.03

Cabinet – 24th January 2023

Re: Agenda item 11 – Bristol Beacon Update

Question submitted by: Cllr Ani Stafford-Townsend

Background:

In page 15 of the Financial report, it says:

“Bristol Beacon accounts for approximately 1 in 17 jobs in Bristol’s Creative Arts sector As demonstrated below in 2021, employment in Creative Arts and Entertainment Activities represented 19.8% of employment within the Arts, Entertainment and Recreation Industry. As of 2021 there were 1,000 employees in Bristol’s Creative Arts sector. Prior to expansion Bristol Beacon employed over 60 people, constituting around 1 in 17 local Creative Arts employees; it is a significant institution for employment in the sector.”

Bearing in mind that those involved in the Creative Arts and Entertainment sector goes far beyond those viewable on stage, the figure of 1000 people employed seems a significant underestimation of the figures.

Question 1: What data is this based on and how is it calculated? I.e. are Front of House staff being accounted for as Hospitality, are lecturers in Theatre courses being accounted for as academics etc, despite Theatre and Creative arts being at the core of their work?

Question: CQ11.04 & CQ11.05

Cabinet – 24th January 2023

Re: Agenda item 11 – Bristol Beacon Update

Question submitted by: Cllr Barry Parsons

Background:

In the papers, Bristol Music Trust are held accountable for the failures in the management of the Bristol Beacon Project and blamed for a failure to keep Bristol City Council fully informed.

Question 1: How is this possible when Deputy Mayor of Bristol City Council and Cabinet member for Finance & Culture Cllr Craig Chaney sits on the board of Bristol Music Trust?

Background:

On page 6 of the Financial report it says:

“BCC does not currently have a formal framework in place to monitor and appraise the social impacts generated by this Project. This may make it difficult for BCC to gain comfort that the significantly negative NPV can be justified by social impacts.”

Question 2: What work is BCC undertaking to introduce a formal framework to measure the social value (including wider social and environmental benefits) of projects in Bristol in order to ensure the best outcomes for Bristolians?

Question: CQ12.01

Cabinet – 24th January 2023

Re: Agenda item 12 – South Bristol Youth Zone

Question submitted by: Cllr Christine Townsend

Question 1: Does the administration yet know where/from whom the OnSide £4m capital contribution is to come from?

Statement: CS12.01

Cabinet – 24TH JANUARY 2023

Re: Agenda item 12 – South Bristol Youth Zone

Statement submitted by: Cllr Chris Jackson

I want to reiterate my support for the Youth Zone. This alongside the levelling-up funding to regenerate Filwood Broadway will have a huge positive impact for the area.

Filwood residents often feel left behind but the administration is changing that. We are now on track to have the city's biggest and best youth centre, a regenerated high street, a refurbished community centre and – after 30 years of campaigning – a new supermarket.

The Youth Zone and Filwood Broadway Scheme is excellent news for my ward and I hope to see both projects progress quickly.

Statement: PS14.01

Cabinet – 14th JANUARY 2023

Re: Agenda item 14 - Local Area SEND Re-inspection October 2022

Statement submitted by: UNISON

Bristol UNISON statement; to agenda item 14 SEND Local Area Re-inspection October 2022.

to agenda item.

We note the report's findings and that some improvements have been made.

We also note that there is a desire to improve interaction with parents and ensure that their children receive adequate school placements. Also of note is the reluctance of some schools to provide places for SEND pupils and the lack of resources.

This has also been highlighted by the schools Forum, who are looking to provide places for pupils, within existing school provision in Bristol. The term "oven ready" has been used.

We wish to bring Cabinet's attention to St Barnabas School, which is earmarked for closure. We have tried to engage with the public consultation and brought this to the attention of the schools forum.

St Barnabas is a small school, with falling numbers. With a capacity of 210, but only 70 pupils at present. However, it is a wonderful SEND resource and could offer significant support to numerous pupils and improve relations with SEND parents.

The school could also serve as an assessment centre. Where professional analysis of pupil's individual needs could be undertaken,

Please see our attached statements that have been fed into the public consultation.

St Barnabas has two sensory rooms, 4 vacant classrooms, a safe and enclosed play area, a modern 4G sports pitch, a forest school provision and already caters for SEND children.

Furthermore, the pupil numbers are likely to increase as new builds in the area are finalised.

We implore Cabinet to analyse this educational community resource, in line with the findings and proposed outcomes from the local area re-inspection.

“A panel of representatives with a broad range of roles and experience had been brought together within the ‘Belonging with SEND’ programme for 2022-2023. The Panel, focused on inclusion within mainstream schools and settings, had met initially to discuss the allocation of funding in line with a strong evidence base and in conjunction with sustainability, scalability, value for money as well as alignment with other strategies. The Forum were asked to support the incorporation of already identified (“oven ready”)”

page 4.

Our question is, has this panel been consulted with, regarding the closure of St Barnabas. The closure of a central primary school, with significant SEND resources, does not seem to be logical.

20. Update on High Needs (Delivering Best Value)

“The programme had the key focus on sustainability and delivering better value within the SEND system. This included service efficiencies, early intervention and increasing capacity.”

Page 7

Within this agenda item, there are numerous references to in-house SEND provision and financial sustainability. As above, it would seem that a decision to close St Barnabas at this time lacks logic.

On behalf of Bristol UNISON

Question: CQ14.01 & CQ14.02

Cabinet – 24th January 2023

Re: Agenda item 14 - Local Area SEND Re-inspection October 2022

Question submitted by: Councillor Tim Kent

Question 1: The report talks about the area where reasonable improvement was not demonstrated, the fractured relationship between parents and the Local Authority but no where does it mention the SEND Social Media monitoring nor the external investigation - please provide an update on the investigation called for by both People Scrutiny Commission and Full Council.

Question 2: As mayor are you confident that the EqlA for this report is adequate? I note that the report claims there are no equality impacts which seems very unlikely.

Question: CQ14.03

Cabinet – 24th January 2023

Re: Agenda item 14 – Local Area SEND Re-inspection October 2022

Question submitted by: Cllr Christine Townsend

Question 1: What is the timeline for establishing the funded forum so co-production with parent/carers can progress according to the requirements of the 2014 SEND Code?

Statement: PS19.01

Cabinet – 24TH JANUARY 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Statement submitted by: Abdul Malik

I write to support the funding bid for improvements to St Marks Road in Easton.

St Marks Road is a catalyst of hope and unity for the whole city - we are an award winning high street that is proud of its heritage and roots set in the inner city, namely in Easton.

For years the road has been neglected by the council and there has been hardly any infrastructure work for this thriving high street.

We have had several meetings recently and we are happy that our local councillors see our value and are working with officers on a potential scheme that will see a new road surface and furniture as well as a few other minor but important improvements.

We understand that £10,000 is becoming available from WECA and along with the CIL and current maintenance money, we are now hopeful that this will fund the proposed scheme to improve our road and the scheme will become a reality.

We write to support the work of our local councillors (Cllr Barry Parsons and Cllr Jenny Bartle) and we write to support the approval of funds to improve St Marks Road.

We would also appreciate it if this work could be done as soon as possible.

Abdul Malik

CO-Chair of the St Marks Road Community Group

Chair of Easton Jamia Masjid

Owner of Pak Butchers

Statement: PS19.02

Cabinet – 24TH JANUARY 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Statement submitted by: Abbid Hussain

We have become aware of the potential of some extra funding from WECA for the infrastructure work on St Marks Road. We are writing to support this proposal and associated work - the road has suffered from no repair work for many many years and with the mosques new redevelopment it would be amazing to see the proposed scheme delivered this year to compliment the new mosque frontage and dome.

We are thankful to our local councillors and the administration for the proposed scheme and we would appreciate it if the works can no go ahead without any delay.

Abbid Hussain

Secretary and Trustee

Easton Jamia Masjid CIO

Statement: PS19.03

Cabinet – 24TH JANUARY 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Statement submitted by: Mary Stevens

As a parent at May Park Primary School I am delighted to see a proposal to encourage safe and more sustainable routes to school being considered at this meeting and I would like to thank the Councillors and officers concerned for their work in developing this proposal.

I am however concerned that unless an area-wide approach is taken to the design of the scheme it will not actually address the current issues around the school and the key barriers to active travel.

Staff and parents at the school have been requesting for some time that the Council works with the school to implement a 'school street' (or temporary closure at drop-off and pick-up times). This is due to the high levels of congestion and resulting issues at pick-up and drop-off times, which have even led to attacks on school staff and enforcement officers by angry drivers. It is not currently possible for families to wheel or cycle safely to the front gates. The lack of access for emergency vehicles caused by congestion is also a concern to residents and the school community.

A wide range of funding options is presented for the scheme (£237k to £650k). Combining a traffic-free route along Rosemary Lane with a school street would help make walking, scooting and cycling the safe and easy choice for families and deliver enormous wellbeing benefits for children, as well as enhancing the green space at Rosemary Green. Please use this opportunity to ensure the proposal can achieve its stated objective by allocating enough funding to create a joined up and coherent scheme, including a school street for May Park.

Statement: PS19.04

Cabinet – 24TH JANUARY 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Statement submitted by: Nicola Canning

As a parent at May Park Primary I am pleased to see plans to create safer and more sustainable routes to school being discussed at this meeting.

It's really important that all the issues are considered together; please take this opportunity to look at the whole area and combine a traffic-free route with a school street to make walking, scooting and cycling the safe and easy choice for families.

It would be great to see Rosemary Lane closed and the green space reunited. This would help make active travel to school safer and reduce pollution around the school, which is at unsafe levels.

The current traffic situation at school is unsafe for children and families, and we would welcome action to address this.

Statement: PS19.05

Cabinet – 24TH JANUARY 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Statement submitted by: Katy Evans

As a parent at May Park Primary I am delighted to see plans to create safer and more sustainable routes to school being discussed at this meeting.

It's really important that all the issues are considered together; please take this opportunity to look at the whole area and combine a traffic-free route with a school street to make walking, scooting and cycling the safe and easy choice for families like mine.

Statement: PS19.06

Cabinet – 24TH JANUARY 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Statement submitted by: Neoma Stanford

I am parent to a child who attends May Park Primary. I am so pleased to hear that there are plans to create safer and more sustainable routes to school being discussed at this meeting.

I would suggest that a number of issues are discussed in relation to this topic. Firstly, it would be so beneficial to take a look at a traffic free access to the school, so that families can get to school in a safe and pleasant environment. The current access to the school is less than desirable. Secondly, I would consider safer road crossing facilities as some of the roads around the school are incredibly unsafe for children and families wishing to cross.

Thank you for your time on this matter

Statement: PS19.07

Cabinet – 24TH JANUARY 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Statement submitted by: Jayne Tiley

As a parent at May Park Primary School I'm relieved to hear about proposals to create more sustainable routes to school. A huge thank you to everyone in this meeting who is working towards making this area safer and greener for children, parents, and staff. Your efforts are really appreciated.

This particular issue is very close to my heart. My daughter is only 4 years old and already suffers from recurrent chest infections that require an inhaler (and at one stage last year, hospitalisation). According to doctors there's a high chance she'll develop asthma within the next couple of years. Right now, I find the current walk/cycle to and from May Park with her deeply distressing. Cycling and walking at not much more than exhaust-height, she frequently bursts into coughing fits, and I often find myself tapping on the windows of idling vehicles to politely ask them to switch their engines off.

High volumes of traffic on the roads around drop off and pick up time also makes the route feel perilous when we need to cross roads. Implementing a "school road" or traffic-free zone feels so incredibly important. It would not only protect the health of our children and staff, but also act as an education piece; reminding everyone in the area that we MUST start leaving our cars at home if we're to protect our kids' lungs today and their lives tomorrow. It can also boost general wellbeing within the community, improving fitness levels, and increasing solidarity between residents and families as we join forces to take action for the greater good.

If we follow science and compassion then making the May Park area car-free is a no-brainer. We all know the devastating effects of air pollution on youngsters (one 2019 study by King's College London concludes that living within 50 metres of a busy road may increase the risk of lung cancer by 10% and stunt lung growth in kids by 3-14%). Added to this, the climate crisis is now so severe that global emissions must peak in 2025 if our children are to have a liveable future.

Addressing the climate crisis will demand that all of us make sacrifices, adjust our routines – and take steps to wean ourselves off carbon-heavy forms of transport. The next five years are critical. I really hope you use this opportunity – and the maximum budget available – to create a "school street" for May Park that not only does our kids proud, but proves that Bristol Council are national leaders when it comes to tackling the dual issues of air pollution and the climate crisis.

Question: CQ19.01

Cabinet – 24th January 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Question submitted by: Cllr Katy Grant

Background:

I am really pleased to see this proposal to Cabinet to seek funds from WECA to apply the 'do more' approach to making permanent the changes to Princess Victoria Street. This is a necessary follow up to a road closure trial that has not been universally popular, and ensuring public consultation in what should be included in the final design makes it worth waiting a bit longer to see the scheme completed.

Question 1: Is there any likelihood of a positive response to this NOT being granted by WECA, and if so, what will the Council do to find the funds to deliver this work?

Question: CQ19.02 & CQ19.03

Cabinet – 24th January 2023

Re: Agenda item 19 – Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace and related schemes

Question submitted by: Cllr Tom Hathway

Background:

The timeline described on the Cotham Hill scheme summary includes a construction period in 2024 and opening date of 2025. However the latest BCC communication to our local traders and residents at the beginning of December described the construction phase being completed by the end of this year – 2023, and this is the basis which we have been further engaging on them with.

Question 1: Which timeline is correct?

Question 2: If this is not due to a typo can you please explain why this has happened?

Statement: PS20.01

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Haydn Gill

Subject: Support for pay & display and e-bike rental

I'd like to wholeheartedly support Cllr Alexander for item 20 (introducing pay & display for district car parks). This is a financially prudent use of public car parking land and must be applauded. It removes the current subsidy for drivers, making sure they pay for maintenance of car parking, not Bristolians without cars.

I also support the redevelopment of underused car parks, where appropriate, which can provide much needed affordable housing for Bristolians.

I'd also like to extend my approval and support to Cllr Alexander for item 22 (E-scooter and E-bike rental scheme). By using roads for physical parking locations instead of pavements, it will prioritise the movement of people walking on pavements. This is exactly the kind of reallocation of road space that the Bristol citizens assembly recommended and it will be great to see it implemented in Bristol. It is also a step towards implementing the user hierarchy for road design, with pedestrians considered first, followed by cyclists, public transport, specialist service vehicles and private cars considered last.

Introducing e-bike rentals to Bristol will allow a greater number of people to travel sustainably, as they won't require a driving licence to rent. E-bikes enable physical activity, a stable riding position and allow riders to carry cargo, such as bags of shopping.

With the wider adoption of e-bikes, more consideration must be given to safe cycling and scooting provision across the city.

I am unable to attend due to work commitments, but I can't end a statement without a poem:

There was once a fab cabinet meeting,
With items on scooting and parking,
Drivers finally pay,
For parking upkeep. Hooray!
And roads will get e-scooter marking.

Thank you

Statement: PS20.02

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 –Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Christine O'Donnell

Cabinet Meeting 24/01/23 Public Forum Item 20 carpark charging

I am most dismayed that you are considering charging for the carpark in Westbury-on-Trym. Selling spaces is the worst part of the proposal. I am part of the Leadership team for the Friendly Club which meets most Thursday afternoons. The Friendly Club has members of the older generation. Some of the members are able to drive to the club, others get a lift and will be dropped off or picked up in the carpark. On Sunday mornings the carpark is well used by church goers for the Methodist and the Parish Churches. Currently, the carpark is well used and turnover is good which is how it should be. I don't know why anything needs to change.

Statement: CS20.03

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Katie Dulake

I am writing to voice my concern about the proposal to introduce pay and display at the Westbury Hill car park in particular.

Current benefit of the car park

Currently the car park is a great asset used by people visiting the Drs, local shops and business and it also serves to keep traffic away from Westbury on Trym C of E Primary Academy by providing a free local cut off point.

Risks of introducing permits

I don't believe that a permit should be deployed as this would in effect make the car park a very cheap commuter's choice for other destinations - especially with the growth of housing by Cribbs Causeway- a kind of unofficial Park and Ride. This risks filling the car park with commuters rather than keeping the car park as a local resource as I outlined above.

It also further risks exacerbating the habitual parking on double yellow lines outside Tesco at the bottom of Westbury Hill from people keen to avoid paying for parking

Alternative suggestions

- I think instead the car park should remain free for up to an hour to allow residents' day to day activities to continue, and for charges to come in after that.
- Finally I do believe if this goes ahead, the council should reconsider introducing residents parking in the village centre and immediate roads. Successive planning decisions around housing density and parking restrictions mean there is a serious lack of parking available for the many residents who still live in and around Westbury village centre. The 3 hour free parking facility allowed a family car to be parked up until an unrestricted space became available. Without this, local residents are being further penalised.

Katie Dulake

Statement: PS20.04

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: David McGregor

Dear Sirs

Will you please bring these comments to attention of the committee considering the proposed introduction of pay and display parking charges.

Re Westbury on Trym Car Park.

I fear the introduction of pay and display car parking for 7 days a week from 8-6 will have some serious unintended consequences and ask that the proposals be modified to mitigate these possibilities.

1. That the Sunday parking should not be charged. Both the Methodist and Anglican churches rely heavily on the car park for delivering the elderly and disabled to Church services and this would be seen as penalty to worship and disability.
2. That there should be a free 30 minutes parking (via ticket) on the other days to allow pop in visits to local businesses and the health centre
3. That there should be longer stay passes available to the Health Centre to give to patients who are booked in for longer procedures.

I hope you can add these modifications to the proposals

Yours sincerely

David McGregor

Statement: PS20.05

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Zoe Prescott

Hello

I wanted to provide comment on the proposal to introduce pay and display parking in westbury village car park by the doctor's surgery.

There is currently no proposal for a free period which will be essential to maintain trade for local shops in the village. I would recommend 30 minutes to 1 hour free to allow that quick pop to the shop or the doctor's. This has been introduced in other areas so I'm surprised it wasn't considered here.

I disagree with the option of an annual parking pass. This will turn it into a commuter car park (even more so than it already is) and leave no room for those using local amenities and shops. This would be bad for local businesses but also make it difficult for people using the doctor's surgery. I see no reason to introduce a paid annual pass at all in an area like westbury village. Doctors at the surgery have their own dedicated parking adjacent to the car park as I understand it. Even extending this to only those working in the village would fill up the car park and leave little room for anyone else.

In general, I disagree with charging for parking at all and think this is the wrong way to make money from people trying to support local businesses. Personally it would push me out towards cribs or Henleaze to meet friends for a coffee etc if I couldn't easily walk to the village or park when I get there.

Kind regards

Zoe

Statement: PS20.06

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Mandy Ebsworth

Dear Sirs,

Regarding your plans for having to pay to use Westbury Hill Carpark, I may the following points.

I agree we should deter commuters parking all day.

If payment is required it will stop people using the local shops and surgery. There are a lot of older people who live in the village who need the car park.

Make the first 2hrs free most people only want a short stay.

Make people pay for anything over 2hrs with a maximum 4 hrs stay as suggested.

Please reconsider. Buses are not reliable.

Thanks

Mandy

Statement: PS20.07

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: James Prescott

I wanted to comment on the proposal to introduce pay and display parking in Westbury on Trym village car park by the doctor's surgery and echo the concerns provided by my wife.

There is currently no proposal for a free period which will be essential to maintain trade for local shops in the village. I would recommend 30 minutes to 1 hour free to allow that quick pop to the shop or the doctor's. This has been introduced in other areas with seemingly great success, so it's surprising it wasn't considered here.

I also disagree with the option of an annual parking pass. This will turn it into a commuter car park (even more so than it already is) and leave no room for those using local amenities and shops. This would be bad for local businesses but also make it difficult for people using the doctor's surgery. I see no reason to introduce a paid annual pass at all in an area like westbury village.

In general, I disagree with charging for parking at all and think this is the wrong way to make money from people trying to support local businesses. Personally it would push me out towards The Mall or Henleaze to meet friends for a drink etc if I couldn't easily walk to the village or park when I get there.

Statement: PS20.08

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Karen Williams

I wish to object to the proposed implementation of pay and display parking in the Westbury village car park.

As a long-time resident of Stoke Lane, in the middle of the village, it has been increasingly difficult to park anywhere near my house in recent years. The introduction of these parking charges will make it pretty much impossible, as people who don't want to pay the charges will seek spaces in the neighbouring residential streets. This will include shoppers, local workers, and, increasingly, those people who treat Westbury on Trym as a kind of park-and-ride, parking for free in our streets and commuting to the middle of Bristol on the bus (when it runs). Without a residents' parking scheme people like me will find it even harder than it is now to find parking spaces, which is especially challenging for those of us with children, or the elderly. I pay my council tax - I object to having to walk miles to/from my car with my shopping and my young son every time I want to go anywhere.

Those unwilling to pay the charges and unable to find a space in the local streets (welcome to my world!) simply won't shop in the village, depriving it of valuable local business. Local shops already struggle to stay alive thanks to the stupidly high business rates (hence the ridiculous number of charity shops we have), but without trade they will die and the village will become a shell of empty premises.

I appreciate the council wants to make money from its residents, but this is an ill-thought-through scheme that will harm both residents and local businesses. It benefits no-one.

Statement: PS20.09

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Gina Eastman

I write to object to the proposal to charge parking fees for the car park in Westbury on Trym situated on Westbury Hill and, in particular, the proposal to charge for 7 days a week, including Sundays:

1. The car park is used by the congregations of Holy Trinity and the Methodist Church every Sunday, neither of whom have adequate parking facilities on their own premises. It is unreasonable to expect people to pay for parking for church worship.
2. Public transport is very poor on a Sunday so those attending church would find this as an alternative to using a car practically impossible, especially as the majority of the congregations of both churches are elderly folk.
3. Both churches are very active in the local community, providing many services to ameliorate social isolation, for example the Friendly Club held at the Methodist Church every Thursday afternoon, and Space to Grieve, a bereavement group held at Holy Trinity Church, once a month on a Wednesday afternoon.
4. The Methodist Church holds coffee mornings three times a week and many other activities on a daily basis and car parking fees would restrict access to many of these activities.
5. The car park is used every day by people attending the Doctor's surgery for appointments. Again, it is unreasonable to expect people to pay for parking when they are visiting the Medical Centre.
6. Paying for carparking will seriously affect the businesses in the village. We already suffer from shops closing because the rents are so high and carparking costs will only exacerbate the problem.

I would urge the Cabinet meeting to defer making any decision on this matter without further consultation with the Community and consideration of the implications of making a charge which I feel could severely affect the village community.

With thanks for your consideration of my objections.

Statement: PS20.10

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Portia Chorlton

I wish to express my concern regarding the council's decision to introduce charges for parking in Westbury Hill car park, Westbury on Trym.

This car park is used by the congregations of the 2 churches that adjoin the car park. I do not understand why charges are intended to be imposed on a Sunday. The other car park in the village has a 3 hour free limit, and is too far for some parishioners to walk to their respective church.

In addition, your proposals mean that it will also cost patients to attend the medical centre that stands next to the car park.

Statement: PS20.11

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Alison Borro

I am very dismayed to see you are bringing in car park charges to some car parks in particular Machin road and Westbury on Trym. You will kill off trade in WOT, the shops and banks will suffer because of this.

Most people just pop in to somewhere when at these places so will you have a free 30 minutes available ? If not, this will have a disastrous effect on the shops there. With the cost-of-living crisis this couldn't have come at a worse time. Who wants to pay an extra £1 just because they need a loaf of bread ? People will end up going without something they need. If the shops and other businesses suffer because of this and end up closing you will loose far more in rent money than what you gain from car park charges. It just doesn't make sense.

Some say park on a side road that's if you can find parking on a side road. As someone who has a bad back that affects my legs I can't walk very far so need to park near the shops. You will be isolating the people who least need to be isolated further. Ie the elderly, those with disabilities etc.

please reconsider your proposal to introduce carpark charges.

Statement: PS20.12

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Neville Goodman

The doctors' car park is used by patients, many of whom cannot get to the surgery any other way, and many of whom will not be well off. The shops in the village depend on cars to deliver their customers. Are you considering a free period — say 30-45 minutes — so that it is only long-stayers who are charged?

Statement: PS20.13

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Sally Dawson

Concerning item 20 on the agenda at the cabinet meeting. This item is about imposing car parking charges at several car parks around Bristol. I object most strongly to the imposition of charges at the car park in Westbury-on-trym. This car park is very important to the people of Westbury as it is adjacent to the local medical centre. Anyone visiting the centre for a consultation or treatment will have to pay, in effect having to pay to see a doctor! Local businesses will see a fall in trade as people will not stop to shop if they cannot park and the charges will drive people out of the car park and into the surrounding streets where parking is difficult at the present time anyway.

Is it the intention of Bristol city council to make as difficult for Bristolians as possible? Over the years I have seen how movement around the city has become more and more difficult due to the awful traffic schemes that have been forced upon us.

Statement: PS20.14

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Sue Sills

Having only just become aware of the above proposal I feel I must comment on behalf of Westbury on Trym Country Market our producers, helpers and customers.

We have been part of the Community of WOT for more than 35 years, running a non profit making market every Friday morning in the Methodist Church Hall adjacent to the Car park in question. If the proposed charges are implemented we fail to see how we will be able to continue. For producers and helpers, who have to use their cars in order to transport their goods and staging, a £4.00 parking charge will make this voluntary activity just untenable. The council already gives Market members a parking dispensation for more than the 3 hour limit, so it recognises we are a worthy community activity.

The majority of our customers are older members of the community who do not qualify for a disability parking badge but need their car as they are unable to walk or cycle or to catch the bus into the village. If they were able to take public transport, even though it is free, they are unable to carry their purchases home, jars of preserves, plants etc can be quite heavy and cumbersome. They will simply give up coming to the village and drive to other places where parking is free and easy, Waitrose, Tesco, the Mall, Aldi etc.

The proposal to offer an annual parking place for £280 is also concerning, this equates to a £5.38 a week, a most attractive proposition for those working in the city or to local businesses, what happens if all the places are sold off. This could potentially kill all village activities stone dead. Everything held in the Methodist Church, Scouts, Ballet, Charity Groups, Charity Sales, just going to Church etc not to mention Street Fayres in the village.

Parking in WOT is difficult enough as it is please don't make it worse.

Statement: PS20.15

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Wendy Mori

I would like to lodge my opposition to the plans to charge for the Council Carpark in Westbury on Trym (WoT). I have a number of reasons for this and would like you to reconsider the proposal.

1 The doctor's surgery is at the end of the carpark. Charging for the carpark will impact patients attending the surgery. The staff have their own carpark – this is an issue for patients.

2 The WoT Village is already under pressure with empty shops. 2 banks, HSBC and Nat West, are already going to close. Charging for the carpark will escalate the decline of the Village Shopping. With free car parking on Cribbs Causeway there will be no incentive for customers to support the village businesses.

3 We are currently plagued by commuter parking in WoT. The side street are already blocked up with people dumping their cars for the day here and catching the bus into town. Residents parking further into town has pushed them out to us. Also local schools have insufficient parking and staff are also using the side streets to park for the day. Charging for the carpark will push even more cars into these busy side streets.

4 The Methodist Church has a popular hall that is used by local events. I am a member of Westbury on Trym Country Market which holds a market there every Friday morning. We are a cooperative of local producers and are a social enterprise. The producers arrive at 8:30 (when the hall opens) every Friday with our goods, pull up into the carpark and pass the goods over the rear wall into the hall. We have dispensation to allow us to park until 12:00. We need to be able to unload (baking, plants and craft) at the very least. The market is already under extreme financial pressure with rising costs. We are a member of Avon Country Market and our producers in Nailsea support us to keep the market vibrant and they have already been hit by the charges for the low emissions zone to bring the goods to us. Hall costs have gone up by 17% in the last few months and will go up again by 11% in the autumn. Our only option, if we also have to pay to park as well, is to pass the costs on directly to our customers who are, by and large, elderly and rely on us as a regular social outlet and source for food. This is inflationary. As we already have a dispensation to park longer than 2 hours what has been arranged for our market to be able to unload and keep this market going in the Village? Clearly we cannot carry our produce to the market and it has to be dropped off by a car. We then need somewhere to park that vehicle while the market is open.

5 The Village Hall at the top of Waters Lane also has a popular hall. There is extremely limited parking there (perhaps 3 or 4 cars) and like the Methodist Hall is fronted by a road with double yellow lines. Again people use the carpark when

attending Events. I am on the committee of the popular Village Show. No-one has consulted us on the impact of the charges on Village Hall events.

6 The Methodist Hall informed us last week about the proposed charges. They tell us that they did not know earlier and none of us knew about it either. You have not consulted properly with those people impacted by the change and this consultation needs to happen properly.

7 At the VERY LEAST people need to be able to unload without being charged. A 1 hour free parking would be of enormous benefit to the village and mean that the carpark is used most efficiently.

I recognise that the council is under great financial pressure and that this idea is, in principle, a good cash cow. However, destroying an already struggling local shopping area, threatening much needed social events and making life more difficult for the sick and elderly is a big price to pay.

Statement: PS20.16

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Bridget Nibblett

I am concerned at reports that charges may be introduced for the Westbury Hill car park. There is very little opportunity to park elsewhere in Westbury Village, and any charges for this car park will only exacerbate the crowding on the surrounding residential roads.

The park is well used every day. Some people just come for a short time but for many, the stay is more lengthy, and it is these people that I am concerned about.

If the mechanism for charging is ANPR then many people will be put off. Most of these systems require you to download an app onto a smart phone which many are either reluctant to do, or don't even have a smart phone. I would also be interested to know how much it will cost to impose and maintain any system of charging, which it seems is usually contracted out to a third-party supplier, and whether any figures have been provided for the likely income to be derived.

Doctor's surgery – a large proportion of patients are elderly and infirm, and cannot walk any distance. Charges could be imposed just for dropping off and collecting patients

People typically stay for more than one hour for the reasons set out below, so even a free first hour would not serve them:-

Churches - services, funerals, baptisms and weddings, social events, concerts, clubs and meetings at Westbury Methodist Church and Holy Trinity church – the whole range from Toddler groups to Older folk; Friday market, ballet classes and so on.

Shopping – local traders will lose footfall.

Services – banks, solicitors, accountants, hairdressers, etc.

Eating and drinking at the several pubs, cafes and restaurants – many also hold regular social events during the day.

There are reports that commuters regularly park all day and catch a bus into the city. The current free parking period is 3 hours, but is rarely monitored. However, they may be prepared to pay for a whole day to stay there but people who want to use the local amenities will not. The car park may become in effect a Park-and-Ride.

I understand that the City Council is required to raise money, but fear that introducing charges will drive people away. We should be doing all we can to support and encourage our local businesses and community.

Statement: PS20.17

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Graham Barsby

Please could you make some room in your plans not to charge the Doctor's surgery and allow some free Parking for the Methodist and Parish Churches.

Statement: PS20.18

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Tim Tayler

The car park on Westbury Hill is used by visitors to the surgery and the churches and performs a part of service to the community which would incur a penalty to the community by the introduction of parking charges. A charge for parking for more than two hours would prevent long term parking which makes surgery visits difficult and no charges on Sunday would prevent discouragement of church going.

Westbury already suffers from illegal parking on yellow lines and enforcement in the car park and in the streets would drive custom away from the village and would add to council costs.

A pragmatic approach to allow convenient car use when bus services are no longer reliable is required.

Statement: PS20.19

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Sue Roake

I would like to express my concerns about the proposed introduction of parking charges particularly in Westbury Hill car park. We and others did not see notice of this proposal to object to previously and feel that there has been a distinct lack of public consultation.

I am a member of the Country Market which uses the Methodist Church hall on a Friday morning and this will seriously deter both traders and shoppers and others who use the Methodist Church as a community hub.

People will try to park more on the streets as a result or be put off visiting the village at all with these charges and it seems unfair to penalise patients needing to visit the doctors surgery. It would be extremely helpful to allow at least the first hour free for those using the surgery or needing to use the banks or other shops. Westbury village is struggling with shops having to close already and these charges could be the final nail on the coffin for some.

Statement: PS20.20

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Audrey Callaghan

I only became aware of this in the last few days and fully object to this proposal.

When considering generating more income from taxpayers for the Bristol City Council overspend. Adding parking charges to an already struggling village is not going to solve the problem for the city.

What research and evidence have you used particularly for the westbury on trym carpark?

How much income will it generate specifically and will that income directly benefit the village?

How much will it cost to manage the system including all the hidden costs of time and resources. Will the income generated cover it proportionately?

Why do you think this is the solution, if this is to deter commuters parking What other options were considered?

At the very least there ought to be as least 1 hour free parking to support local businesses.

There has been a lack of proper consultation with all interested parties, impact on a struggling village.

What about patient access to the doctors, loading and parking for the Methodist and Village Halls and impact on side street?

Statement: PS20.21

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Andrea Thomas

Please consider my comments on the proposed changes to car parking in westbury on trym which are to be discussed at the cabinet meeting on 24th January.

The report suggests that some drivers are using this as an all day car park despite the car park having a 3 hour time limit on it. I am not convinced that charging would necessarily stop people parking all day. A parking warden visiting at lunchtime would quickly put a stop to all day parking, regardless of whether a fee was charged.

Indeed, offering an annual fee option might encourage more to use it as a park and ride location. What percentage of the spaces could be sold off in this way?

I would like to see at least one hour free parking. 30 minutes is not long enough to go to the bank/post office/shops especially if there is a queue anywhere. Also very unlikely to be long enough to go for a doctors appointment (they typically run late and this would add additional stress on what might already be a stressful appointment.

I am concerned that shops and coffee shops may suffer from a charge being introduced. I wouldn't pay to go for a leisurely coffee. It is already more expensive to shop in the village rather than at big out of town stores. I try and support the local shops when I can, but would draw the line at having to pay to park.

If the real objective of this proposed change is to raise money for the council, this may fail if there are too many people like me who refuse to pay!

Statement: PS20.22

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Sian Lowry

Although it doesn't appear to have been widely advertised, I've recently been made aware of the proposals to charge £1 per hour for car parking in the Westbury Hill Car Park in Westbury-on-Trym and to offer unlimited parking for an annual charge of £280.

I understand the Council's need to increase their income and see the sense in raising revenue by charging for parking. Although I am concerned that the removal of all free parking, even for the first 30 minutes - 1 hour, could damage local trade and have detrimental effects to the elderly population and for those on a low income.

I would like to object to the proposal to offer unlimited parking for £280. I believe that this will likely turn the car park into a commuter "Park & Ride" for Bristol City Centre.

The charge is not high enough to put commuters off, and there is plenty of evidence of commuters looking for free or cheap parking in this area (we live on a road in Henleaze where parking during the daytime is a significant challenge for residents & their visitors). Once the large developments near Cribbs Causeway and Filton are completed there will be even more vehicles coming into the northern suburbs of the City. This would likely further reduce the number of spaces available for local shoppers/ users of Westbury-on-Trym's services (i.e. GP Surgery, Banks, Dentist, activities held at WoT Methodist Church Hall & Library etc.).

If the proposal was instead to offer parking for up to 3 hours a day for a fee that would allow those using the local businesses to benefit without allowing commuters to park there.

Statement: PS20.23

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Somerset Lowry

I have become aware of the proposals to charge £1 per hour for car parking in this car park in Westbury on Trym, and to offer unlimited parking for an annual charge of £280.

I sympathise with the Council's need to raise money, and with the proposal to make a charge for parking. Though I am concerned that the removal of all free parking, even for the first hour, could damage local trade.

I would like to object to the proposal to offer unlimited parking for £280. I believe that this will likely turn the car park into commuter parking for Bristol. The charge is not high enough to put commuters off, and there is plenty of evidence of commuters looking for free or cheap parking in this area (we live on a road in Henleaze where this is a significant challenge for residents). There will also be more commuter demand as the developments near Filton and Cribbs Causeway are completed. This would likely reduce the number of spaces available for local shoppers / users of local services and thus the demand for local businesses.

If the proposal was instead to offer parking for up to (say) 3 hours a day for a fee (say £280) that would allow those using the local businesses to benefit without allowing commuters to park there.

Statement: PS20.24

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Sibella Cownie

I was horrified to be informed of the proposed charges to the essential car park in Westbury on Trym. This car park is the sole area available for people needing to attend the Doctors surgery and is also much used by the congregations of people attending both the Methodist Church and the Holy Trinity Church. Both these churches perform much community support during the week as well as their busy Sunday services. There is no alternative parking elsewhere.

It also is available for people shopping in Westbury Village, a busy village which encourages a variety of services, dentists, charity shops, opticians, banks, post office and many privately owned shops. For many retired nearby residents their lives would be severely curtailed.

I hope that the proposals will not be adopted when the Council realises what a disastrous effect they would have on the entire Westbury on Trym Community.

Statement: PS20.25

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Tiriell Lovejoy

I am writing with regard to the proposed changes to the parking in the car park on Westbury Hill BS9

My understanding is that this will become a pay and display car park with the option to purchase a season ticket

As a local business owner of Preserve Foods Limited at 71 Westbury Hill BS9 3AD. I am very concerned about these proposals. Small businesses such as mine had had a very difficult few years with Covid removing footfall from our streets and now the cost of living crisis further impacting our abilities to remain sustainable.

Implementing these changes would quite likely be the final nail in the coffin for us and many of our neighbours. It would finish Westbury as a local shopping destination.

I am not wholly against some parking restrictions as if done in the right way it could help local business and generate the required revenue for the council.

The emphasis needs to be on making short stay parking free or very affordable and then only increase costs for longer stays. Eg free for first hour would allow people to use shops or go to doctors without impact. Then charge for next couple of hours at reasonable rates which would allow for people to pay a fair amount if going to hairdressers etc. then increase rates significantly for longer stays. This would actually generate revenue and free up spaces for people to use and increase footfall.

There must under no circumstances implement the season ticket proposal. This would fill the carpark with local office workers and commuters. Which would mean no space for any shoppers or visitors to the health centre and would eliminate footfall from the village. This would lead to many businesses like mine closing down and any gain in revenue from parking would be lost by loss of business rates and local jobs.

Statement: PS20.26

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Jenny French

I understand the council are planning to charge £1 an hour to park in the carpark next to the WoT Methodist Church.

I am strongly against this decision. If it is brought in, there will be a negative effect on nearby business and activities. If the public do still want to come they are likely to park on residential roads nearby - causing further nuisance to locals.

Statement: PS20.27

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Simon Richards

Whilst not against a charge in principle, there is a lot of opposition concerned with impact on local trade. Surely a free 1st 30minutes as with on street parking in neighbouring parking zones would be a reasonable compromise and be seen as consistent across the city and allay a lot of opposition.

Statement: PS20.28

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Les Tandy

If proposals to charge car parking in Westbury go ahead it will seriously affect the businesses and trades in the village.

There should be a limited time for parking, to stop outsiders parking up and then travelling on buses. The car park will be clogged up with business people, not necessarily shoppers. Parking on a Sunday would be good if it was free, to allow people to attend church.

Statement: PS20.29

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Rev. Cheryl Hawkins

I am writing to lodge an objection to the proposal of parking charges for the Westbury on Trym car park which is at the hart of the village.

The car park is a central facility for the village and is used by many for Drs Surgery, Church, clubs at the Methodist Church hall and for accessing the shops. By charging for the parking it will severely hamper access to these services for the most vulnerable in the village. Together with the cost of living crisis this will impact on a lot of people who access these services for shops, medical assistance and for spiritual and community care.

I understand that a standard solution has been proposed across the 16 car parks across the City - this feels a very blanket approach to a problems which is individual to the places where the car parks are - I therefore wish to encourage a solution that is appropriate for each car park on the communities individual needs.

Please reconsider your proposals at the next meeting.

Statement: PS20.30

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Leonie Stokes

I wanted to register my disappointment and concern with your plans to charge for parking in the Westbury Hill car park as I think this will have a really negative effect on our local community and the businesses in the village.

Why would people pay to park when they can use other shops and supermarkets for free... why would people use the coffee shops, adding extra cost when times are hard an everyone is struggling.

To charge is just one more blow for our community, small changes, which will have a massive impact.

I urge you to reconsider this plan, get the positive publicity you need from listening to the community and giving people a break!

Statement: PS20.31

Cabinet – 24th January 2023

Re: Agenda item 20 - : Pay and Display Car parks

Statement submitted by: Andrew Renshaw

Cabinet Meeting 24 Jan: Introduction of Car Park Charges in District Car Parks

I write this as a keen walker, a regular cyclist, public transport user and motorist. The report tells us that the introduction of car park charges is about transport policy and encouraging modal shift away from cars. No account has been taken of the economic and social health of the centres affected. All local retail centres have gone through traumatic times with Covid, internet shopping and the recession. This at a time when we now have the **least frequent and most unreliable bus services in Bristol that there has ever been.**

Turning to Westbury on Trym, the centre is barely holding its own. It remains a focus for banking, with all the big 4 banks + Nationwide building Society. **But HSBC recently announced its closure.** Many visits to the car park are for banking and charging will be bound to deter some from using the banks there and the other businesses at the same time. The car park also serves the health centre, which when built paid for a major upgrade. It also serves a **multitude of daytime classes, social and religious activities put on by volunteers** - club/ lunches for the elderly, Ukrainians, toddlers, Warm in Westbury, Friday market to name but a few.

Shoppers in the area have a choice of going to Cribbs Causeway with abundant free parking or to nearby Henleaze or to the discount Aldi and Lidi stores in Southmead and Henbury, all with free parking; there is the challenge from internet shopping; the charges proposed are bound to impact on the large range of independents and small supermarkets in Westbury. Accordingly, the far greater impact will be that car borne shoppers will shop less and harm the economic and social health of a key town centre - as Westbury is defined for planning purposes.

Last year I participated in a **survey of the car park.** It showed there was little breach of the 3 hour limit and no evidence of all day parking - we can provide the information - which your officers contend is a reason for charging. Our survey also showed that limiting free parking to 2 hours would not make a huge difference to availability of spaces. No such level of survey has been undertaken by your officers. The proposed season ticket idea is nonsensical as it would have the reverse effect - business users would displace short term shoppers/social needs parking.

Regarding modal shift, the 1 Cribbs to City Centre bus route, was every 10 minutes off peak a few years ago, now its every 20, with frequent gaps of 40 minutes due to cancellations so modal shift will be unaffected. East west services are poor. Services on Sunday will not attract modal change, so **charging on Sundays will have no positive impact on transport policy.** Charging will also have the adverse effect of encouraging motorists to search the surrounding residential streets for a free space.

It is disgraceful that **no consultation has taken place** and this report is hidden away in the cabinet papers. Your equality review (p 136/7) shows that the **greatest impacts will be on the elderly, disabled people with impairments that are not blue badge holders, pregnancy and socio-economic deprivation.** Despite the **heavy use of the car park on Sundays by the local churches,** it fails to record any adverse impact on religion or belief (not only relevant to Westbury); many of the church attenders will also be elderly and needing to be transported by car and will be required to pay £2. Several of the other car parks are within a stone's throw of free Aldi and Lidl car parks

- eg Machin Road, West Town Lane, Chalks Lane, Ducie Road, where motorists will park instead and this will likely add to their trade at the expense of local shops.

If there is to be any charging, for the sake of the socio economic health of the village (and the other centres affected) there should be at least 30 mins free, no charging on a Sunday and a maximum of £1.50 for three hours.

Andrew Renshaw, MRTPI (retd) Westbury on Trym resident

Statement: PS20.32

Cabinet – 24th January 2023

Re: Agenda item 20 - : Pay and Display Parking

Statement submitted by: Andy Winser

As a resident of Westbury on Trym I wish to register my objection to the City Councils plan to introduce parking charges to use the Westbury Village Car Park.

My reasons are both personal and general, including:

- The Village is already suffering badly from recession and neglect, this proposal in my opinion will be it`s death nail
- I am a patient at the Westbury Surgery, will there be provision for users of the surgery, otherwise this is a tax on the sick and ill
- There are already issues re street parking in and around Westbury, I cannot see how this plan will help

Kind Regards
Andy Winser

Statement: PS20.33

Cabinet – 24th January 2023

Re: Agenda item 20 - : Pay and Display Parking

Statement submitted by: Catherine Farrington

Introduction of Pay and Display Parking in District Car Parks - Westbury Hill

- We are concerned that charging for parking will deter patients from attending appointments and potentially increase the number of home visits GPs will need to accommodate in an already over-stretched service. We would suggest free parking for the first hour to accommodate patient care. For any longer period, we would support the Council in charging for parking and would be in favour of an increased rate (i.e. £2 per hour after the first free hour). We are aware that other businesses and Councillor Geoff Gallop, have expressed support for 30 minutes' free parking. Whilst we understand the intention is to support both us and other businesses, limiting the free period to 30 minutes is problematic for the Surgery. Many appointments take longer than 30 minutes; for example, chronic disease reviews, complex wound dressings and appointments where both a nurse and GP are required to be seen simultaneously. Unfortunately, we also have to adapt to ever-changing daily situations. Increasingly, we manage urgent cases on the day which can cause clinicians to run late, resulting in patient waiting times being extended. This is regrettable but unavoidable. The concern is that patients may approach us with statements such as: 'I only have 10 minutes of free parking left and need to be seen now.' The Surgery cannot accommodate such requests which would increase pressure on an already struggling NHS Primary Care service.
- We are pleased to learn that there will be no charge or time limit for Blue Badge Holders. However, disabled parking spaces are in short supply in the car park and we would urge the addition of more.
- We are concerned about issues relating to the availability of an annual permit. The Surgery has a strong 'cycle to work' scheme and encourages those who are local to walk. We also have staff members who commute from further afield and may find a permit an attractive option. However, this does need to be put in perspective: we have 70 staff and potentially half of those would like a permit, which would significantly reduce the parking available for local people. These will include our patients and we are keen not to restrict their access. We suspect that local business providers/staff may also see an annual permit as an attractive option. This has the potential to reduce further the availability of spaces for those attending appointments at the Surgery as well as customers supporting local businesses. *Please note, our own car park is restricted to the use of clinicians who need to provide urgent services throughout the day, for example home visits.*
- As the Surgery is located to the rear of the car park, many individuals mistakenly believe we own it. These include the Police and residents who occasionally come to us to ask for CCTV footage following an incident/minor car collision. Of course, we cannot provide such footage, as we do not monitor the car park. The introduction of charges is likely to increase the number of individuals mistakenly coming to the Surgery to complain about e.g. money

being lost in machines, tickets etc. We therefore request that the signage is improved and clarity provided to state explicitly that the Surgery should not be approached for car parking concerns.

- We request that any parking meters should accept cash to support those who do not carry cards/have access to smart phones to use a parking app.

Statement: PS20.34

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Chris Queree

Your proposal to charge for parking at Westbury on Trym Family practice is not reasonable.

In an area with an elderly population access to medical care is vital. Avoiding A and E at Southmead is vital. No medical appointment lasts from car door to car door less than 30 minutes, so you are penalising people from accessing medical care.

You have also threatened the local shops whose business rates you collect. By imposing penalties upon their customers you imperil their businesses and therefore reduce your collection of council rates.

Your "solution" is no solution , it is a problem. You threaten to make it.

Chris Quérée

All through with this niceness and negotiation stuff

Statement: PS20.35

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Christine Liddle

I am writing as a long-standing member of Holy Trinity Church, Westbury on Trym. I live outside the Parish, and depend on the village car park to be able to attend services on Sundays. I also do voluntary work at the Methodist Church during the week and use the car park then as well. Most of our members are over eighty with limited mobility and charging will penalise them. I hope the Council will make some provision for Church members, especially on Sundays.

Thank you for your consideration

(Mrs) Christine Liddle

Statement: PS20.36

Cabinet – 24 January 2023

Re: Agenda item 20: Pay and Display Carpark

Statement submitted by: Colin and Brenda Pett

The proposal to introduce meningitis car park is totally unreasonable. It severs the medical centre and pharmacy plus three local churches as well as the retail shops in the village. The only other place to park in the village is in Westbury Court Road and is limited in space one subject to a two hour limit. This is insufficient for the village needs.

The matter needs further thought by the Council and then agreed to be abandoned.

Statement: PS20.37

Cabinet – 24 January 2023

Re: Agenda item : Pay and Display Car parks

Statement submitted by: Edna Ashton

It seems unfair to make patients registered with the GP surgery on this carpark pay for parking whilst seeing their GP or having any other medical service. I fear it will also make some people think twice about doing their shopping in WoT which will have an adverse effect on the sales in local shops.

If you do introduce parking charges then please consider making the first hour free.

Statement: PS20.38

Cabinet – 24 January 2023

Re: Agenda item 20 : Pay and Display Car Parks

Statement submitted by: Ella Davies

Good afternoon

I'm writing to comment on the proposed plans to sell low use car parks and introduce fees for current high use car parks which will be discussed at this coming week's meeting.

I'm copying in my local councillor, Cllr Henry Michallat and also Cllr Don Alexander as Cabinet Lead for transport.

My comments are regarding the 3 car parks I know and have used but include general points also be considered for the other car parks where charges are planned to be introduced.

Ridingleaze car park, Lawrence Weston. Proposal to sell off car park due to underuse.

I have used this car park a few times and would say one factor of it's underuse is the poor signage - it took me 4 years of visiting the shops on Ridingleaze to realise it was there and if I couldn't find a space on the road in front of Co-Op before I knew it was there I'd just drive off, as I hadn't realised this car park existed! Once I did find it, the experience was poor with bad car park surface and a general feeling of unease in using it.

I agree that maybe the whole of this car park isn't needed and could be put to a different use but please could you consult widely with the local residents before just selling it off. A well designed regeneration scheme working with Ambition Lawrence Weston could see a few houses built at the back, alongside a communal garden in the middle - maybe linking with some of the overgrown, under used gardens from the flats above the shops to transform this neglected space. It is also important to ensure any footways which people use to get to the shops are incorporated into the scheme and potentially some parking for the shops. It would be awful if in a few years time more parking is needed because the high street has improved a bit more and this car park had gone completely.

While there is a Lidl car park nearby - it is often very busy at peak times and having no parking puts other shops at a disadvantage over other areas - please consider retaining a small section of public parking with short use bays for shoppers and store workers who may need parking (to free up onstreet for visitors).

Waverley Road Car Park, Shirehampton - proposal to introduce £1 an hour charges, 7 days a week - OBJECTION

If any high street had a case for free parking it would be Shirehampton. The high street needs supporting and I fear this high hourly rate charge will see people choose to go elsewhere and speed up the decline of this shopping street further, which was hit badly by the pandemic and loss of some larger shops. On-street parking isn't often available on surrounding streets because the area is busy and the surrounding homes don't have front gardens and driveways. I want to support the local shops here but these charges would make me think twice as there aren't enough unique shops to justify £1 or £2 per visit.

I have never experienced an issue finding a spot in this car park.

It can be busy, especially on the weekly Health Visitors day at the Doctors Surgery. Parents travel a long way to attend the weekly session covering babies in the North West Bristol area.

Adding a high parking charge would be stressful and put a barrier for people from outside the area going from the doctors to the high street to then use the shops and cafes and contribute to the local economy. I got to know Shirehampton well because of attending those weekly sessions and then going on to other things in the area or going for a walk to settle the baby before travelling home. The Waverley Road Car park acts as an overflow for the Doctors Surgery car park which is very small. It is important there aren't barriers in place to people accessing healthcare. The surgery has patients from a wide area who may not be able to access public transport for appointments. Even if 30 minutes free is offered this may not be enough time if your appointment is delayed or if you need to then visit the pharmacy as well. This car park is also used by those attending the local churches - having these parking charges set for 7 days a week seems harsh for the Christian community wishing to attend Sunday services. Please reconsider charging on Sundays. I strongly object to parking charges in this Shirehampton car park - this high street and area needs support, not additional hurdles to people visiting and using the facilities. This will affect those living in Sea Mills who have an unreliable bus service to Shirehampton at the moment.

Westbury Hill car park, Westbury - proposal to introduce £1 an hour charges, 7 days a week - OBJECTION

While this car park is very busy, it does have a high turnover. While a charge could be justified I find the £1 per hour too steep. I visit regularly to go to small independent food shops and to visit the bank - there have been so many bank closures in the area that Westbury has some of the only branches of some banks for miles and while I do online banking, there are some things you still have to go to a branch for.

At the point of parking I'm often unsure of the exact length of time of my visit - I may be quick or I may pop into a few shops and browse if I'm in the mood. Having to decide how long I will be at the start of my visit restricts that and reduces the joy of shopping in Westbury - e.g. bumping into friends and chatting. Now I'll be clock watching 'Sorry elderly acquaintance, nice to see you but I have to dash...'

This specific car park is the main one for the doctors surgery and parking charges add to a stress there - even if there was a free 30 minutes you may be delayed or need another service too that day. The car park is used by Christians attending the Parish Church and Methodist Church, both right next door so having charges 7 days a week seems very unfair to those of faith. Please consider free parking on Sundays or a reduced rate at least!

If this car park has an issue with commuters parking for long periods of time then a 3 hour maximum or nominal parking charge, less than £1 an hour could be introduced but I can't support £1 an hour with no free period at the start as it will just send people to shop at Cribbs Causeway or other areas where free parking is offered.

General points regarding introduction of parking charges at suburban car parks:

While charging for parking seems inevitable in Bristol the steep £1 an hour charge is too high for suburban high streets. It is a rate for busy town centres or tourist areas and does nothing to support the local economy and everything to send people to Cribbs and other towns on the outer ring road. I recently visited Keynsham and paid 60p for up to 2 hours. I was happy to pay to park in a nice big, half empty car park, right next to the high street and happily potted into a variety of lovely shops and cafe at a leisurely speed. There is nothing worse than having to rush back because your parking is about to expire, having underestimated your shopping trip length!

Please consider a similar low charge for these car parks in the Bristol suburbs as that is much more likely to support the local economy and help keep turnover of spaces. £1 an hour to begin with is too high.

My friend recounted a story of visiting a Wiltshire town he was familiar with but hadn't visited a while - all the streets were busy with parked cars and stressed motorists but the town car

park empty because they'd introduced a 60p for all day parking charge - humans who drive cars will go out of their way to avoid parking charges - if you really must introduce a charge please consider a smaller per-hour rate.

Some people have asked for a 30 minute free timeslot. While this would be good I often find this system stressful at on-street meters as it isn't obvious if you gain 1 hour 30 minutes if you pay for 1 hour parking or not. If you do have a 30 mins free please ensure this is added onto tickets purchased for a longer time too so everyone is able to benefit from this. One issue with this is this time isn't often added to your ticket so you have to rush back to pay another if your shopping trip was longer than you expected or your doctors appointment was delayed. Having such a short time for free stops being just nipping into another shop to browse and thus again isn't of benefit to a high street economy.

The report states that *These car parks are located outside of central areas, serving local communities with free car parking in close proximity to local shops and amenities.* If charges are needed then they need to be lower than the city centre and more in line with other outside central areas and realising that people are using them for their weekly food shopping - supporting local independent food shops. We need to ensure people are not put off visiting these shops as charges will just send people to Waitrose/Tesco instead. I estimate that my average visit length to Westbury is about 1 and half hours, paying £2 for that may make me question going there or reduce the number of shops I visit, thus harming the local economy. The bus would be £4 return so I'm unlikely to use that as an alternative and it is too far for me to cycle comfortably with young children. It seems unfair to charge on Sundays - these car parks serve local communities and commuters would not be using them on Sundays so it seems unjustifiable to treat these local car parks in the same light as city centre car parks. Please consider having a parking policy which is different for the city centre and the suburbs.

With kind regards

Statement: PS20.39

Cabinet – 24th January 2023

Re: Agenda item 20 - : Pay and Display Car parks

Statement submitted by: Georgie Mountjoy

Dear sir or madam,

I am writing to vehemently oppose the proposed parking charges to Westbury-on-Trym Village Car Park. I am the Family Worker at Holy Trinity Church and the car park is widely used for community events, such as our community Parent and Toddler Group, *Toddlers Together*, held immediately next door to the car park at Westbury-on-Trym Methodist Church. We opened this group as all of the baby/toddler groups supporting new parents in the area had closed down post-covid and families/children were missing out hugely on interacting with their peers. Our group, which gets an average attendance of around 25 families a week, has proved a vital resource for parents/carers/grandparents/children. Most of the families who attend the group park for free in this car park. Many might not be able to attend if charges are imposed due to financial reasons or time limitations or they simply cannot carry all of the paraphernalia needed with young children if they have to park a significant distance away to obtain free parking. Many volunteers also park in the car park, resulting in them not being able to help anymore. The car park is also used for other events at both churches - Warm in Westbury (free lunches for those struggling with heating costs/lack of social interaction), Ukrainian welcome hubs, Environment awareness days, church baptisms, Westbury Community Fair - so much good, local work that depends on FREE parking in the area to enable every community member to attend for as long as they need to - rich or poor. introducing parking charges will also ensure that local residents are unable to park on their own roads - an ever-increasing problem - and local businesses, just overcoming the detrimental impact of covid with the lack of footfall this brought, will inevitably suffer hugely as a result. And how can ill people access the doctors surgery with no free parking near it? Please reconsider this proposal, which will have a huge, detrimental impact on the village. Please focus on proposals that will actually help our village, such as putting in speed bumps on Chock Lane, where cars speed down next to school children walking home, and DO NOT proceed with these charges or, at the very least, provide an initial period of free parking to enable people to visit shops or attend community groups without being financially penalised.

Yours faithfully,

Georgie Mountjoy

Statement: PS20.40

Cabinet – 24 January 2023

Re: Agenda item 20 : Pay and Display Car Parks

Statement submitted by: Gill Brooks

I live in Bentry, and this car park is outside the pharmacy and GP surgery that I use. I understand the need for raising revenue however you can, because of reduced central funding, and growing demand, but find the concept of paying to park for any brief time a step too far.

My mobility has changed, even walking from the Co-Op car park or bus stop can be a challenge some days. I still don't fit blue badge category, which I understand allows free parking. This means I need to use my car for access.

Please consider including a brief free period, as exists in some RPZs, or an exemption process, for those going for appointments, collecting prescriptions ,or church , in the spirit of equality and inclusion.

Statement: PS20.41

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Hazel Sparkes

To whom it may concern,

I note that there are plans to introduce car parking charges at Westbury Hill Car Park in Westbury on Trym. While I live about a mile away and walk to the village, I would like to object to this as I believe that this will be detrimental to the businesses in the village as it will probably reduce their trade, which in the longer term will lead to the decline of what is currently a nice little shopping area. The village is within walking distance for many and saves many longer journey's in cars to bigger shopping areas. I also believe it will negatively affect people visiting the surgery there and increase parking in the roads around making it more difficult for resident. I hope that the plans to introduce charges in this car park will be reconsidered as your meeting.

Thanks very much for recording my objection.

Best wishes,
Hazel Sparkes.

Statement: PS20.42

Cabinet – 24 January 2023

Re: Agenda item 20: Pay and Display Car Parks

Statement submitted by: Helen Stockford

Hello

I've heard you are planning to bring in parking charges in the car park near the Doctors surgery.

I am very unhappy about this and would like to know why?

Thanks

Statement: PS20.43

Cabinet – 24 January 2023

Re: Agenda item : Pay and Display Parking

Statement submitted by: Jayne MacLeod

Dear sirs,

I am objecting for charges to be made at free car parks, around Bristol.

This will result in traders loosing trade.

People are struggling with bills already, this is making life harder for everyone.

I am aware you are to be discussing Shirehampton, Henbury, Lawrence Weston, and Westbury on trym.

I for one, will not go to these shop's if I have to start to pay to park.

This is outrageous.

Especially the car park in Westbury on trym, it has. Doctor surgery there, it's APPALLING.

Please re consider, people will be up in arms.

RIP traders.

Statement: PS20.44

Cabinet – 24th January 2023

Re: Agenda item 20 - : Introduction of Pay and Display Parking

Statement submitted by: Jill Kempshall

Cabinet Meeting 24th January Budget Item New Car Parking Charges
Statement Regarding Negative Impact on Westbury on Trym

I am an elderly resident of Westbury on Trym (WoT). While some of the points below relate to other areas of Bristol I only have specific knowledge of this area. I am in favour of encouraging walking and cycling for the fit.

I urge the Cabinet to consider the following points regarding the proposal to introduce parking charges in WoT, however “low level” at the onset.

1. There has been a lack of consultation with businesses or organisations and charities using local premises or with local residents
2. The proposal may well be counterproductive if the cost of installation and administration of parking charges is outweighed by the loss and failure of businesses in an already fragile local economy. Several independent shops are either struggling or have closed recently.
3. Charges will discriminate against the elderly or those who rely on their own transport. This is recognised in the Equalities Assessment. Public transport into WoT is currently totally unreliable on all routes. Access to and from the centre is via steep hills on all sides except one (Westbury Hill, Waters Lane, Chock Lane, Falcondale Rd, Passage Rd, Henbury Hill) making shopping on foot or by bike impossible for many, including me.
4. Charges will add to the cost of “paid for” activities in the village hall (no nearby bus stop), and nearby churches (youth activities, fitness classes for elderly etc.) They may also erode the current level of volunteering in local premises (with the elderly, refugees, the library etc).
5. The proposal is contrary to the Local Plan Review aim of supporting and revitalising town centres like WoT.
6. It will add to the parking problems experienced by residents living close to the centre of WoT. Parking turnover rate in the car park does not currently appear to be a major problem.
7. If it is intended to introduce free parking for the first half an hour, this is not sufficient, given the time it currently takes to be served in some of the banks plus one other shop or the Post Office at the other end of the shopping centre. Evenings and Sundays must be free.

8. Electric vehicle charging points will need installing in numbers.

Jill Kempshall 23.1.23

Statement: PS20.45

Cabinet – 24 January 2023

Re: Agenda item 20 : Pay and Display Car parks

Statement submitted by: Karen Self

I would like to make the following statement:-

.....

On agenda item ' Introduction of Pay and Display Parking in District Car Parks '

I wish to raise a few issues about the proposal to introduce car parking specific to the Westbury-on-Trym car park:-

1. Westbury Hill serves as the car park for the doctor's surgery, and the various medical clinics at the back of it. It is already hard to get a doctor's appointment; now the council proposes to add further discouragement.
2. It serves as the car park for the pharmacy, located next to the surgery. Many people using the pharmacy have mobility restrictions. They are not all eligible for a blue badge, as their restrictions sometimes fall outside the blue badge criteria
3. The car park serves worshippers at the adjacent Church. The Church does not have any separate parking facility. Therefore your EIA needs to include religion in this instance
4. The council's stated aim (according to the Bristol Evening Post) : to charge commuters who park there all day, is irrelevant in this case, as there is a 3 hour limit in parking in Westbury Hill.
5. Parking charges will mean fewer shoppers in what is, at present, a tolerably healthy group of independent businesses: an ironmonger's a shutters business, a kitchen design shop, two hairdressers, to name but some. Like it or not, W-o-T has a high car ownership and many people travel to the village by such transport to go to the businesses mentioned. I should also point out, that electric and hybrid car ownership is high in this area, based on my own observations.
6. A parking permit of £280 per year works out at approximately £1 per working day. When combined with the recently lowered bus fares introduced by Labour's metro mayor Dan Norris, this works out a good option for commuters who want to use it as a P&R into the city, particularly those who live in Chepstow and travel to Bristol centre for work.

To conclude:-

The proposal is discriminatory against people with disabilities and churchgoers, who are not able to find street parking for free elsewhere, and walk the distance to the surgery/pharmacy/church/shops. It may have a detrimental impact on local businesses already suffering due to this Tory induced cost of living crisis.

....

I am travelling back from Derby on the day, if I make it in time I will be there to support the statement (and my question, which is to Cllr Don Alexander).

Statement: PS20.46

Cabinet – 24th January 2023

Re: Agenda item 20 - : Pay and Display Parking

Statement submitted by: Mrs Bavin

I write to oppose the possible parking charge for Westbury on trym car park..if it is inevitable..which I sincerely hope not..then first 2 hours free..then a pound thereafter...I use the church and health centre and bring revenue to the much needed shops and cafes in the village

Yours

Mrs bavin

Statement: PS20.47

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Neil Mathews

I am emailing to protest the hasty proposal to charge in Westbury Hill car park. The car park is a vital facility to attend GP appointments and pick up prescriptions from the chemist next to the health centre. The car park is also used extensively to attend church services at Westbury Parish Church.

Please reconsider, or at least allow free GP / church parking.

Best regards,
Dr Neil Matthews

Statement: PS20.48

Cabinet – 24th January 2023

Re: Agenda item 20 - : Pay and Display Parking

Statement submitted by: Sue Barrass

Good Morning,

It has come to my attention that Bristol Council is contemplating charging for car parking in the Westbury- on Trym Car Park by the Methodist Church Hall. I am most concerned as I am a long serving Producer of the Westbury on Trym Country Market, not living in Westbury, so consequently use the Car Park for a few hours, therefore it would cost me dear to park there every week, in future.

The Country Market is well supported by local customers and provides home grown, home baked and home produced items for sale, which may cause the Market to close due to insufficient Producers able to attend the Market due to excessive car parking charges.

I feel that charging high prices for car parking and a MINIMAL season ticket charge, will force local shoppers to abandon local shopping, which every shopping centre is striving for.

Sue Barrass

Statement: PS20.49

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Sue Queree

I object strongly and I am 100% against the introduction of car parking charges at Westbury Hill Car Park or, indeed any other car park being considered at the meeting on 24 January.

The Westbury-on-Trym community should not be charged a fee to use the car park serving the GP surgery.

Thirty Minutes Free Parking would NOT be sufficient time for residents and patients seeking treatments and consultations by the medical staff at the surgery.

I urge you to throw out this proposal.

S.Queree
Stoke Lane

Statement: PS20.50

Cabinet – 24th January 2023

Re: Agenda item 20 - : Pay and Display Parking

Statement submitted by: Dr Tony Hoare

Bristol City Council Cabinet Meeting: 24th January, 2023

Agenda Item 20: Introduction of Pay and Display Parking in District Car Parks

Re: Proposal to charge for car parking in Westbury Hill, Westbury-on-Trym

This submission is from a ‘Transport and Place-making’ group of local residents, who are also members of several key stakeholder groups in Westbury-on-Trym affected by this proposal. Our specific local remit is to explore existing and future transport issues affecting the Westbury, and their links to its character, vitality, sustainability and attractiveness. We have pursued this in a number of ways, including carrying out detailed surveys of parking in the Westbury Hill car park and elsewhere.

We support the Council’s general strategic aims to promote Bristol as a ‘*sustainable city*’, embracing ‘*vibrant local neighbourhoods*’, but are concerned that the proposal as it stands would have the opposite effect on Westbury-on-Trym. Our response to the current charging proposal for the Westbury Hill car park is based on ensuring the future sustainability of the Village and is summarised below, followed by our reasoning.

- ***Most importantly, the Westbury-on-Trym car park should be retained as a short stay car park.***
- ***Long stay places should not be sold.***
- ***The first hour should be free***
- ***If charges are approved, an hourly rate of £1 is not unreasonable, with the exception of this first hour.***
- ***If pay machines are to be used they should include cash and card options for those without mobile phone access to parking apps.***

A short stay car park

The Westbury Hill car park is central to many of the Village’s key amenities, serving shoppers and users of the wide range of its other services and community activities, particularly patients visiting the adjacent premises of the Primary Care Centre (PCC), those taking part in the very many activities at the Methodist church, and at the Village Hall at the top of Waters Lane. These include children’s classes, scouts and guides, a toddler group, meetings for vulnerable adults and several more. Westbury

Hill is also the main parking site serving the weekday social activities and Sunday services at Holy Trinity, the nearby Parish Church, which also lacks any sizeable car park of its own.

Parents, carers or others use the car park as a safe space to stop briefly and take children and others to activities in these venues, and to collect them later. It also offers a safe place for parents to park for a short time and walk with children to the local Primary School (Westbury Academy), so avoiding adding to the parking congestion at its entrance on Channels Hill.

In consequence, the car park is very well used, and is often full in the middle of the day. Our surveys have shown that almost all vehicles are just there for a short time. The Council's data accompanying the proposal report only occupancy rates based on raw counts at different times, saying nothing about the turnover rates behind them. In contrast, our group's parking survey for the Westbury Hill car park, mid-week in January 2022, recorded numberplates of cars by specific parking space at 20-minute intervals between 10.00 and 12.50. Of the total of 95 spaces, only six had the same occupant for the whole survey period, and on average each space had a 37% chance of a change of occupant 20 minutes later.

In its wider context, Westbury is identified as a 2nd tier centre in the Bristol Local Plan, and rightly so. It serves a wide catchment area in NW Bristol needing not just local shopping but also banks, legal and other services described earlier. A substantial part of the catchment is not readily accessible by public transport and a substantial part of its population is not sufficiently mobile to be able to walk, scoot or cycle into Westbury. Those who can't drive also need to be dropped off in the Village. So access by car for short visits is much valued. Significantly, the proportion of the local ward population aged 65 or over is almost twice the city-wide average (<https://www.bristol.gov.uk/files/documents/1992-westbury-on-trym-and-henleaze-ward-profile-report/file>).

It is obviously important for local businesses and services that customers can access them. Without this the centre of Westbury will decline further, and people will travel further to find the goods and services they need, many to alternatives with ample free parking, as at Cribbs. This generation of additional road transport is not a sustainable option, and runs counter to the Council's own declared policy to move towards net zero carbon.

So the opportunity to visit for comparatively short periods by those who are not able to travel by modes other than the car is essential to enable the Village to function as a local centre.

The charging regime

For the reasons stated above we recommend the abandonment of any plan to sell annual permits. This would effectively block-book several spaces. They would also be vulnerable to 'copy and share' abuse, once purchased. Furthermore, a mixture of permit and 'pay on the day' parking would likely reduce overall revenue to the Council compared to the exclusive use of spaces by short-term parkers. If each space not allocated to a permit-holder is otherwise occupied for as little as one hour each day this is a financial gain for the Council. Its figures as provided in the proposal show occupancy is already high (the highest of the ten sites under review

by some way), so there's little spare capacity, and more permits must mean fewer short-term parkers and less revenue.

We regret any imposition of parking charges at the Westbury Hill site and note that over all the sites identified the proposal will not make a significant contribution to the Council's budget. However, if charges are approved the proposed £1 per hour seems reasonable and might encourage more who can find alternative ways to access the Village to do so. However, as we have noted, there are many for whom this is not an option. An initial free period would greatly benefit them, including patients to the PCC, those transporting the less mobile, those bringing children and others into the Village, and thus supporting continued high footfall and turnover for local services.

The Council's proposal targets *'discouraging all day parking, maximising the use of space and ensuring effective turnover of spaces to support the local economy'*. The Westbury Hill site does this now. Many different short-term needs are already successfully met, and large numbers can visit the Village each working day by car for a variety of purposes. On that criterion alone, the further 'stick' of charging is not needed.

Whilst understanding the Council's wish to raise revenue from its car parks, and the particular appeal of the Westbury Hill site in its calculations, our group feels strongly that any charging regime needs also to maintain its value to local residents and businesses as a provider solely of short-term parking, with an appropriate free period to serve many of the current uses we have outlined.

And finally, would it be possible to install electric car charging points within the car park as a further way to support Bristol's sustainability agenda?

The Westbury-on-Trym 'Transport and Place-making' group

23rd January, 2023

Statement: PS20.51

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Jenny Whitfield

Dear Sirs,

It is unbelievable that during these difficult times for local businesses to thrive, that you have chosen to charge for car parking during the weekdays and on Sundays at all the present free car parks.

This is more than likely due to the mismanagement and wastage of funds by the present City Council. For instance, earlier last year, the present Mayor decided to fly some distance abroad for a meeting, which he could have participated in via Zoom, saving money belonging to the Council.

This is a very unwelcome decision, affecting those older members of society in particular, who will have to pay for medical appointments and other essential needs.

I beg you to rethink making these charges.

Yours faithfully,

Jenny Whitfield (Mrs)

Statement: CS20.52

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Sylvia Vooght

I understand you plan to charge for parking at Westbury on Trym car park.

The availability of free car parking saves trailing down one street after another looking for a space, costing fuel, pollution and time. Charging there will be counter productive; at least let the first hour be free.

Think of Westbury as the nearest place with a variety of shops, pharmacies, post office, banks, GPs, to which surrounding village and suburban residents drop in. It's like Thornbury but in some ways better supplied. Small businesses need every encouragement to thrive and provide an alternative to eg The Mall, Cribbs Causeway. Free Parking!

Sylvia Vooght

Statement: PS20.53

Cabinet – 24TH JANUARY 2023

Re: Agenda item 20 – Introduction of Pay and Display Parking for District Car Parks

Statement submitted by: Luwi Henderson

To whom it may concern.

I have just heard about Bristol city council's plans to

£1/hour to park in the carpark next to the doctor's surgery in Westbury on Trym Village.

Charging will have a detrimental effect on businesses where parking availability is already a problem, particularly as you have reduced available spaces immediately outside the shops by something like 7/8 parking spaces by extending the double yellow lines there.

The side streets around the village high street and village hall are already overflowing with parked vehicles so that residents who do not have driveways have to park far from their homes. Your plans will only make that worse

That aside, at this time where we are suffering with the cost of living crisis it is insensitive to think this is the time to capitalise on parking charges.

I'm appalled by these proposals and must state that I do not support your motion at all.

If you must press on, then at least allow 2 hours free before your charge applies. But even that is not ideal. If people are to take their time looking at the shops and spending money there it's beneficial for Bristol's economy!

Yours sincerely,
Luwi Henderson

Question: PQ20.01

Cabinet – 24th January 2023

Re: Agenda item 20 - Introduction of Pay and Display Parking in District Car Parks

Question submitted by: Kaz Self

Question 1: Will the cabinet consider limiting annual parking passes to residents who live in close proximity (say 2 miles) to the car parks where charges are being introduced?

Petition: PP21.01

CABINET – 24 JANUARY 2022

Re: Agenda item 21. Bristol City Docks - Fees and Charges Review

Petition submitted by: George Colwey

Title: Save Bristol Harbour community from Reckless City Council, give us our Democratic process.

Wording:

Bristol's harbour community needs your support. The council has just published new fees for the harbour to be implemented with just 3 months notice. There is a potential increase in mooring fees of up to 177% this year depending on the location and licence offered. These increases are potentially unachievable for many users and the dramatic change could significantly impact quality of life: health, education, or standard of living.

The ferries, the boat dwellers, community organisations, leisure users and vast majority of the citizens and businesses who live and work in the harbour were not consulted by the Harbour Review Board beyond an initial "introductory meeting". The Board also deliberately failed to conduct even a basic impact assessment. This represents a total failure in the democratic process to ensure the protection of people's livelihoods, homes and families. This is not through lack of trying as several of the above mentioned groups have been trying to initiate a dialogue for the past year.

We are concerned that Mayor Marvin Rees has approved the new charging structure without having the chance to understand how its implementation will impact harbour stakeholders.

Boat dwellers are not mentioned in Bristol City Docks-Fees and Charges Review North Bristol Local Plan. It is evident that there is no understanding of or consideration for the boating community in council planning and decision making.

The iconic Ferry companies and all businesses operating in the Harbour could now face severe financial impact thanks in part to being shut out of the democratic process.

ACT NOW and sign/share this petition to demand that Mayor Marvin Rees withdraws his support for the proposed fees until the community has been consulted and a thorough impact assessment has been undertaken by engaging with all impacted stakeholders.

[Petition · Save Bristol Harbour community from Reckless City Council, give us our Democratic process. · Change.org](#)

Number of Signatures: 1776 signatures to date, 941 from Bristol residents verified 23rd January 2023

Statement: PS21.01

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Alex King

further to proposed mooring fee increases -

i moved to Bristol in 2014, i didn't know anyone apart from my 2 daughters.

i joined Cabot Cruising Club four or so years ago.

from being very lonely, i now have a social life, a hobby and friends.

i have a boat moored in Bathurst Basin.

i am a pensioner and by definition, on limited income.

quite apart from a lack of consultation, as a harbour user and through my club, i find the proposed mooring fee increases astronomical.

there is no other area of council jurisdiction, where a hike such as this, would be proposed.

this is a disgrace and the whole committee should feel embarrassed.

Statement: PS21.02

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: John Bartlett

As Treasurer of Cabot Cruising Club I'd like to point out we pay the electricity bill and Water Bill for the "Club Pontoon" We've signed an agreement with the Harbour Authority to maintain the said pontoon in return for a Club Discount. Under the new charges there are no club pontoons or discounts. Does that mean our agreement is void? In that case can we have a refund of the money we've spent on electric cabling and electricity posts. Roughly £9000. How do the Harbour Authority intend monitoring the electricity useage which is linked to the club? Why has the Harbour Review not been published is there something hidden in it?

Statement: PS21.03

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Eva Greene

I live on a boat with a residential mooring license on Wapping Wharf in Bristol Harbour and I am concerned about the proposed new Harbour Fees which have been published in the agenda for the cabinet meeting. As no other information has been provided it's unclear exactly how this will impact me however it appears it could result in a 100% increase in my yearly fees from April 2023, which is much larger than the RPI tracked increase we usually receive.

I am a member of BBKA (Bristol Boaters Community Association) who have been trying to engage with the relevant bodies about the Harbour Review for over a year.

However it appears that the changes are to be voted through in the Cabinet Meeting on Tuesday without the correct democratic process.

As far as I am aware there has been a complete lack of consultation with residents & businesses in the harbour, and no equality impact assessment.

If there has been any consultation or equality impact assessment please could this be presented to us?

I am worried for friends, neighbours and businesses around the harbour whose homes and livelihoods could be impacted by these changes.

As the labour party and mayor have campaigned on the need for more affordable housing in Bristol it seems unacceptable that this decision could be made without consultation and risk making people homeless.

Statement: PS21.04

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Bristol Packet Boat Trips

As a long-standing local business running boat tours and cruises in Bristol Harbour and on the Avon between Avonmouth and Hanham Mills, we would like to highlight the impact of the proposed increases to the fees and charges being considered for approval at this meeting for 2023/24, 2024/25 and 2025/26.

Our historic vessels contribute greatly to the continued growth and success of the Harbour as “a significant attraction at the heart of the city”. We bring thousands of people to the harbourside every year, many of whom then visit other attractions, or shop and eat in other local businesses. As an integral part of Bristol’s maritime and cultural heritage (particularly the Tower Belle at 102yrs old and still running) our boats feature in numerous ‘Bristol’ artworks and help to promote the harbour as a thriving and exciting part of the city.

The proposed charges and fees are heavily increased for commercial operators across the board and the new bridge charges will impinge on the movements and hire rates of the Tower Belle in particular. We appreciate that a review of fees and charges has not been carried out for over 20 years and that there is a need to increase fees to help the Harbour to be financially “self-sufficient”, but it seems that boat trip companies are now expected to foot a large portion of the bill at short notice, with no negotiation or phased implementation being offered. This suggests that Bristol City Council does not value the contribution that operators such as Bristol Packet Boat Trips bring to the city and the public services that we provide.

1. New £50 charges for swinging open Prince Street Bridge and Junction Bridge

As the largest passenger vessel in the Harbour, the Tower Belle requires Prince Street Bridge to swing open to travel to and from any destination in the Eastern end of the Harbour (for example between the Mud Dock and Temple Meads) and to gain access to rural stretches of the Avon beyond the Feeder Canal and Netham Lock. Junction Bridge also has to open to allow the Tower Belle access to Cumberland Basin and the Avon Gorge.

For over 40 years Bristol Packet Boat Trips have requested Prince Street swings and access through Junction Bridge in accordance with the various parameters that have been set by the Harbour Authorities. In 2019 (our last full year of operations not impacted by Covid-19 or prolonged periods of Prince Street being broken and out of use) we requested 262 swings at Prince Street (an average of 8-9 swings per week Apr–Oct) and 27 Avon Gorge Cruises passing through Junction Bridge.

Assuming our 2023 bookings require a similar number of swings, this will incur approx. £14,450 in new charges which have not been factored into our advertised hire rates and ticket costs for 2023. This is a hefty fee for any SME to absorb and seems unfair when non-commercial vessels (who don’t have to pay the charge) may pass through the open bridges at the same time.

There have also been prolonged periods of time in 2021-22 when Prince Street Bridge has broken down without warning. These have resulted in thousands of pounds in refunds and loss of income due to cancellations and reduced hire rates, not to mention damage to our reputation and the additional administration and stress involved. No offer of compensation or formal apology has been forthcoming from the Harbour Authorities or Bristol City Council. We have been as understanding as possible during these times, however asking us to pay more than £13k per year to use Prince Street Bridge with little to indicate that this won't happen again seems unjustified.

We run many trips at a significantly reduced rate for schools, charities, and refugee groups that would be particularly affected by this additional charge. The GCSE curriculum requires commentary content across both ends of the Harbour, so it is not feasible to simply avoid passing through the Bridge.

The Tower Belle is a beautiful boat, well-loved by generations of Bristolians. Many of her private bookings already in the diary for 2023/24 are for weddings, special anniversaries or birthdays which are continuing at another harbourside or riverside destination beyond Prince Street. It is not feasible to simply avoid using Prince Street, or to pass on the significant cost of these charges to our customers who have already been quoted for their trip.

2. Timing and Implementation

Implementing these increases in 2023/24 – especially the new fees where there has been no charge in place before, will have a huge effect on our business. With a lot of bookings already in the diary for 2023 and quotes being sent out daily, there is not only the impact of the additional financial cost to consider, but the administrative burden of managing ongoing changes to bookings and navigation.

When were the Harbour Authorities planning to inform us of these fees for 2023/24? As an SME we need to plan ahead to adjust our rates accounting for rising fuel, staff, power, and maintenance costs as well as implementing new legislation requirements from the Marine and Coastguard Agency (MCA). We were only made aware that these proposed fees are being discussed for approval at this meeting due to a tip off from another Harbour user.

The proposed Schedule of Fees and Charges will cost Bristol Packet Boat Trips an estimated £34,078 in 2023/24. This is a 250% increase of more than £20,500 on 2022/23. To expect us to be able to absorb this increase with no prior warning or option for negotiation or phased implementation is unreasonable.

Fees and Charges	Current Charges	Proposed Charges	2022/23 Cost to BPBT	New Cost to BPBT	Increase in £
Non-Pontoon Mooring Fee per meter	£130.64 (A Class Berthing)	£150.00	£10,974.58	£14,187.14	£3,212.56
Annual Operating Charge	£503.30	£1,000.00	2,264.65	£4,500.00	£2,235.35
Passenger Carrying Charge (per passenger trip)	NEW	£0.20	n/a	£200 per 1000 trips	£300
Small Passenger Boats (12 or less)	£251.45	£500.00	£251.45	£500.00	£248.55
Prince Street Swing Bridge and Junction Bridge Charges	NEW	£50	n/a	£14,450.00	£14,450.00
TOTALS			£13,490.68	£34,078.14	£20,587.46

Statement: PS21.05

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Mick Dillon

As a long term user of the floating harbour and member of Bristols boating community, I would like to register my strong objections to Bristol City Councils proposed plans and extortionate price increases that are seemingly being rushed through in an incredibly underhand manner.

Please could you tell me how such dramatic changes that will, without doubt, have far reaching, detrimental effects to most users and businesses within the harbour can be implemented without due consultation or proper impact assessment?

I will be attending the meeting at the council house on Tuesday as I'm sure will many of those that will be adversely effected by these shocking plans for our harbour where I am hoping these concerns will be properly addressed.

Statement: PS21.06

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Bernie Rowe

Please defer any decision on this item until The Harbour Operational Review has been made available (it is quoted but not disclosed nor have details of comparator ports been provided).

The proposals are made without any consultation of the many varied groups of Harbour Users, with minimal notice other than that made possible by scrutiny of the Cabinet Agenda, and without any Equality Impact Assessment.

Bristol Harbour facilities are abysmal compared to other harbours. There is no plan provided on how these will be improved nor any supporting budget to deliver better facilities or services.

Revision of " complex legislation" requires careful consideration including proper opportunity for consultation and comment to improve decision making, not an enabling power to those who make the Bye laws.

The proposals come before the Cabinet too soon, are ill conceived and unsupported other than by bare assertion. To approve these proposals at this stage would be unreasonable.

The Harbour benefits the City in so many ways, enhancing the life of its residents its visitors and its attraction and reputation. A collaborative approach to improving the Harbour and its facilities together with delivering financial benefits to the City's public finances is needed , not the proposal before you.

I will be attending the meeting on Tuesday 24th January and happy to speak if time permits.

Statement: PS21.07

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: David Demery

I am a resident of Bathurst Parade and have lived here since 1986. I understand that the revised Bristol Harbour fees have two objectives:

- (1) To make the harbour financially self-sufficient.
- (2) To improve the facilities available to harbour users.

These are sound objectives. However the supporting documents fail to demonstrate that the objectives can only be met by such a substantial increase in harbour fees. Where is the business case for such fees? What harbour improvements are being considered? The case needs to be far clearer.

Statement: PS21.08

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Jonny Falkus

I am writing to express my shock and disappointment at the process that has allowed the proposal to reach this stage without due consultation or scrutiny.

I believe it is clear you should not proceed to approve this without a thorough Equalities Impact Assessment and building a much stronger understanding of the impact this would have on the harbour. This should be based on the Harbour Operational Review, which I understand is not yet disclosed, and upon proper consultation with the many shareholders in the docks.

To bring about such a major increase in all prices, without warning, would be unthinkable for any council services and risks running many businesses into the ground and to cause leisure users to turn away completely. The life of the harbour is so rich and varied, and full of people looking to contribute towards improving their community. Everyone I have met would agree to support an improvement to services with energy, time and finances if the process was done in partnership with harbour users rather than without a clear plan and at their expense. Currently the amenities are so poor and access to open water is so restricted that comparison with other ports is completely unreasonable.

The lack of any consultation with the communities on which these proposals will have a huge and abrupt impact strikes me as deeply undemocratic and irresponsible. I am so disappointed at a Labour council and major, who I previously have voted for, proceeding in this way without transparency, clarity and seemingly without heart for the people they represent. Please redeem my faith in the system by deferring this proposal now and returning with a negotiated, collaborative plan that everyone can support.

Statement: PS21.09

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Fi Stewart

In response to the Harbour Fees and Charges Review I would like to comment as follows:

1 - Bristol City Council have failed to adequately consult with its citizens & key harbour users whose livelihoods, Boats & homes are based in and around the harbour, contravening their right to an equality impact assessment being carried out prior to consultation. There has also been insufficient notice given to harbour users before the increase is due to come into effect.

2 - Furthermore the proposed increase is disproportionately high in lieu of the poor quality of services provided for boat owners, which is incomparable to the benchmarked higher quality marinas such as Weymouth or Portsmouth.

3 - The huge increase will have a detrimental effect on the lives of a significant number of Bristol citizens who are already struggling with the current cost of living crisis, and risks putting people into further debt and potential homelessness.

I am unable to attend the cabinet meeting myself but trust my statement will be read out and acknowledged.

Statement: PS21.10

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Ivor Jackson

I wish to object to the massive increase in harbour fees.

There has been no consultation whatsoever with any of the people who live here.

There has been no proper impact assessment carried out.

Both of the above should have been carried out beforehand by law and should have been scrutinised by members before bringing to a member vote.

If this item goes through without further scrutiny it will be a stain on the way this council ignores due process when it suits them.

As for myself to receive 10 days notice that the houseboat I live on that my fees are going up from £2500 pa to over £6000 without any obvious reason is causing us a massive headache

Please send this back for proper scrutiny and carry out the outstanding assessments before a massive miscarriage of justice takes place

Statement: PS21.11

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Anthony Rackham

I am a Bristol resident and have lived on the harbourside for 35 years and kept a boat in the harbour for most of that time.

I found out about this Review only yesterday, Thursday, too late to raise a question.

This review was not advised to boat owners or residents and no meaningful consultation has been carried out. The Equality Impact assessment appears meaningless; it states that service users will be affected but then states that there will be no impact.

One of the justifications for raising fees in the Decision Pathway report is that the fees are lower than other marinas. I have visited almost all marinas in the south west and Bristol cannot be compared with these on a like for like basis. The facilities in the harbour are poor by comparison with all other marinas, and access to the sea is very limited with a 3 hour tidal window and a requirement for 48 hours notice. Additionally in the past access through the harbour has been restricted when Prince Street bridge has failed, and access to the sea has been impossible whilst lock gates have been repaired. This resulted in boats unable to be used for long periods with no reduction in fees.

Decisions regarding my Council Tax are only made after consultation with residents and are strictly limited. Why are residents who live on boats in the harbour being expected to pay a massive increase. It would be reasonable and democratic to discuss with them before introducing any changes. These changes could result in a life changing situation if they cannot afford to pay.

I am disgusted that this change is being pushed through without any attempt at consultation. Is democracy dead?

Please let me know the results of this meeting and whether the views of the public were considered.

Statement: PS21.12

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Ruby Pugh

How on earth can you justify this insane rent hike in the middle of a housing crisis to some of the most vulnerably housed people. It's horrific and disgusting.

How can you be attacking peoples homes when the cost of living crisis is happening? You can't even support the homeless people in Bristol currently, and your purposely making more vulnerable people homeless.

Statement: PS21.13

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Helen Wakeham

- The imposition of higher fees for harbour services is unreasonable and unfair.
- Mooring fee payers have not been consulted, the fees are not set out clearly and will apply in two months.
- No impact assessment has been carried out, despite the proposals having an impact on vulnerable people and families with young children.
- The operational review of the harbour has not been made public, which means the community cannot see the basis for the review or the increased charges. It appears that none of the other beneficiaries of the harbour re being charged.
- The comparisons made with other ports are spurious. The facilities here are very poor in comparison with others, an observation the Harbour Master has made in writing – it is not fair or reasonable to charge for services and facilities that do not exist.
- Raising fees that may displace people from their homes and make harbour businesses unviable is not just unfair it is shameful
- I urge you to hold your decision until appropriate evidence gathering and consultation has taken place

Statement: PS21.14

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Dan Dodd

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

These seemingly unreasonable increases would have a massive impact on my finances & dramatically change my standard of living. As a pensioner I look forward to the time spent on my boat, not necessarily taking it out, but just going to the harbour & socialising with like minded people. It is extremely good for my mental health & wellbeing.

In the spirit of "Never too Old to learn", I have enrolled in the Navigation & Water Safety lesson given for free onboard Sabrina 6. These lessons help to keep my mind active and help to give me confidence in the use of my boat.

There are also free boat maintenance sessions that also keep the mind active.

I hope this process can be put back until such time that the above mentioned issues have been carried out & given full & proper informed consideration.

Statement: PS21.15

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Sue Allen

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"²

This will have such a negative impact on me. I am a recent boater and have had my little boat just over a year. It has done so much for my mental health. I am not well off by any means and have had long bouts of depression and low mood in the past. Having the boat has really improved my well being and I now mix with other boaters and social more than I have in years. I understand there is likely to be reviews of charges, but in this current climate where so many house hold costs are going up our hobbies and outsidies interest are even more important. My little boat is 7 metres long and at the moment I pay 7 x £156.20 per metre per year this is increasing to £250 per metre per year. I am really worried that I will have to give up my boat. I cancelled my gym membership to be able to afford my boat to be moored in Redcliff Backs.

I have enrolled in the Navigation & Water Safety lesson given for free onboard Sabrina 6. These lessons help to give me confidence in the use of my boat. I am also learning about boat maintenance, it's been a while since I have learned new skills and I'm really enjoying it.

These price increases will put me in severe hardship.

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th January 2023 would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?

- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

I hope this process can be put back until such time that the above mentioned issues have been carried out & given full & proper informed consideration.

Statement: PS21.16

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Peter & Lynda Halliday

Unfortunately we are unable to attend the meeting, but as owners of a leisure boat moored in Bathurst Basin for 14 years and members of Cabot Cruising Club, we wish to register our objection to the 'Fees and Charges Review' which we believe requires deferring, recalculating and an explanation given due to the lack of engagement with interested parties over the proposed changes:

- There is no impact assessment. This document seems to have been rubber stamped with no proper process having been undertaken and then ticked to state there will be no impact on involved parties, which is far from the truth. Also why has the Harbour review document not been made available.
- There has been no consultation or engagement with individual boatowners, or with the Clubs and Organisations located throughout the harbour who represent many owners and other water users interests. Residential users and commercial organisations who are an intrinsic part of the harbour environment have also been excluded from decisions which can have huge far-reaching impacts on their lives and jobs. Full consultation should have been a priority in the economic climate which has prevailed over the last year.
- It is implied that Bristol Harbour Authority should have parity with other Harbour Authorities and Marinas in the UK and has run a benchmarking review. There are only two other Council run authorities (Portsmouth and Weymouth) and Bristol facilities are not equivalent. Bristol Harbour does not match any of the other UK independently run coastal authorities or inland marinas, either on facilities or service, so cannot use the parity argument to increase fees, which the Harbourmaster is perfectly aware of.
- If the increases are approved this year our fees would go up by 67%. Where else would this level of increase for what has been a diminishing service be acceptable or lawful. Our vessel was unused last year for most of the spring and summer due to extended breakdowns and non-operation of Cumberland Basin Lock, Prince Street Bridge and Guinea Street Bridge precluding any access into the main harbour let alone getting out to sea, yet we are still expected to pay our fees. Even now Plimsoll Bridge is out of action. Nowhere else as paying boatowners are you expected to 'put up and shut up' as we are in Bristol.
- Bristol has a relatively low number of Council moorings in relation to the size of the harbour and must stop expecting that these owners, operators, and residents have the capability to finance the whole harbour operation. The historic design of the harbour, roads, bridges, listed walls etc. cannot be the responsibility of just the water users. Many who now live on the water do so not because they are affluent but because they cannot afford to live anywhere else. Bristol Floating Harbour is historically important and thus there is an obligation on the Council to invest in it

together with the support of the boating community, commensurate with the levels of services and facilities on offer.

- The projected fee structure takes no account that two of the main Council owned mooring sites in the harbour east of Prince Street bridge install and manage certain services at their own expense helping to reduce the Harbour authority costs.

Statement: PS21.17

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Martin Rands

"I understand that Fisher Associates undertook a Harbour Review about 18 months ago, at a cost to taxpayers of £130,000.

I think that as the taxpayer paid for this report, that the taxpayer ought to be given access to it.

The Harbour might be running at a loss, but this was not helped by recently failing to collect £100, 000 of mooring fees that were already due.

The knee jerk reaction of simply quickly raising mooring fees and charges is short sighted, and could be very damaging to the reputation

and attractiveness of our city. The Harbour attractions and ferries bring in huge amounts of revenue and profits to local businesses, and is one of the reasons that our city keeps attracting visitors, students, workers and residents.

Simply raising fees will drive many boats out of Bristol, to berths nearer the sea. I am sure that this risk will have been made clear in the Fisher Associates report, which is why we need to see it.

You are also threatening the homes of many people who officially and unofficially live on boats in the Harbour.

The proposed rise in charges has not been properly consulted upon, and is unlawful.

Please reconsider this cabinet decision."

Statement: PS21.18

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Robert Whitmore Jones

Dear Cabinet members expecting to attend on 24th January,

I write as a Bristol citizen and a residential licence holder. Item 21 proposes the immediate implementation of huge increases to fees and charges for Harbour users.

The evidence base is dubious and reports that are made reference to, remain unpublished.

The Equality Impact Statement is erroneous and does not withstand even cursory scrutiny, as it patently has potential to change quality of life: health, education, and standard of living.

The Benchmarking report has not been made public. Though there are none closely similar, the nearest comparable ports have, without exception, (anecdotally, but also according to research carried out by BBKA members) a better standard of offering to the user than Bristol.

I would also argue that it is unreasonable and unrealistic to expect those targeted by these fees and charges to made responsible for fulfilling Bristol Harbour's expenditure deficit. The figures for the deficit and projections for revenue from the proposed fees and charges don't seem to be available.

As residential licence holders, we have not been engaged/consulted with, as might be expected. There has been no communication from the Council or Harbour Master whatsoever.

The Cabinet must hold itself to the highest standards of democracy, transparency and straightforwardness and can not, in good conscience, approve the damaging impact of these fees and charges. While increases to fees and charges may be necessary, surely, a fair process to achieve this must be observed.

Statement: PS21.19

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Julia Tambini

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed a significant number of households maybe made homeless.

No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

We have owned a narrow boat in Bristol Harbour since October 2019. We live in a house in the Cotswolds and our mooring fees for a 50ft narrow boat are more expensive than council tax bill for our 5 bedroom house. The services provided in return for our already exorbitant mooring fees are of poor quality and variable reliability. Specifically :

- the pump-out facilities on the harbour estate are regularly out of order for weeks or months at a time. Communication regarding which pump-outs are functioning and when repairs might be carried out is not forthcoming. Our enquiries have resulted in us being directed to the Marina pump-out, which as you know is not under the remit of the Harbour Office. The new fees schedule now proposes to charge us £2.50 for the use of on-shore toilet/shower facility, which we need to resort to if we cannot access a functioning pump-out.
- lack of parking permits despite adequate space being available, as demonstrated prior to the boater 30 minute parking permits being enforced in recent years. As mooring licence holders, and mooring fee payers, why are we prevented from purchasing residents parking permits in the same way as those living in flats and houses?
- refuse facilities are poor, often overfilled and have no recycling available

Statement: PS21.20

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Tina Hallett

I refer to Bristol City Council Decision Pathway Report dated 3 September 2019 which approves £885,000 Capital Expenditure for improving facilities across Bristol Harbour. Please could you confirm that you are fully aware of how this money was spent?

The Harbour Master confirms in these 2019 minutes that the facilities are 'outdated' and 'are not fit for purpose'. Shower and toilet facilities upgrades are mentioned but these have not been improved since 2019. The minutes mention the provision of a new floating service for boaters and online payments for energy - neither has been implemented as yet.

The Harbour Master also confirms in 2019 that 'Significant improvement to this asset is now required,to bring it in line with the sort of facilities that boaters can readily find in other locations'. This confirms that the facilities offered to boaters around the harbour are not able to be benchmarked with other harbours across the South West (most of which are privately run or Trust run with direct access to the sea). By way of example, the facilities offered by privately run Bristol Marina are far superior quality than those offered by BCC and are simply not comparable.

These 2019 Council minutes make it clear that license fees cannot be increased until the facilities are improved.

Why now in 2023 is the improvement to facilities to lag behind a very significant increase in license fees? Why is the improvement expenditure now funded from license fees and not from Capital Expenditure? Is this method of funding sustainable?

It would be good to ask the Harbour team to provide a detailed schedule of how the proposed increased revenue will be spent and over what timeframe. For example, if the license fee increases are funding-approved pay increases it would be good to confirm full transparency of this.

I am a leisure license holder, and I thoroughly enjoy the Harbour but I totally concur with the Harbour Master's view that the facilities offered are outdated and poor.

Statement: PS21.21

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Kirsty Matthewson

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed a significant number of households maybe made homeless.

No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

I have lived in the harbour for eight years and in Bristol for over 20. It is a strong, vibrant, diverse and caring community that nurtures the harbour and welcomes abs supports visitors and tourists as well as each other. The loss of this community would be devastating to the local character and detrimental to tourism and local business. It would also impact security as it is often harbour residents who notify police of disturbance and worryingly behaviour in this largely unpatrolled area. I understand the need for fee increases but this must be part of a consultation process.

Thank you for taking the time to support the community.

Statement: PS21.22

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Nick Doddrell

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th January 2023 would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

These seemingly unreasonable increases would have a massive impact on my finances & dramatically change my standard of living. As a pensioner I look forward to the time spent on my boat, just going to the harbour & socialising with like minded people. It is extremely good for my mental health & wellbeing.

I hope this process can be put back until such time that the above mentioned issues have been carried out & given full & proper informed consideration.

Statement: PS21.23

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Gary Loveridge

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process.

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- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

These seemingly unreasonable increases would have a massive impact on my finances & dramatically change my standard of living. I look forward to the time spent on my boat, not necessarily taking it out, but just going to the harbour & socialising with like minded people. It is extremely good for my mental health & wellbeing.

In the spirit of "Never too Old to learn", I have enrolled in the Navigation & Water Safety lesson given for free onboard Sabrina 6. These lessons help to keep my mind active and help to give me confidence in the use of my boat.

There are also free boat maintenance sessions that also keep the mind active.

I hope this process can be put back until such time that the above mentioned issues have been carried out & given full & proper informed consideration.

Statement: PS21.24

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Richard Griffin

we are paying too much for our mooring fees now, we have no electric meters or water, all with no consultation.

Statement: PS21.25

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Allan Middleton

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process.

In particular I would like to ask the following questions:

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- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
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- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

These seemingly unreasonable increases would have a massive impact on my finances & dramatically change my standard of living. As a pensioner I look forward to the time spent on my boat, not necessarily taking it out, but just going to the harbour & socialising with like minded people. It is extremely good for my mental health & wellbeing.

In the spirit of "Never too Old to learn", I have enrolled in the Navigation & Water Safety lesson given for free onboard Sabrina 6. These lessons help to keep my mind active and help to give me confidence in the use of my boat.

There are also free boat maintenance sessions that also keep the mind active.

I hope this process can be put back until such time that the above mentioned issues have been carried out & given full & proper informed consideration.

Statement: PS21.25

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: David Taylor

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed a significant number of households maybe made homeless.

No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

I have been a boat owner in the harbour for 20 years and own a long standing business in the city centre. I love the harbour and am part of a vital community of boat owners and harbour users and workers who would love the opportunity to share our ideas and thoughts about its future. I look forwards to us being given the opportunity to do so and postpone any decisions made without further consultation.

Statement: PS21.27

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Tom Dawson

To whom it may concern,

I have just read, in detail, the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review".

To say that I am gobsmacked by the lack Democratic Process is an understatement. It is clearly evident that this process has not been given due regard and therefore until such time as the full and proper process has been carried out any decision made on the 24th February 2023 would be made without fact or evidence.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Which of these Ports & Harbours have a council enforced clean air charge covering their entire location.
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- What additional costs have been incurred, relating to Mooring Fees & Charges, recently to warrant such an increase?
- Why should the fees be increased by more than the RPI each year?
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

I am of the opinion that this is massively short-sighted considering that the entire harbour is within the Clean Air Zone which has recently had a massive impact on my finances. Not only does the harbour not have the facility to fill my boat with unleaded fuel, there is no option for transporting fuel by public or private transport leaving me to use my car. Visiting my boat on average once per week has already increased my annual outgoings by in excess of £450 per year. These further proposed increases over the next two years are simply unreasonable and not seen in any other part of the council or privately owned business.

Like most others, I use my boat as a way to relax from the stresses of life. Such increases will have a direct impact, not only on my financial situation but also on my well-being.

I would hope that those involved in proposing these increases can see sense and delay these ludicrous increases until such time that clarity has been given, a consultation has taken place and and questions answered.

Sincerely,

Tom Dawson

--

Kind Regards,

Tom

Statement: PS21

Cabinet – 24 January 2023

Re: Agenda item : 21. Bristol City Docks - Fees and Charges Review

Statement submitted by: Alison Pye.

Dear Sir or Madam

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

I live an hours drive from Bristol and choose to spend my leisure time here, as a boat owner on the harbour, over any other parts of the UK. My hard earned money is spent keeping my boat on your harbour along with spending money on parking (due to the 30min restriction on the parking pass), and in the restaurants, bars, pubs and shops. We also host family and friends regularly who do the same. We have even had to buy a new car due the the Clean Air Zone to enable us to come to the city. Some people holiday abroad and elsewhere in the UK, but we choose and love Bristol, especially the harbour lifestyle, we spend the majority of our disposal income here.

We walk our dogs around the harbour most weekends while visiting our boat and ride bikes at Ashton Court. This is excellent exercise for our wellbeing, and we also give regularly to the homeless. We also enjoy the Light Festival and the Harbour Festival, and without our boat on the harbour, this is something that we would not be able to do due to not living locally.

If the proposed fees go ahead we will seriously have to consider where and how we spend our disposable income for the best value for money.

Statement: PS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks – Fees and Charges review

Statement submitted by: Andrew Down

I have been made aware of the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review".

As a very frequent user of the harbour waterways, I am horrified at the lack of Democratic Process involved in this matter reaching Key Decision status. To me, it would appear this process has not been given due regard & therefore until such time as the full & proper process has been carried out, any decision made on the 24th of January 2023 would be made without proper due process and not be in the interest of the citizens of Bristol, visitors, harbour users and local businesses. In addition, there is seemingly a lack of a full Equalities Impact Assessment, which as you're aware is an assessment that fully considers the impact of any proposed project or plan. As an interested and affected party, I have not been contacted regarding this project, nor am I aware of anyone outside of the employment or engagement of Bristol City Council that has been consulted; this is grossly unfair.

If you approve these changes without proper consultation involving harbour users and visitors, you will allow the process of sanitising the harbour and surrounding area: You will be benefiting and gaining yourselves before you address the interests of businesses and the public.

In addition, I would like to see answers to the following questions please:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year?
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?

I ask that this item on your agenda should be removed before the meeting, and that a proper and honest process is followed.

Yours Sincerely

Andrew Down

Statement: PS21.

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Andrew Pye

Dear Sir or Madam

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
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- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
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- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

I live an hours drive from Bristol and choose to spend my leisure time here, as a boat owner on the harbour, over any other parts of the UK. My hard earned money is spent keeping my boat on your harbour along with spending money on parking (due to the 30min restriction on the parking pass), and in the restaurants, bars, pubs and shops. We also host family and friends regularly who do the same. We have even had to buy a new car due the the Clean Air Zone to enable us to come to the city. Some people holiday abroad and elsewhere in the UK, but we choose and love

Bristol, especially the harbour lifestyle, we spend the majority of our disposal income here.

We walk our dogs around the harbour most weekends while visiting our boat and ride bikes at Ashton Court. This is excellent exercise for our wellbeing, and we also give regularly to the homeless. We also enjoy the Light Festival and the Harbour Festival, and without our boat on the harbour, this is something that we would not be able to do due to not living locally.

If the proposed fees go ahead we will seriously have to consider where and how we spend our disposable income for the best value for money.

Andrew Pye

Teacher of Mathematics and Friend of a boat dweller

Statement: CS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Andrew Varga

Dear Sirs,

I write in respect of the report to BCC cabinet, about which we have been given one and a half hours' notice to consider and comment upon.

The review requests substantial increases in fees above already extremely high inflation, and notes the need for more income because of the drop in commercial income following the increase in commercial fees. Thus, it would seem that the City would propose for repeat the exercise of driving away life and business in the harbour.

The report cites the importance of the harbour to the City, and yet this proposal will have a clearly heavily detrimental effect upon the amenity and economic value to the City of the harbour.

Regrettably, there is no time to enlarge upon these issues before the response deadline.

Regards,
Andrew Varga.

Statement: PS21

Cabinet – 24 January 2023

Re: Agenda item 21- Bristol City Docks - Fees and Charges Review

Statement submitted by: Ben Ewing

We are writing to you as long-standing boat owners, local home owner, payer of council tax, small bristol buisness owner and growing young family.

The imposition of proposed higher fees for harbour users are unreasonable and extortionate considering the poor facilities. Results of the Harbour Review should be released, along with evidence of any benchmarking fees, consultation, equality impact assessments and accommodation needs assessments if undertaken.

We have a young family and are members of Cabot cruising club (a volunteer run community boating club). Myself along with others have volunteered for many years to install facilities (electric, water, gated access) and conduct continual maintenance in line with the signed pontoon mooring agreement. We pay mooring fees that have taken into account that Bristol City council do not provide our services.

Furthermore the offering of mooring fee discount to members of our boat club are evidence of historic symbiotic relations between boat owners, boat clubs and the harbour Authority.

The latest proposed fees unidentifiably delete any discount for members and further erodes support form a hostile Harbour Authority and severs the link between volunteers who participate in the running and maintenance of the oldest bristol built floating wooden ship in bristol harbour, and valuable community club.

We are also members of Bristol Boaters Community Association who have been trying to engage with the Harbour Authority to preserve, develop and enhance this community and have conducted a survey of our members to understand the views as stakeholder's. We have recently relayed findings and are still awaiting a response from the Harbour Authority. It is appalling we, as a community have been asking for engagement have been ignored.

Raising fees will displace people from their homes and make long standing harbour businesses unviable. How can a rise of up-to 177% be a consideration?

We are intending to attend the meeting on the 24th and happy to talk.

Kind regards

Statement: PS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Katherine, Bristol Maritme Ltd

Good Morning,

We understand that fees need to go up however percentage of the fees that have gone up for the commercial customers are extortionate.

We are based in the harbour within Underfall yard, we are a training, safety, and water access company. We have operated within the Bristol harbour for over ten years and always endeavoured to comply to the harbour masters' requests. We understand that the Bristol Harbour is a very unique location which brings its own issues to the funding and management, and we are respectful of that.

However, on our on-water training side of our business we are being taxed for bringing people to the Bristol Harbour and running training on the Bristol Harbour. The cost of operating in the Bristol Harbour will become so high that we would have to reconsider our training location and take our on water maritime training facility out of the city.

Our safety access and pontoon company would struggle to be viable at the commercial rates being set. Currently if a Bristol city bridge needs work, then the charges that the Bristol Harbour Master gives for not only having the pontoon in the water and moved in the water are very high compared to other locations are high and would now be increasing by 750%. Those charges do not increase the Harbour Master workload because all they must do is sign off on the works. Those fees will be charged to the client, who would then also be increasing those fees and charging them back to the Bristol City Council for those works to go ahead. So overall the commercial rates that are being charged in Bristol Harbour are reducing any businesses coming to the harbour and move any businesses like ours currently in the harbour out. They also reduce any requirement for staff and reduce employment around the harbour. The rate increased all focuses on the commercial companies in the harbour will damage the harbours reputation and feasibility of having maritime companies within the harbour. As well as making it very hard for any development on a commercial or construction basis.

As an example, for us to tow a 10 square meter pontoon up the Bristol Harbour it would cost £2,500 for the tow license and £400 per day for the pontoon to be in

the harbour. And the only requirement for the harbour master in this is to say yes, there is no money requirement from them for this. This money is normally charged to a different council department via the contractor who will have utilised our services, services that the harbour master do not provide.

Whilst it is hard to understand how these fees affect us in such a short notice period and without consultation. Effectively all our costs would increase by 100 – 750% whilst also adding onto the costs to the dues that we pay. We cannot pass that cost onto the customer. As a business this is not sustainable to stay within the Bristol Harbour at these prices.

So again, whilst we respect that Bristol Harbour is a unique place and that the cost needs to be raised, the huge percentage that was stated is not acceptable or feasible for any commercial operation within the harbour.

This has been written in haste due to only just receiving notice of this through social media. We believe that this does not truly reflect the costs that we will incur as we think they will be higher, we are trying to be supportive of the Bristol Harbourside and its industry.

Bristol Maritime LTD trading as Bristol Maritime Academy and BM Safety.

Kind regards,

Katherine
Centre Manager

Statement: PS21

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol City Docks - Fees and Charges Review

Statement submitted by: Carl Bowen

Dear Elected Members attending Cabinet on the 24 January 2023

I am able to attend the meeting in person; and I would like the following statement to be considered.

The rationale for this charging schedule is informed by the long-overdue Harbour Operational Review, but significant stakeholders like Bristol Boaters Community Association; the 2 large Cruising Clubs; and several Commercial Operators have not been properly consulted on either the Review or these hugely increased charges. Coupled to this, I am led to believe that most of you have not had sight of the Review either, so today's process is far from the standard BCC Officers should be setting for informed, inclusive and transparent decision-making. Even long established disciplines like the Equalities Impact Assessment seem to have been circumnavigated by what is effectively a 'nil return'.

Instead the Harbour Master is continuing to discharge his authority in a manner that is dismissive and disrespectful of those on and off the water he has a duty to safeguard and liaise with. Long gone are the days when we needed a Harbour Master to be the enforcer of his own discretionary powers and rulings. Today we need the post holder to be someone who a skilled and trusted public-facing marina & flood-defence system manager. If this were the case, we would not be finding ourselves in this embarrassingly undemocratic quagmire, with so many of the Harbour's boat owners and other stakeholder reeling against its mismanagement - of which this is actually just the latest example.

Another would be the recent failure to provide boat dwellers on the River Avon with a safe haven over winter months whilst the river levels are dangerously high, as was always the case prior to the pandemic. Consequently many of our visitor pontoons (at the Arnolfini and the Inlet) have been left totally empty when they could have been raising many thousands of pounds of much needed revenue for the Harbour.

For this reason I would strongly urge Elected Members to defer any decision on this Charging Schedule until you have had the opportunity to better understand these and other important contextual concerns.

I am soon to be 60, have been on the waterways for most of my life whilst working for various Local Authorities and charities (including Bristol); and have had boats in this Harbour (first 'Wagtail' and then 'Skyloom') for over 20 years.

Thank you for considering this submission.

Statement: PS21

Cabinet – 24 January 2023

Re: Agenda item 21- Bristol City Docks - Fees and Charges Review

Statement submitted by: Charlie Dipple

To whom it may concern

I am Charlie Dipple, the owner of the Dutch barge Beachley situated in Welshback. I am writing to complain about, and implore you to reconsider, the changes that are being made to the harbour mooring fees. I am not planning on attending the meeting as I have other responsibilities to attend to, but I wanted to say my piece anyway.

I have a Residential mooring licence, and what I have heard about the changes have been very vague and inconsistent about how I will be affected. From what I gather, the changes to mooring fees will be extortionate for the boating community, in particular liveaboards who do not have an equivalent licence to mine, many of whom may be made homeless as a result of these changes, their property made effectively worthless. This is outrageous. The council has failed to maintain proper protocol by waving off the equality impact assessment, declaring the harbourside community as unimportant, and skipping the consultation completely. I would like to challenge this, on two points:

- As much as we are predominately white, there is a history of xenophobia towards Romani people that informs the discrimination that boaters experience from councils across the country. Living alternatively should not be a point for discrimination, period, regardless of genetic background. The majority of people choosing to live on boats are working class, this is classism. Living costs are at an all time high and the majority of my generation can't afford to buy a house, unlike the baby boomer generation before us. A boat is an affordable solution to a nationwide crisis.

- Some of us *do* fit the bill for an equalities check, and have been entirely overlooked. I am a transgender man. I have faced discrimination and transphobic violence, primarily from people I have lived with and the police officers who enabled one housemate who threatened to murder me with a knife and encouraged his friend to rape me. I made the choice to buy a boat because being a homeowner gives me more control over who I live with, and the power to evict those I deem a threat to my safety. My boat was a more affordable choice and I seek to make it a refuge for anyone I should happen to know from my community who may find themselves in a similar position, the hardest part was that I was almost entirely isolated when I was attacked. My hopes are that the boating community would have my back in the event that I fall victim to transphobic violence once again - which is not improbable given the vitriolic bigotry the transgender community faces both from the government and the mainstream British media. If fees become too high, I may have to leave the city - and probably at a loss, because I don't know how this will effect the value of my property. Trans people have to be careful about where we live, much of the country is hostile towards us. Where would I even go, exactly? Brighton, where my would-be murder still resides due to police bigotry and negligence? This is not fair.

The living conditions for the boat community don't even justify the increase of costs. My wife is abysmal, despite being in city centre, and the bins I share with the business on Welshback are dirty and full of rats, and there's a homeless man that shits on the walkway where I'm moored every now and then. I have had several people attempt to break in, to the point where I have installed my own

CCTV system. When I first moved in I was harassed by a homeless man who had a wank in full view while I was attending my plants on deck, and threatened my dad with a hammer. The police were sympathetic but were unable to find him - but this should not be a problem to begin with. If the council wishes to increase mooring fees, why have they done nothing to address the safety and sanitation of boat owners in Bristol?

Thank you for taking the time to consider my concerns,

Statement: CS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Charlotte Pye

Dear Sir or Madam

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

I currently reside in Nottingham with my partner but my parents own a boat at the harbor. I am a teacher and I chose to spend my hard-earned breaks on my parent's boat and enjoying what Bristol has to offer. We travel down every year for the Light and Harbour festivals. We chose to do this instead of paying to go aboard. This means that throughout the year we save our disposable income to spend at local shops, restaurants, and pubs in Bristol. We currently have a trip planned in two weeks where we have had to pay for parking due to the lack of time with permits, as well as paying £9 a day for the clean air zone. These price hikes are now adding to the costs and making it less affordable to spend money when we do visit.

Regards,

Charlotte Pye

Statement: PS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol Docks Fees and Charges

Statement submitted by: Danielle Donnelly

I'm writing re Item 21 Bristol City Docks- Fees and charges Review

I won't be able to talk at the meeting however i would like to log this as my complaint of misconduct and wish for a reply to this email via email and a verbal reply also

I'm appalled by such a vast jump in fees and rates for leisure moorings aswell as others. The harbour masters reply to his DECISION is insinuating blame to individuals that live on their leisure mooring boats. What has that got to do with anything?! This is unfair to the ferry and boat businesses aswell as anyone that owns a boat on the harbour no matter how much time they spend on it.

What is his problem with the boat community? He seems to hold a great deal of cold resistance to the people he is "looking after".

I would also like to know how this has been already signed off before any meeting. What's the point in the up coming meeting at City Hall if this has already been decided??

His statement is not written as a proposal and is actually a past tense decision he's made. How is that possible?

I didn't think the council would be allowed to do such vast changes without notification or without working with all parties involved? Its very bizarre behaviour, how is this allowed?

Can you please explain where the diplomacy is?

Danielle donnelly

Statement: PS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges Review

Statement submitted by: David Jose

Having just read the “Decision Pathway Report” regarding “Bristol City Docks”.

I find it hard to believe that in this time of financial hardship our Council would even consider raising the mooring fees for boat lovers within our City.

I have recently retired from working after spending 46 years with the same Bristol Company and had planned to spend a great many hours of my retirement, enjoying life , on the boat.

I have spent the last 18 years getting the boat ready for my retirement working on it when not working.

On only a small company pension and state pension, I will now struggle to keep the boat and pay increasing utility bills and food bills.

I would ask that the Council look favourably upon ordinary people who have struggled over recent years to keep a boat in Bristol Harbour.

Yours Faithfully

David L Jose.

Statement: PS21

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol Docks Fees and Charges Review

Statement submitted by: Dennis Burnell - Commodore of Bristol Cruising Club

Dear Sir or Madam,

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved, and to me it would seem that this process has not been given due regard, and therefore until such time as the full and proper process has been carried out, any decision made [on the 24th February 2023](#) would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?

- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

Bristol harbour has been a huge part of my life, since childhood, when my love of boating first started, spending time with my father down at the docks. I have been a member of Bristol Cruising Club since 1996 and Club commodore since 2013.

Boating is my only hobby, where I get to socialise with friends, old and new. These price increases will kill the boating community and the clubs that serve so many people. Bristol Cruising Club is a second home to many of its members, providing a social setting, entertainment and an escape from every day life. The vast majority of members, myself included, will be forced to sell their boats and kiss goodbye to their hobby and passion, and the best part of their social lives to boot.

To even contemplate such high increases in the midst of a cost of living crisis is absolutely absurd, this is a sad time for Bristol boaters and this email is sent with a heavy heart

Statement: PS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks – Fees and Charges review

Statement submitted by: Gareth Locke

Dear Cabinet Members.

All harbour users are aware and accept that there will be increases on fees each year and yes we will all moan about them. This years proposed increases coupled with next years are way beyond that when compared to other marinas.

Let us compare Bristol with our nearest alternative, not council run I accept, but us boaters look for value for money, regardless of who runs it and this is who you are in competition with.

Bristol, car parking for 30 minutes per day. Portishead unlimited per day. How are we supposed to maintain our boats to the Harbour Masters requirements in 30 minutes?

Bristol, pay for a lift out and hard standing and lift back in (not included in the new fees. Portishead, a lift out up to 8 weeks hard standing and a lift back included.

Fuel, Bristol only diesel, petrol users somehow have to work it out with jerry cans, Portishead both types of fuel on pumps.

The list could go on, but I'm sure you already know the comparisons even though they haven't been published.

I love being lucky enough to have a boat in my home city, in a place I've loved going to since my childhood. Even when the docks were a waste land to some, to us kids it was our playground and a great place to be. Now as an older man and lucky enough to own a boat, God knows how, I'm just a working postie, I want to be able to pass that enjoyment on to my children and grandchildren.

I'm also very concerned on the impact this will have on our iconic water business' and the loss of jobs this could cause.

Alongside this can I please urge you all to consider the impact and implications to peoples mental health. For a lot of people, their boat is their escape from their everyday worries, regardless if they just sit on it or take it out on the water.

Kind Regards
Gareth Locke

Statement: PS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Gerry Holmes

Dear sirs, I wish to object to the huge sudden increase in mooring fees levied on the many boat owners with crafts moored in the harbour.

I believe this to be outrageous and will be joining any protests which may be organised in the near future.

Gerry Holmes.

Statement: PS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks – Fees and Charges review

Statement submitted by: Harriet Ford-Rogers

Dear Cabinet members expecting to attend on 24th Jan 2023

Regarding item 21- Bristol City Docks - Fees and Charges review.
I am unable to attend the meeting in person; I would like the following statement to be considered.

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed a significant number of households maybe made homeless.

No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

I have been living on a boat in Bristol since 2016. Due to the extreme short notice of these proposed charges I don't have time to write as much as I would like, as a winter moorer in the past I have experienced the hostility and lack of consultation from the harbour office, revenue from winter moorings being refused for "essential maintenance" that I have seen no evidence of. Our own mayor when questioned about moorings in the harbour making reference to underhand deals. The attitude towards boaters in the harbour is archaic. The harbour could be an excellent asset for the city providing affordable homes, unfortunately these list of proposed fees are further unsurprising evidence for the lack of consideration for the boating community.

Regards,
Harriet Ford-Rogers

Statement: CS21xx

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Hilary Truss

Dear Sir or Madam,

I am concerned that the council will be discussing and possibly voting to raise charges in the harbour.

I would like you to consider a few points:

- I have not seen a full Equalities Impact Assessment, our severely disabled daughter sails with Sailibility every Saturday in the good weather, she is one of many disabled people who use the harbour facilities. What impact will the increase in fees have on the Sailibility group and indeed the All Aboard group in general? They are dependant on trusts and grants to keep going and offer water activities for all vulnerable people. Surely a major rise like the proposal, is going to discriminate against those vulnerable people in society.

- Bristol harbour fees are already higher than Gloucester docks fees, so we no longer attract beautiful boats, which attract people to come to the harbour and boasts the economy of this area, a further rise will just add to this problem.

The ferries are an important part of harbour life, as is the Tower Bell, a huge rise in fees will destroy these independent businesses, which again bring people to the harbour side and boast the economy.

Please think very carefully about a large rise and consider the impact on the community; but also those who are less able and the joy the harbour brings to them. Please ensure that you are not depriving those who require the harbour most.

Regards,
Hilary Truss

Statement: PS21

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol Docks Fees and Charges Review

Statement submitted by: J Harrison - Bristol Cruising Club

Bristol council Cabinet Meeting 24th Jan 2022 Item 21- Bristol City Docks Fees Review.

I am unable to attend the meeting in person but would like to enter the following statement.

The Council has not taken into account the poor standards or entirely absent services of Bristol Harbour when compared to other harbours. I visit many other harbours, both private and council run, and Bristol is by far the lowest standard I have seen. This is why Bristol has historically been charged below the rate of premium marinas. This would have been obvious had the correct scrutiny required by the Councils own processes been followed. I do not know where Saville's report compared Bristol to as it has been hidden from the public, but if they looked properly the delta in quality is obvious.

By raising the prices so far above inflation (60 % this year alone) the council will not gain funding but will loose it. Portishead charge only slightly more than your proposed charges, yet have gleaming toilets and showers, laundry facilities, free boat lifts, sluices, decent pontoons, WiFi, etc, etc.

If you charge the proposed rates a large number of seagoing boats will move to Portishead or the coast. A large number of narrowboats will move to the canals. An unfortunate few who are stuck with he location will financially suffer and have to sell their boats. The result is not a agin but e loss of council revenue. Add to this the loss of a vital activity and community for the many elderly and mentally and physically rehabilitating boaters, with devastating results in mental and physical wellbeing. Second order effects will be the view of a wasteland of a harbour and the loss of the ferries, downgrading the Bristol tourist experience and so reducing tourist numbers and income. Imagine trying to market a Bristol Harbour Festival when there are hardly any boats to look at.

Next look at the price the council has paid towards green traffic measures and then set fire to all that funding by driving all the harbour ferries out of business. Alongside the daily transport effects imagine the number of tourists who will not be drawn into Bristol for the traditional joy of a ferry trip around the harbour. Now estimate the third order effects, loss in business revenue following falling tourist numbers. Harbourside businesses failing and more empty buildings not paying rates...

This would have been realised if the required impact review and community engagement had been conducted. That is why the council's own rule require it.

The sneaking in of these proposals at the last moment with no attempt to inform the user community and with no attempt at public consultation show an utter contempt for the voters of Bristol.

These voters will remember.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

As a Military Veteran and PTSD sufferer the community spirit and physical and mental activity the Boating Community provides is vital in my mental recovery and wellbeing. To find out with no notice that I suddenly have to find over a Thousand pounds extra this year from a fixed income is ridiculous, especially in time of unprecedented price rises. The loss of my boat and the community it affords will be detrimental to me in so many ways that it is truly heart breaking to consider.

If the due diligence had been conducted the council would realise that this is not Monaco, and the Boaters of Bristol are not millionaires, just the working men and women that built this city.

I call on you to hold this process until the consultation and impact assessment required by the councils own rules have been conducted, allowing the granularity of information you need to understand the true financial implications of this disastrous action. Bristol's harbour users are not charged Champagne prices because we get lemonade services.

This is our Harbour, do not take it away from us.

Statement: PS21.45

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Jacob Wynter

Dear Sir or Madam

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process

In particular I would like to ask the following questions:

What similar Ports & Harbours were used as a comparison?

Why is the Savills Report not available to the general public?

Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?

Why should the fees be increased by more than the RPI each year

The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.

The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?

The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?

Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

These seemingly unreasonable increases would have a massive impact on my finances & dramatically change my standard of living. I look forward to the time spent on my boat, not necessarily taking it out, but just going to the harbour & socialising with like minded people. It is extremely good for my mental health & wellbeing.

In the spirit of "Never too Old to learn", I have enrolled in the Navigation & Water Safety lesson given for free onboard Sabrina 6. These lessons help to keep my mind active and help to give me confidence in the use of my boat.

There are also free boat maintenance sessions that also keep the mind active.

I hope this process can be put back until such time that the above mentioned issues have been carried out & given full & proper informed consideration.

Jacob Wynter

Statement: PS21.46

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges Review

Statement submitted by: Jim Pizer

Dear Cabinet,

My statement relates to item 21- bristol city docks fees and charges review.

I will be attending the hearing on Tuesday 24th January.

Please defer any decision on this item until further consultation with the many users of Bristol Harbour have been carried out. The initial consultation failed to carry out a meaningful "**Equality Impact Assessment**" which is very concerning when considering the speed in which the proposed changes will take place.

The suggested price increases for Bristol harbour users are unreasonable and unfair. The facilities here are poor in comparison with other harbours. There is no plan provided on how these will be improved nor any supporting budget to deliver better facilities or services. It is simply not fair or reasonable to charge for services and facilities that do not currently exist.

I fully support the Harbour authorities' need to improve facilities but urge you to hold your decision until further evidence gathering and consultation has taken place.

Kind Regards Jim

Statement: PS21.47

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges Review

Statement submitted by: Joe Home

Dear Cabinet members expecting to attend on 24th Jan 2023

Regarding **item 21**- Bristol City Docks - Fees and Charges review.

I am unable to attend the meeting in person; I would like the following statement to be considered.

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed a significant number of households maybe made homeless.

No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

I am Self employed, and I work on boats mainly in the harbour estate. I have lived on boats in the harbour on and off for 8 years, sometimes on my own boat as a winter moorer. This is when I have experienced first hand the tensions between boaters and the harbour office. at the beginning of the global pandemic, when the government advised to stay at home and not travel, the harbour office insisted that winter moorers leave the harbour. We were made out to be opportunistic, references made by certain members of the harbour office to having memories of our "sort" refusing to leave. in the end we were permitted to stay, but at a higher mooring rate. By the time this decision had been made most people had already left, feeling ostracised. So, in the midst of a time of financial uncertainty, the harbour office left pontoons empty where boaters would of willingly paid to fill those spaces. The following year all winter moorers who applied where refused a mooring, citing essential maintenance work needed to be carried out. a Bristol city council spokesperson said: "Twenty vacant visitor moorings are unavailable this year while essential work by council staff is taking place on pontoons in the harbour. Freeing up these spaces will also help with the movement of permanently moored vessels while this work, which includes replacing rotten decking and wider project to see showers, toilets and other infrastructure overhauled, is in progress." I have seen no upgrades to facilities since 2020 to present- while the whole time, the Harbour office refused revenue for winter moorings. The

new list of proposed charges unfortunately echo's the lack of communication and consultation from the harbour master that is too familiar.

Thankyou for taking the time to read my statement,
Joe Home

Statement: PS21.48

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: John Sharman

Dear Cabinet members expecting to attend on 24th Jan 2023

Regarding **item 21**- Bristol City Docks - Fees and Charges review.

I am unable attend the meeting in person; I would like the following statement to be considered.

The current proposal which has been issued has been for sign off with immediate effect, is being done with a lack of transparency, an inaccurate Equalities Impact Assessment, little to no external consultation, unpublished bench marking & unpublished & unsubstantiated fee calculation.

As a boat owner, harbour user and community member it is refreshing to see that Bristol City Council/Harbour office have identified a need for changing/updating their current Licencing & fee structures. Simplification of licences and fees is welcomed, there is also a clear desire and requirement for facilities to be updated and for BCC to facilitate more residential licencing within the harbour leading to an increase in revenue being created & the development of a safe community which is stronger together. This should not come with the detrimental impact of displacing individuals & making people fear for their safety & welfare.

Bristol harbour facilities being upgraded is desirable (& certainly needed), this is not just my opinion but was confirmed in the BCC Decision Pathway report dated 3rd September 2019 which states;

“ The Floating Harbour requires investment to improve its outdated facilities and to ensure that they are not only fit for purpose but also welcoming and accessible to all.”

BCC (within the above referenced document) clearly identifies the need to improve boaters’ facilities to enable the increase in fees which can be charged for moorings. The report signed off £885k of Capital expenditure to facilitate upgrades & a new set of pontoon moorings, but as to date I have not been able to ascertain what has changed/been up updated since 2019, have these been completed?

The Decision Pathway, with regards to consultation states;

“ Finally, a full and comprehensive Harbour Estate Review will be conducted, starting with a dedicated event for elected members on 7 August 2019. This Review will involve internal and external stakeholders, including residents, boat owners, and commercial businesses, both on and off the water. The Terms of Reference for the Harbour Review will be developed to include implementing comparable market rate

fees and charges, once the planned provision of high quality facilities has been put in place.”

With 2 boat cruising clubs (Bristol cruising Club & Cabot Cruising Club), the Bristol Harbour Recreational Users Group (RHRUG) & Bristol Boaters Community Association (BBCA) all readily available, willing to engage and wanting to input, not one of them have been asked to consult prior to this proposal being formalised for sign off.

The members of these groups represent a high proportion of the boats & owners within the harbour, so the ability to engage with a huge proportion of the community is there but has been missed. If BCC were a private business, market research would have been completed to assess the current wants/needs of the people wanting the service or goods being offered. I just have one question, **why haven't they been asked?**

The transparency with regards to the fee calculation also raises concerns, it does not seem reasonably calculated as the required improvements to justify the implementation of a higher fee have not been completed or undertaken. The proposed schedule of fees is much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed, a significant number of people could be made homeless.

If consultation and fees had been considered the I cannot believe that the Equality Impact Assessment would have concluded that there would be no impact on individuals. On the basis that BCC states with regards to them that “ Our assessments have to be based on good evidence which includes listening to the views of the people who are likely to be affected.”

I ask this Labour cabinet to refresh their own position by reading the below from **Labours Stronger together pledge;**

“Labour wants to build a future where families come first. A future where every child grows up as part of a strong, loving family which is supported by an inclusive local community. One where good jobs, secure housing, high-quality childcare and local support networks are available and accessible, helping families to flourish. One where parents and carers have time to enjoy with their families, supported by a good balance of work and family life. One where pensioners get the care and support they need to enjoy dignity in retirement. Where no one should feel forced to get out to get on, leaving their home and local community for the sake of opportunity. And where everyone feels part of a strong community which delivers for them, including those who live alone. We want an end to insecure housing, which repeatedly forces families to relocate and uproot their lives, and to enable local communities to insist that genuinely affordable and social homes are available to every family that needs them. A future where families can seize opportunities, get the support they need and flourish regardless of the colour of their skin, who they love or where they come from.” Source: <https://labour.org.uk/stronger-together/a-fairer-greener-future/families-first/>

With all the above considered I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

John Sharman
Boat Owner

Statement: PS21.49

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol Docks Fees and Charges

Statement submitted by: Jonny Taphouse

“Please don’t sink this vibrant community. You have a wonderful opportunity here to engage with the boat owners and dwellers in the harbour. They make the city centre a safer and more attractive place to visit for everyone.

This isn’t just about the fees, this is just another example of how the harbour authorities do not engage with their primary stakeholders.

Please can you engage with the community, hear their voices, and defer any decision on this schedule until you have done so.”

Thank you for considering this submission.
Many thanks,

Jonny Taphouse

Statement: PS21.50

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol Docks Fees and Charges

Statement submitted by: Julie Sienesi

Dear Sirs

Ref: Bristol City Docks - Fees and Charges Review

I have just received, via the Harbourside Forum, the proposed fees for Bristol City Docks. The timescale to reply before the document goes to Cabinet is very short so this will not be a full analysis of the problems and faults within the document. However I wish to point out that the Proposed new fees for the Underfall Yard (spelt wrongly in the document) go against the lease agreed between BCC and the Underfall Yard Trust. The Underfall Yard is the home of several businesses that promote the Harbour and use the Harbour, this lack of consultation and time to reply is not good for them or for Bristol.

Yours Sincerely

Julie Sienesi
Director
Underfall Yard Trust

Statement: PS21.51

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges review

Statement submitted by: Maria Hernandez Fuentes

My husband and I spend many weekends and periods at a time in Bristol, as he has a son and a daughter that live here with their mother and his son attends school in Bristol, plenty of times whilst staying with us. My husband designed and built the boat (with a team) > 15 years ago, as it was the most affordable means of ensuring housing he could find and enjoy in Bristol. Having the boat moored in the Harbour allows us to share his parental responsibility easily and at a moment's notice. We enjoy living in the boat and participating in this lively community. One of the ways of contributing to the community, we have encountered a number of times people endangering their own lives, in or near the water, and have always made ourselves and the boat available for the rescue team and the people involved. Having people living in boats is a safety contribution to the users of the Harbour we would like to highlight.

We have read with concern the submitted increases in mooring fees, I think they are unreasonable and have not been justified by any means, nor any financial estimation of their contribution attached. We have known the community around for years and we believe the steep and steady increases proposed would mean Bristol Harbour would lose its diversity of boat owners, becoming only affordable to the wealthier ones; potentially having a negative and damaging effect on the Bristol Boating Community; some of which are vulnerable and may well be made homeless by these proposed increases! We are becoming concerned with the lack of clarity of the sources of income of the harbour; and we are wondering about opportunities missed to raise income - winter moorings have not been used for a few years; please do check, but this might mean thousands of pounds / year. How much are the current steep increases driven by missed past opportunities?

No consultation regarding these increases and how to best implement them has taken place, despite being announced and supported by published guidance (Ports Good Governance Guidance, 2018). The impact assessment submitted has not been carried out with any consultation by stakeholders, how can anyone believe that what is stated is the true impact (or lack thereof) of the proposed rises?

I am the secretary of the Bristol Boaters Community Association with a view of collecting reliable data with regards to the needs and concerns of our community that we could share; in 2022 we conducted an anonymous survey between our members, 100 boats answered. I am attaching 2 files with important results. This data has already been shared with some of the local councillors. Of the respondents, and this is only a fraction of the Bristol Harbour reality today,

54 boats were considered households providing accommodation for 105 people. 8 boats have children in school and > 35% of the respondents have been living/owning their boats > 10 years.

Please note 24% were key workers and 25% were working in business in the Harbour State.

A majority of respondents were moored on a council wall and are dependent on the derelict services provided by the Harbour.

When asked about fees increase 30% of our respondents COULD NOT afford a further increase and a further 65% could NOT afford most of the rises proposed which fall > 20% mark.

For the matter on the 24th; I would urge you to postpone any decision on Harbour Users Fees increase until all the appropriate evidence has been gathered, and the financial justification published, including and above all, a wider consultation has taken place.

Thank you for taking the time to read and consider mine and the other views of the boating community of Bristol Harbour on this important matter.

Maria Hernandez Fuentes

SURVEY STATISTICS

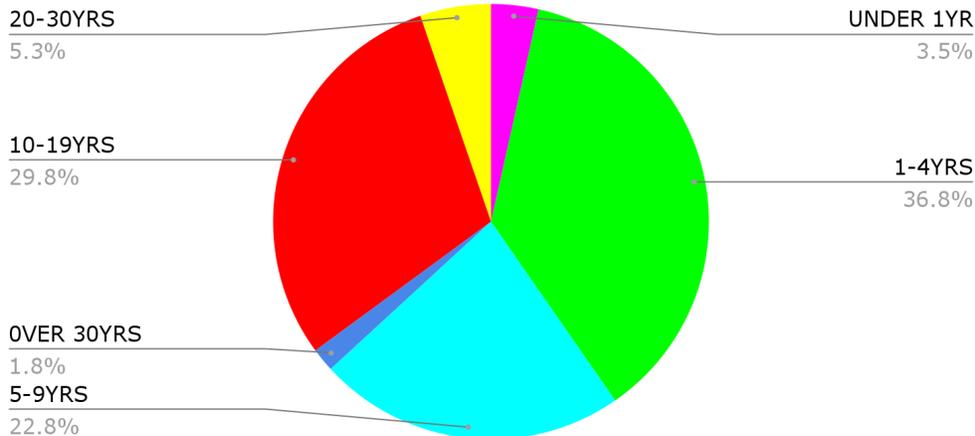
Every boat was invited to participate (estimated at 400 boats) out of these, 100 boats took part in the survey.

A copy of the survey can be found via this link: <https://forms.gle/ZQVDtiUuw4HbT5QX7>

57 BOATS WERE CONSIDERED HOMES PROVIDING HOMES FOR 105 PEOPLE.

LONGEVITY OF RESIDENTIAL USE

Data taken from the longest standing member of the household.



NUMBER OF PEOPLE PER AGE GROUP

0-3 years	4-16 years	17-25 years	26-35 years	36-55 years	56-75 years	75+ years
2	11	4	23	33	29	3

8 BOATS HAD CHILDREN IN SCHOOL

EMPLOYMENT STATUS

EMPLOYED	SELF EMPLOYED	IN EDUCATION	UNEMPLOYED	RETIRED
45	36	2	4	10

24% WERE KEY WORKERS

25.8% INVOLVED IN A BUSINESS ON THE HARBOUR ESTATE.

NO. OF BOATS PER HOUSEHOLD SIZE

SINGLE OCCUPANCY	2	3	4	5	8
23 BOATS	27 BOATS	4 BOATS	1 BOAT	1 BOAT	1 BOAT

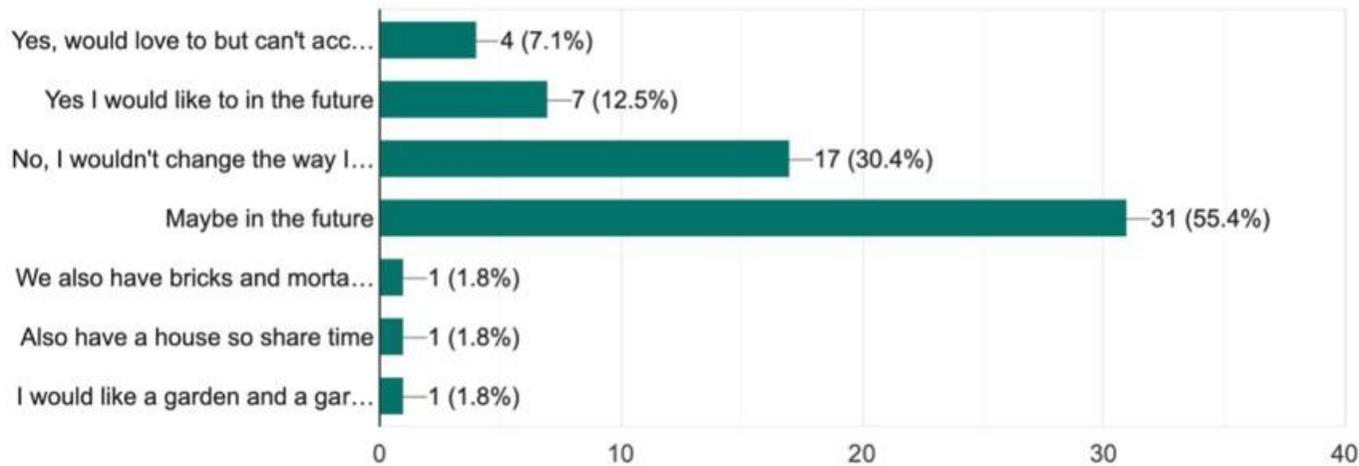
TYPE OF MOORING

Council Wall	Council Pontoon	Private marina/ pontoon	Prefer not to say/other	Boat Club
21 BOATS	7 BOATS	17 BOATS	6 BOATS	3 BOATS

These figures only represent ¼ of the total (est.) 400 boats in Bristol Harbour, with some participants opting not to answer every question.

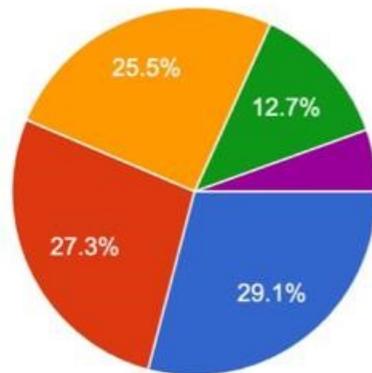
Do you ever think you would prefer to live in bricks and mortar accommodation?

56 responses



What would be an reasonable increase of fees to you?

55 responses



- I would not be able to afford any increase, this would push me from my...
- I could afford upto a 5% increase on my current fee
- I could afford upto a 10% increase on my current fee
- I could afford upto a 20% increase on my current fee
- I could afford over a 20% increase on my current fee

Statement: PS21.52

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol Docks Fees and Charges Review

Statement submitted by: Michael Burnell

Dear Sir or Madam

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

The Democratic Process involved has not been followed correctly , to me it would seem that this process has not been given due regard or thought and therefore until such time as the full and proper process has been carried out any decision made on the 24th February 2023 would be made fraudulently.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.
- I would like to hear from Tony Nichols to understand the reason behind ticking 'no' for equality impact to both, health and standard of living

These seemingly unreasonable increases would have a massive impact on my finances & dramatically change my standard of living and lifestyle - I work hard to be able to afford to run my boat - which has already seen a down turn in use due to the cost of petrol.

As of Sunday afternoon over 1500 have signed a petition asking for the increases to be reviewed for reference -

<https://chng.it/yHnV6hKJ>

The above showcases that despite Tony Nicholls thought process, without the correct review being completed highlights that it does, in fact, impacts people standard of living and their mental health

The proposed pricing above the inflation will leave me with the below options

1) sell our boat

2) move our mooring to a different council for example Portishead where we will have the added benefit of washing facilities & hot water in closer proximity - nor will I have to pay additional cost as per the new proposal - not including the added sea access of lock out times due to Portishead allowing 4hrs either side and Bristol allowing only 2.5)

Both decisions will remove any income to Bristol Council thus making the increase irrelevant.

Myself and my family look forward to the time spent on our boat, not necessarily taking it out, but just going to the harbour and socialising after a busy week at work.

In many instances we end up purchasing drinks or food in the many choices of restaurants and bars - again showcasing a further impact with the proposed price increases to local business, our local businesses that make Bristol, Bristol

Boating also offers many people a lifeline to socialising - keeping the many generations active and in some instances it's their only form of interaction in as many weeks - if this was your family member is this something you would like to be removed from them without any consultation?

There are also free boat maintenance sessions run on local Club boats such as Sabarina 6 - an added benefit to many, again a life line to many of the older generation

I hope this process can be put back until such time that the above mentioned issues have been carried out and all correct people consulted, as per the guidelines and process that governing body themselves set out

Regards

Statement: PS21.53

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Micky Bullock

Hello,

It has come to my attention that mooring fees are being drastically hiked.

Boat dwellers are, on the whole, precariously housed people with low incomes and often complex and problematic backgrounds that led to their having to live on a boat in the first place. With severe inflation affecting the country, a minor increase in mooring fees, while unwelcome, would perhaps have been expected. But in a cost-of-living crisis a hike of more than a few percent is surely impossible to justify. The figure being quoted is that fees may rise by up to 177%, which is almost a tripling. This is hard to believe, and yet here we are with many panicked people asking the community for help to protest this outrageous threat. With a limited number of boaters, surely this hike will hardly make much impact on the council's coffers, but will disproportionately affect already-disadvantaged people. I demand, please, that this decision is urgently reviewed and that reason and sensibility prevails.

Sincerely,

Micky Bullock

Teacher of Mathematics and Friend of a boat dweller

Statement: PS21.54

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol Docks Fees and Charges Review

Statement submitted by: Mike Smyth

Unfortunately, I will be unable to attend the meeting on Tuesday 24th January, but I have several concerns around the proposed changes to Fees and Charges, as proposed by Tony Nichols, Harbour Master.

I would be grateful if Cabinet would ensure the following concerns are given due consideration and would appreciate written answers to the specific questions raised.

Personal Impact & Equality Impact Assessment

On a personal level, I feel that I must begin by explaining that I own a boat with a leisure mooring within the harbour. I live in a House of Multiple Occupancy in Bristol where it is inappropriate for my two young children to visit, and as such I rely on my boat as a safe and private space for them to spend time at weekends and during school holidays.

Under the proposed fees, which have been presented to Cabinet with no notification or consultation with those affected, I am facing an unexpected increase in mooring fees of around 58% - plus an additional new charge for electricity connection.

The proposal also requests a further increase of RPI + 5% in 2024/25, which, at current rates will be an additional 18-20%.

This unplanned increase in costs represents a real and serious threat to my family life and my children's stability.

Furthermore, given that these increases will make Bristol Harbour a more unpredictably expensive and unattractive place to moor, this reduces the pool of potential buyers should any boat owner wish to sell their vessel to avoid future charges, with the effect of materially reducing the value of these assets.

Questions:

. Given that this increase in fees will financially exclude a number of boat-owners from continuing to moor within the Harbour, on what basis has the Equality Impact Assessment concluded that the proposal will not "affect access levels or representation of participation in a service" for service users?

. On what basis has the Equality Impact Assessment concluded that the proposal does not "have the potential to change eg quality of life: health, education or standard of living"? I do not believe that the Equality Impact Assessment reflects the true impact of these proposals.

Decision Pathway Report

Consultation

The first that most boat owners became aware of these proposals were when they were published as part of the agenda of the meeting on 24th January, with less than four working days in which to submit any comment.

This is in the context of any material increase in fees being previously described as forming part of the Harbour Operational Review which, itself, was originally proposed to include consultation with stakeholders including boaters. The Decision Pathway Report relies on this review to support these changes (para 6), yet no consultation took place as part of this

review, and its conclusions have yet to be made publicly available.

Question:

. What consultation with affected service users took place as part of the Harbour Review, and in developing this proposal?

. Was this consistent with [Local Government Association guidance on consultation](#)?

Para 10 describes “a series of engagement opportunities with user groups to notify them of proposed changes”.

Questions:

. What ‘engagement opportunities’ are envisaged, given that the proposal is set to be effective within 9 weeks of the cabinet meeting?

. In what way will this represent any opportunity for meaningful ‘engagement’ when the stated purpose is to “notify them of proposed changes”?

Benchmarking

This proposal makes frequent reference to benchmarking against other comparable locations, and I have seen a benchmarking exercise that was shared some time ago. The most striking thing about this was that while this exercise may well have identified a number of locations where prices were higher than in Bristol, it does not take account of the fact that

many of the benchmarked locations were marinas or other sites with services either not provided at all within Bristol Harbour or provided here to a considerably lower standard.

This supporting benchmarking data is also conspicuously absent from this proposal.

Questions:

. Has the benchmarking exercise that supports this proposal taken meaningful account of services provided as well as fees charged in other locations?

. Will the data informing this benchmarking be made available?

Statement: PS21.55

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Molly Petts

Our harbour is a vibrant destination, an asset to our city. It attracts tourists, operates as a flood defence, full of wildlife, joggers, is an instagramers dream, provides jobs and is a place many call home.

Despite this the harbour has become a place with crumbling infrastructure, the New Cut has literally crumbled before our eyes. Bridges unable to be crossed by pedestrians or swung for boats, no public toilets, poor user facilities and even produces lower revenue compared to other harbours when it should have been improving inline with these.

Boat dwellers have used this harbour ever since it moved away from a commercial dock, and 3 generations of my family are part of this long standing community. Yet there are only 8 official residential licences. Those without one have no registered address and have all the obstacles that go with that, which 1 minute does not provide enough time to go into.

This overnight increase of fees could mean someone on a low income, without access to universal credit or other benefits, will have an increase of 177% as well as forking out for a full survey of their boat to be able to apply by April this year. This has the real potential to push people from their homes.

Many benefit from this space and many more should too. We need the opportunity to sit down together and talk about how our harbour is currently being used and how it can continue to run more effectively for all of its users.

Doubling fees overnight is simply unfair and poses the real risk of pushing people from their homes and livelihoods.

We need a democratic process; an Accommodation Needs Assessment of boaters, consultation and an appropriate Impact Assessment.

Please reconsider approving the fees until this has been carried out.

Molly Petts

Statement: PS21.56

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol City Docks Fees and Charges Review

Statement submitted by: Natalie Pye

Dear Sir or Madam

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

I am at a loss regarding the Democratic Process involved & to me it would seem that this process has not been given due regard & therefore until such time as the full & proper process has been carried out any decision made on the 24th February 2023 would be made without proper due process.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

I live in Sheffield (around a 3-hour drive to Bristol) and choose to spend my weekends and leisure time in Bristol, as my parents are boat owners on the harbour. I choose to travel to Bristol to spend time with my family whilst spending my money on the local economy whilst there, such as spending money on parking, bars, pubs, and shops.

Additionally, I travel for events in the city such as the Light Festival, the Harbour Festival and music events, which without my parents' boat on the harbour, is something that I would not be able to do due to not living locally. The opportunity to spend my weekends with my family in such a vibrant city such as Bristol is essential for my mental health and wellbeing. This is only possible due to my parents' boat in the harbour, something which if these unfair price increases occur may no longer be feasible.

Statement: PS21.57

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Nick Stroud

Dear Sir

I understand that the Proposed Increases for 2023/24 to the Bristol Harbour Fees and Charges Schedule will be part of the meeting tomorrow.

I am writing as a harbour user and Bristol resident who will be impacted by the significant increases that have been put forward.

There does not seem to have been any consultation about the increases.

I understand that fees may need to increase, but such a significant increase should be phased in.

In the light of the cost of living crisis which Bristol residents are facing at the moment, increases so significantly above inflation do not seem to be a fair and reasonable way for the Council to operate.

Regards,

Nick Stroud

Statement: PS21.58

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol Docks Fees and Charges

Statement submitted by: Patrick McAllister

Due to the failure to carry out a consultation in any meaningful way, most people around the Harbourside area won't be aware of these changes in Harbour fees until it is too late.

The Harbour is the heart and soul of not just the immediate community but the whole city, providing valuable recreational activities and business opportunities which will be severely damaged by these steep, sudden increases that have come without consultation. Fees for those using and living on the water have already increased beyond the rate of inflation, without a corresponding improved quality of services.

I have spoken to those who live onboard boats and who have very real concerns and fears of homelessness when faced with sudden increases that should not be acceptable in any rental situation. I have spoken to the ferry companies who have a very real fear that these increases will make their vital travel infrastructure unviable. I have also spoken with residents around the harbourside who have concerns about the impacts that these changes will have on their amenity and communities.

This administration must consult with the communities impacted, and stop enforcing change with care, consideration and consultation with the community.

I call on the Mayor and Cabinet to:

- Publish the Harbour Review and Fisher Report
- Engage with the community in a meaningful and real consultation process
- Carry out a full Equalities Impact Assessment

Statement: PS21.59

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Patrick Wright

Dear Sir or Madam,

Following reports on Local Media, I would like to lodge my protest to the proposed increases to Leisure Mooring Fees.

I am a pensioner and get a lot pleasure from using my small boat in the City harbour, it gives me a sense of "well being" and keeps my mind active.

My boat is only 6.4 metres in length and my current mooring fees are £188 / metre, making a total annual outlay of approximately £1200, if the proposed increases go ahead, then my Fees would increase to approximately £1600 , an increase I would find difficult to manage and would put extra strain on my limited income and also cause additional mental anxiety.

I would urge the Council to reconsider these increases, and consider the greater effect it would have on pensioners like myself, who already struggle with the "Current Cost of Living Crisis".

Yours most sincerely

Mr Patrick Wright

Statement: PS21.60

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol City Docks Fees and Charges Review

Statement submitted by: Paul M Morris. Commodore Cabot Cruising Club.

There has been no notice or communication whatsoever regarding the proposed increase in harbour fees.

It would appear No equality impact assessment has been undertaken. Surely it should be questioned as to how these proposed fees have been calculated.

Facilities for Boaters in Bristol City Harbour are sub standard in comparison to other harbours or marina's.

Parking facilities for boaters is extremely poor in comparison to other harbours.

I send this statement representing the 'Cabot Cruising Club'. We were formed in 1937, our club base is the Lightship LV55 named the 'John Sebastian'. This vessel was built in Charles Hill's shipyard in Bristol and has been our club house since 1959. This is part of Bristol's rich heritage.

Electricity pillars and water supply to the club moorings were installed by ourselves at the club expense. Our security gate to the main pontoon was financed by the club. We have had a long standing arrangement that we manage the moorings in Bathurst Basin and the club discount that is being removed on this proposal helped with maintenance costs for the pontoon fingers which we are at this time responsible for.

We have approximately 42 boats on moorings in Bathurst Basin, the proposed increase will definitely be detrimental to this part of the boating community, bearing in mind from Bristol City Docks access to sea is restricted and very limited with locking times and facilities.

Our clubhouse has become and is an important part of the local community run completely by volunteers.

I would ask that the Committee look extremely hard at these proposals realising that with club discounts removed there is a further 10% on top of the proposed fees for boaters. In short it appears an outrageous increase in the current financial situation.

Statement: PS21.61

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol City Docks and Charges Review

Statement submitted by: Rachael Clarke

Dear Cabinet members expecting to attend on 24th Jan 2023

Regarding **item 21**- Bristol City Docks - Fees and Charges review.

I am unable to attend the meeting in person; I would like the following statement to be considered.

I am alarmed and concerned by the proposed schedule of fees for Harbour Services, which raise mooring and other harbour rates at much higher rates than inflation. This dramatic fee increase, **for which there has been no consultation amongst the bristol boating community**, will have dire consequences for many living in the harbour. A significant number of households will be made homeless by this increase.

The impact assessment that has been submitted holds no water, given that there has been no consultation with any stakeholders. **How can you say that this will have no negative impacts?**

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

I lived on a boat in the harbour for years, and boat dwellers form much of my community. It's a diverse and hardworking community, but not a wealthy one. Many people live on boats in Bristol because they cannot afford either the rents or the instability of private renting, nor do they have the funds to buy a house. If anything, Bristol harbour needs more affordable, secure and serviced residential moorings - not this rash increase of fees. There is money to be made from the harbour, but it is by putting safeguards in place for this vulnerably housed group - not by using them as a cash cow with few rights.

Please reconsider your approach to this matter.

Statement: PS21.62

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol City Docks Fees and Charges Review

Statement submitted by: Rich Hall

Dear Cabinet members expecting to attend the Council meeting on 24th Jan 2023,

Unfortunately, I am unable to attend the meeting in person, I would however like the following statement to be considered before a decision is made regarding **item 21**- Bristol City Docks Fees and Charges review.

I live and work in Bristol City centre and one of the affordable pleasures I have is being able to enjoy having a boat moored at Bristol harbour. One of the key decisions in being able to own a boat was the reasonable costs of the mooring fees here, and although the facilities in Bristol harbour are quite basic without any of the normal refinements of an expensive marina mooring, this has allowed me to enjoy this pastime without the onerous financial penalties normally associated with them. And while some improvements would be welcomed, if the current proposed increases in mooring fees were to go ahead, I would have to seriously reconsider if I could afford to remain moored in Bristol harbour or even if I could continue to afford owning a boat altogether!

These unreasonable, unjustified and proposed above inflation increases in mooring fees, would also mean Bristol Harbour would lose its diversity of boat owners, becoming only affordable to the wealthier boat owners who would probably come from outside the city, potentially having a negative and damaging affect on the Bristol Boating Community, a significant number of whom are live-aboard boat households, for some it is the only way they can afford to live and work in Bristol, and may well be made homeless if these proposed increases go ahead!

No consultation regarding these increases and how best to implement them has taken place, despite being announced and supported by published guidance, with an impact assessment which has been conducted without any consultation to us the stakeholder boating community, how can this therefore truly reflect the potential impact on those that use the harbour!

Furthermore, the operational review of the harbour has not been made public, which means the community that is most impacted by this, has not been given the opportunity to challenge these findings or seen the basis for why these huge proposed increases in charges are being imposed! And being that these huge increases will predominately have to be met by the stakeholder boating community without having any direct consultation or say on them, it would seem to be grossly unfair and undemocratic to go ahead with its implementation without doing so first?

I would therefore urge you to postpone any decision until all the appropriate evidence has been gathered, and the financial justification has been published, and above all a wider consultation, including those of the boating community at Bristol Harbour, has taken place.

Thank you for taking the time to read and consider mine and the views of the boating community at Bristol Harbour on this important matter

Statement: PS21.63

Cabinet – 24 January 2023.

Re: Agenda item 21: Bristol City Docks Fees and Charges Review

Statement submitted by: Richard Walker

Hello Democratic Services

Statement of Objection - Item 21 (increases in Harbour fees) Cabinet Agenda 24th January 2023

I would hereby like to have this statement of objection added to others and raised via the public forum element of this meeting, specific to the proposed raising of harbour fees.

It is inappropriate, potentially damaging and inequitable that the Harbourmaster should seek to –

1. substantially raise residential, visitor, recreational, marine business and watersport charges and fees
2. Do so based on an unconsulted and unpublished harbour 'review' (sic) and the distortive and illogical rationale that boat-users through their fees and charges should pay for all the harbour service costs (and do so without accountability).

The range of services that are provided (and widely valued) by staff running our harbour estate and its assets are of far greater worth to the economy and livability of the city than just boaters.

Proposed increases, many multiple times current rates of inflation, need to be reflective of a fair proportion of costs, consulted upon with effected parties and considered within the framework of a properly accountable harbour service and appropriately conducted review.

The impacts on those living on boats and those who's livelihoods are dependant upon use of the harbour are of particular concern, but so too are the effects on amenity and the cultural life of the harbour and harbourside communities.

Watersport/Boat fees have increased over recent years at rates consistently above inflation while the services, facilities and access to them (such as at Baltic Wharf Leisure Centre) have been significantly cut and compromised.

Many harbour users are increasingly concerned about the overstretched public safety demands on harbour staff that arise from having so many more people around the harbour and the expansion in the waterside nighttime economy.

Statement: PS21.64

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Robert Skuse

Dear Cabinet members expecting to attend on 24th Jan 2023

Regarding **item 21**- Bristol City Docks - Fees and Charges review.

I am unable to attend the meeting in person; I would like the following statement to be considered.

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed a significant number of households maybe made homeless.

No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

I have lived in Bristol all my life and have been on the harbour since the age of 2 I now run a business repairing boats working from underfall yard

Statement: PS21.65

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Sabina Douglas

Dear Cabinet members expecting to attend the above agenda on 24 January 2023.

My statement related to the harbour fees review is below and if time permits, I will be happy to read out as I will be attending.

It will be useful to ascertain if the necessary and very expensive repairs to Prince Street Bridge and Redcliffe Bridge were paid out of the 800k CapEx fund. A multitude of people/businesses wholly unconnected with the harbour use these bridges and it will be good to know that our proposed huge increase in fees is not subsidising the wider public to make up the shortfall.

The criteria for the change to the licence fees has been based on the RPI index. In 2013 the National Statistician concluded that the formula used to produce RPI did not meet international standards and RPI was de-designated as a national statistic. A subsequent review, carried out by Paul Johnson for the UK Statistics Authority and published in 2015 stated:

“RPI is a flawed statistical measure of inflation....taxes, benefits and regulated prices should not be linked to RPI...government and regulators should work towards ending the use of the RPI as soon as practicable.”

Most recently, the National Statistician, in an article published on 8 March 2018, for the Office of National Statistics (ONS), stated:

“Our position on the RPI is clear, we do not think it is a good measure of inflation and discourage its use.” There are other, better measures available and any use of RPI over these far superior alternatives, should be closely scrutinised.”

Not only is the criteria for the calculation of the levy of licence fees based on an index which notoriously overestimates inflation but it is based on the discredited RPI PLUS 5%!

The Impact Assessment has been carried out without consultation with any of the many stakeholders, it is not viable

It is grossly unfair to charge for facilities and services that do not exist.

The comparisons made with other ports are far-fetched, to put it kindly.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided and above all, wide consultation has taken place.

Sabina Douglas

Statement: PS21.66

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol City Docks Fees and Charges Review

Statement submitted by: Sheila Askew

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

Regarding the Democratic Process involved, it seems to me that this process has NOT been given due regard, & therefore until such time as the full & proper process has been carried out, any decision made on the 24th February 2023 would be made without proper due process.

The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year?
-
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

These seemingly unreasonable increases would have a massive impact on my finances as a pensioner & dramatically change my standard of living.

I hope this process can be put back until such time that the above mentioned issues have been carried out & given full & proper informed consideration.

Statement: PS21.67

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges Review

Statement submitted by: Stuart Lees

I own a boat moored in Bristol City Docks for about 7 years. Previously I moored it in Portishead Marina. I like basing my boat in Bristol because it's my home city and I'm a member of a social boat club in the city.

Bristol has always had problems for boat owners: It's facilities are poor compared to other locations, and the geography makes access to the sea problematic. This is why it's mooring fees have always been lower than, say Portishead marina.

The Harbour Review directly compare the costs of mooring in Bristol with Portishead, Penarth and other marinas which offer far better facilities, and comes to the conclusion that mooring fees should increase dramatically. They are not comparing like with like. This is demonstrable by the fact that places like Portishead and Penarth are highly awarded with Five Golden Anchors in the prestigious Golden Anchor accreditation scheme. People running these marinas would find it laughable that Bristol compares itself directly with them!

The comparatively poor facilities for boaters in Bristol creates additional costs for boat owners: Maintenance is an essential part of boat ownership. Boats have to be craned out of the water at regular intervals for hull maintenance. At Portishead and Penarth, the cost of keeping the boat in the boatyard to work on is included in their annual fees. In Bristol it is not. These factors do not appear to be taken into account by the review, which appears to take a simplistic view of directly comparing costs of places that are quite different.

Over the years I have seen the city reap great benefits from the Docks. Visitors bring a lot of money to the city, businesses have flourished around the harbour, based on its attraction, and the City has been able to sell land at previously unimaginable values. At the same time, I've seen the number of Council employees dedicated to running the Docks repeatedly cut back, to the point where getting a boat in and out through the lock and bridge systems has become difficult and increasingly time consuming.

I ask the Councillors making decisions about the future finances of the Docks to please bear these points in mind. Bristol is not directly comparable with Portishead and Penarth. And the city has benefitted greatly from the attraction of the Docks. It's unfair to hike mooring fees dramatically, putting the costs on boat owners whilst the harbourside is mostly used by commercial activities - bars, restaurants, offices - which make no direct contribution to its upkeep. Boat owners cannot even park vehicles near their boats for more than half an hour because they are not seen as a priority in a harbour! Yet now, the argument seems to be that boat owners should shoulder the costs of the harbour.

One of the main reasons I want to moor my boat in Bristol is because I'm a member of a boat club, the Cabot Cruising Club. The proposed restructuring of the fees removes a discount that has always been applied to boats moored with the club, because it helps maintain the moorings and simplifies administration for the Council. This discount has historically helped the club keep its head above water financially by attracting members. The club makes no financial gain from the discount itself. Without the discount the club is likely to dwindle, which will be a loss not just for boaters, because members of the Cabot Cruising Club maintain an important - and generally unrecognised - element of the city's maritime history: The John Sebastian lightship. The ship, moored in Bathurst Basin, is registered as an historic vessel. It's a Victorian lightship that used to be anchored in the Bristol Channel to safeguard ships navigating to Bristol. I believe there is only one other remaining afloat. Without the voluntary work of the club members, the ship would fall into disrepair and be lost.

Please reject the proposed increases in mooring fees, and reinstate the Club discount.

Statement: PS21.68

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Su Crowther

Dear all

I am writing this email to you all because of the concerns I have regarding the above item, and I am very unhappy about the proposed fee increases, which seem to be very unfair. Also, I understand that the intention is to remove the discount that Cabot Cruising Club members currently receive. Also, my other concerns that there has been no consultation regarding the increase in fees.

Firstly from a personal point of view, the proposed fee increase will have a direct impact on my budget.

I moved my boat from Brecon and decided to moor my boat in the Bathurst Basin because I wanted to support the Cabot Cruising Club, and the maintenance of John Sebastian, which is such an asset to the whole community in Bristol. Since becoming a member of the club I have thoroughly enjoyed the events they have offered, and being able to make new friends has been a real life saver for me. Also, I made a conscious decision to no longer travel abroad as I am very aware about the impact of this has on our environment, therefore, I chose to spend as much time as possible visiting Bristol, which can only be good for the local economy. The new clean air zone has already had an impact on my purse, as I drive an old diesel car, and cannot afford to buy a new car, consequently this has added an extra £9.00 every time I visit my boat. I live in Carmarthen, Wales, and getting a train would unfortunately not be an option, as I live a fair distance from the station, and also the times of the trains are not convenient for me.

Unfortunately, I am unable to attend the meeting tomorrow, and would appreciate a response to this email.

I look forward to hearing from you.

Su Crowther

Statement: PS21.69

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Tiggy Latcham

Dear Sir or Madam,

I am deeply concerned about the 'Bristol City Docks Fees & Charges Review' which only came to my attention on Saturday. No 'engagement opportunities' have been offered by the Harbour Authority as promised.

It would seem that a fair and democratic process has not been followed as the numerous stakeholders of the Bristol harbour have been given almost no time to lodge their concerns and very valid objections.

Savills have been commissioned (no doubt with public money) to write a report which is not available to us. They are a property company so I can only suspect this move is to make money from additional development of the harbour for property developers motivated by profit and not the collective good that the harbour brings to Bristol.

Has a balance sheet exercise been carried out? I accept that our fees are lower than other harbours but so too are the facilities. There is not a wait for moorings and some stand empty, certainly at Bristol Cruising Club. If the motivation is to bring more money to the harbour, a full cost impact assessment along with a more complete equalities impact assessment (not just Q1 and Q5 answered) would probably show that current boat owners and businesses would be priced out and there aren't the wealthier boat owners lining up to moor in the harbour.

This rushed and ill-considered move by the Harbour Authority and the outgoing Mayor does not represent a pride in or care for Bristol. It will be to the detriment of Bristol Harbour and to those who live, work and enjoy their leisure time on and beside our historic waterways. With the current economic and environmental crisis, the move should not be a race to the bottom by selling off our assets or giving a free reign to developers to build higher, bigger or on top of our green and natural assets.

At least put back this process. Take it off the table for discussion at the cabinet meeting tomorrow so that due process can be followed - stakeholders properly consulted and the equalities and financial impact assessments carried out properly.

I look forward to my concerns being listened to and a response given before tomorrow's meeting.

Yours sincerely,

Tiggy Latcham
Boat owner and Bristol Resident

Statement: PS21.70

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks – Fees and Charges review

Statement submitted by: Tim Start

Dear Bristol Council

I have owned a boat in Bristol Harbour for many years.

Each year I hand over a large sum of money (over £2,000) in exchange for a parking spot against the harbour wall. The only extra facility available is an insecure electricity hookup.

There is no security whatsoever. Every year the problem of anti social behaviour and consequent criminal damage increases, with the Harbour Estates Office taking great pains to do nothing to help, despite their obvious responsibilities

Historically there has been a complete absence of anything approaching a customer service ethic from the Harbour Master, whose usual response to any issues is to resort to bullying and intimidation to get his way.

You say you are going to increase mooring fees to be more in line with other harbours. I have used many other harbours and have experience of what facilities and support is typically provided.

So I ask you, what will you be doing to upgrade facilities and service to Bristol boat owners that might remotely justify the outrageous proposed increase in fees?

I trust that my question will be included in your meeting this week and I look forward to hearing your response.

Tim Start

Statement: CS21.71

Cabinet – 24th January 2023

Re: Agenda item 21 - : Bristol City Docks Fees and Charges

Statement submitted by: Tim Wright

I am unable to attend the meeting in person; I would like the following statement to be considered.

My main problem with these proposals is the seemingly secretive and underhand way in which they are being justified and put through what are supposed to be rigorous processes.

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; indeed a significant number of households may be made homeless.

No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

As a residential license holder in the docks I am personally concerned about how I will be treated by the Harbour authorities in the future and am really unclear as to if these proposals will affect me directly.

Tim Wright

Statement: PS21.72

Cabinet – 24 January 2023.

Re: Agenda item 21: Bristol City Docks Fees and Charges Review

Statement submitted by: Trevor Gray

Dear Cabinet members expecting to attend 24th January 2023

Regarding item 21 - Bristol City Docks - Fees and Charges Review

I am able to attend the meeting in person and would like the following statement to be considered.

An increase of Harbour fees is both inevitable and prudent, the proposed fees maybe justifiable, but without consultation or a clear plan of revenue & expenditure I cannot say, surely fees rise whilst services & facilities improve, there is a danger of Bristol charging 5 star prices while offering a 1 star service.

These price hikes could be damaging to the boating community, are we to see harbour Gentrification at the expensive of the long standing community.

Your decision today may have far reaching consequence for the lives of ordinary people and families, please give this the scrutiny it deserves.

Where is the detail, if This appears to be a one page business plan.

I ask the Cabinet, with the limited info you have tonight, have you undertaken due diligence and can make an informed decision.

The devil is in the detail and the detail is clearly lacking.

Statement: PS21.73

Cabinet – 24 January 2023

Re: Agenda item 21: Bristol City Docks Fees and Charges Review

Statement submitted by: William Elliott

I am a long standing boat owner in Bristol Harbour and also belong to one of the Boat Clubs. Every year we pay the Bristol City Council a mooring fee for this privilege and as with council tax the fees may increase in line with inflation, so why has the Council decided this year to raise it 177%!!!!

But, more importantly this has only come to our knowledge within the last week, without any warnings, information and consultations. The Council has employed Savills, probably at great expense to draw up this paper, and **a meeting is to be held at the City Hall, Tuesday coming 23th January.** This has come as a huge shock to all concerned, not only for leisure boaters in the harbour but also for companies that use the harbour as their livelihood e.g. river ferries, tower bell, Bristol Packet Boat trips and more, not to mention the many people who dwell on their boats. The increase to the boating companies is even much much higher increase and will probably mean a lot of loss of jobs and even loss of their company. Likewise, with dwellers, who will not be able to meet the high price rise having to sell and could even end up homeless. Other businesses that could be affected are cafes/pubs, such as Grain Barge and Beeses Tea gardens. Some charities will also miss out, as the boat clubs often have fund raising donations that go to places such as RNLI.

The impact of this proposal is a disgrace to Bristol, which as a thriving City, it has many tourists and Bristolians who enjoy time around the harbour, many believe will be damaging to the future of Harbour life that many are use to seeing.

There are two Boat Clubs in the harbour who enjoy a social gathering, whether it is in their club or on their boat, many of whom have been members for many years (one member is 92), his boat is his life, for socialising, exercising and general well-being, as with many other boaters. Not all boaters are rich wealthy people, most starting with a first boat later in life and enjoy as their hobby, (we don't all start with a Rolls Royce!!!, but work our way up over time). There are quite a lot of boat owners who are retired and will certainly find it almost impossible to pay the proposed increase for mooring, making us feel unnoticed and bullied into having to sell our boats. All boats pay by per metre in size, and apart from having a secure mooring, the Council provide little else. The council do not provide recycling bins for our clubs, so after social events there is a lot of waste, that should not be thrown away, e.g. glass, tins.

We all know that the council is struggling for money, like everyone and everywhere at this very difficult post-covid time, even pre-covid the council shut libraries, swimming pools and many other cut backs, so we feel now it is our turn to be victimised and do this ludicrous proposal. Where will they go next!!! It is certainly unfair, especially thinking about all the money that has been wasted over unused or unnecessary things in the City by the Council. Surely it would make more sense if they continued to put mooring fees up as before and keep boats in the harbour, rather than what maybe a mass leave and they end up with even less money and empty pontoons. This would not look very good for 'Ship Shape Bristol', especially to any visitors!!!!

Therefore, inconclusion we hope that all our requests to put a stop to the proposal will be taken note.

Statement: PS21.74

Cabinet – 24th January 2023

Re: Agenda item 21

Statement submitted by: David Bassett, Trustee, MV Balmoral Fund Ltd.

BRISTOL CITY DOCKS-FEES AND CHARGES REVIEW

**Response in connection MV Balmoral;a Member of the National Historic Fleet,
an elite group within the Register of National Historic Ships.Owned by charitable company
MV Balmoral Fund Ltd.,Charity Registration no. 1155339**

Dear Sirs

We have been made aware of this item for decision tomorrow only late this morning via the Harbourside Forum. As such Balmoral's trustees are not yet able to fully understand how much of the proposed charging will apply to this vessel.

We note that this is described as having apparently taken 2 years in work-up, however there has been no direct or indirect consultation with this charity. The report appears to make no mention of historic vessels at all; or what consideration is to be given to historic vessels moored within the Floating Harbour. Together and individually these provide much of the visual and historic interest which makes up the tourism and heritage value of the Harbour, and its contribution to the general attraction of Bristol.

In respect of Balmoral, trustees and volunteers are now returning, and increasing, the ship's contribution to the attraction and education offer of the harbour to communities in Bristol, that were badly interrupted by Covid.

Whilst we continue to aspire to passenger sailings once more, in the meantime Balmoral brings supporters from outside Bristol too.

We must make you aware that if the charges were to apply to this vessel this would hit us very hard, and could well result in us having to give up on any intention to stay in Bristol and in practice would mean disposing / scrapping the ship.

We are happy to provide other information and evidence of our contribution in kind to Bristol.

Yours faithfully
David Bassett
Trustee
MV Balmoral Fund Ltd.

Statement: PS21.75

Cabinet – 24th January 2023

Re: Agenda item 21: Bristol City Docks Fees and Charges

Statement submitted by: Jackie Cannon

Dear Cabinet Members

I write in connection with the above which causes me great concern, both as a boat owner and a citizen.

I urge you to defer any discussions or decisions on the issues raised until such time as all interested parties have access to a full and thorough assessment of implications and impacts.

It appears that a number of documents have been unlawfully and misleadingly presented before the Mayor and his officials for approval (with others withheld) at Cabinet which do not adhere even to democratic principles, failing to engage in due diligence and adhere to proper administrative procedure, not least in terms of stakeholder engagement and impact assessment.

Given the failure to engage with all stakeholder groups and the absence of the promised Harbour Review for public consultation, any attempt to ratify the incomplete documents presented on this issue put before Cabinet on 24th January 2023, will be seen as an abdication of responsibility, thereby resulting in all members becoming culpable of malfeasance in public office.

Harbour Office revenue has been undoubtedly affected by the extensive sale of harbourside estates to property developers. Nevertheless those who choose to work and live on the water cannot be expected to make up deficits in income with unreasonable fee hikes and short-term autocratic policy proposals.

In a transparent democratic system, there are too many questions to be asked and answered by and to the appropriate authorities and relevant stakeholders before any reliable or lawful decisions can be made or approvals granted in respect of the item before you.

I am unable to attend the meeting on Tuesday but I put my trust in you guaranteeing that all interested parties will have sight of this email correspondence in advance of the meeting.

Attentively,

Jackie Cannon

Statement: PS21.76

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Alana Fleming

Dear Sir or Madam

I have just read the Decision Pathway Report regarding the "Bristol City Docks Fees & Charges Review"

The Democratic Process involved has not been followed correctly , to me it would seem that this process has not been given due regard or thought and therefore until such time as the full and proper process has been carried out any decision made on the 24th February 2023 would be made fraudulently.

In particular I would like to ask the following questions:

- What similar Ports & Harbours were used as a comparison?
- Why is the Savills Report not available to the general public?
- Does the current Balance Sheet show that it is the Mooring Fees & Charges that are causing any deficit?
- Why should the fees be increased by more than the RPI each year
- The Decision Pathway Report states that the Harbour Authority will carry out engagement opportunities with user groups. This has not been done.
- The Decision Pathway Report states these new charges will allow the area to become more inclusive & diverse. Won't these new charges do the complete opposite & make the Harbour only available to the rich?
- The Decision Pathway Report legal advice is that charges can be increased by a reasonable amount. Do the Cabinet think these massive charges are reasonable?
- Why hasn't an Equality Impact statement been produced? The Impact Statement states that if an Equality Impact statement is not produced the reasons why should be clearly stated. This has not happened.

These seemingly unreasonable increases would have a massive impact on my finances & dramatically change my standard of living and lifestyle - in short despite my partner and I being in the higher tax bracket we will have two options-

1) sell our boat

2) move our mooring to a different council for example Portishead where we will have the added benefit of washing facilities & hot water in closer proximity (not including the added sea access of lock out times due to Portishead allowing 4hrs either side and Bristol allowing only 2.5)

Both decisions will remove any income to Bristol Council thus making the increase irrelevant.

Myself and my family look forward to the time spent on our boat, not necessarily taking it out, but just going to the harbour and socialising after a busy

week at work. In many instances we end up purchasing drinks or food in the many choices of restaurants and bars - again showcasing a further impact with the proposed price increases to local business, our local businesses that make Bristol, Bristol

I have enrolled in the Navigation & Water Safety lesson given for free onboard Sabrina 6 with my young nieces and nephews which will allow them to be taught safety on the water

These lessons also help to keep many of the members that attend, active and in some instances it's their only form of interaction in as many weeks - if this was your family member is this something you would like to be removed from them without any consultation?

There are also free boat maintenance sessions - an added benefit to many again a life line to many of the older generation

At the time of writing this email over 1000 people have signed a petition in less than 24 hrs - surely at quick glance this indicates the risk to this plan and the damage it will cause

I hope this process can be put back until such time that the above mentioned issues have been carried out and all correct people consulted, as per the guidelines and process that governing body themselves set out

Regards

A.Fleming

Statement: PS21.77

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Jennifer Conway

Dear Cabinet members expecting to attend on 24th Jan 2023

Regarding **item 21**- Bristol City Docks - Fees and Charges review.

I am unable to attend the meeting in person; I would like the following statement to be considered.

The proposed schedule of fees for Harbour Services have increases that are unreasonable, much higher than inflation and have the potential to negatively affect the Bristol Boating Community; some of which are vulnerable; **indeed a significant number of households maybe made homeless**. No consultation about these increases and how to implement them has taken place, despite being announced and supported by published guidance.

The impact assessment submitted has not been carried out with any consultation to any stakeholder; it rings untrue.

I urge you to hold your decision until appropriate evidence gathering, financial justification and proper detail has been provided, and above all wide consultation has taken place.

The operational review of the harbour has not been made public, details have not been consulted and this means the community cannot see the basis for the review or the increased charges.

I lived on a boat in Bristol harbour for 9-years, I did this when I was on an incredibly low income and could not gain housing security anywhere else. It is a hard and often insecure but economic way of living - and with the current housing crisis in the city boat living is a lifeline to many. I have no doubt that these proposals with above inflation increases will drastically effect the community and the unusual and wonderful ecology of Bristol's harbour. I understand the council are desperately trying to cut costs and generate revenue after a decade of Tory cuts but placing this burden on the doorstep of the boating community is not the way forward. Access to this space should not be left to the elite who can afford it.

Please listen to those of us opposing this reckless proposal and involve us in a conversation.

Jennifer Conway

2 Lower Knowle Gardens, Berrow Walk, Bristol, BS3 5EZ

Statement: PS21.78

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Kathleen Bennett

Dear Sir/Madam,

Bristol City Docks Fees and Charges Review.

I have several questions regarding this review and at the moment no answers.

- 1) Why as a boat owner in Bristol Harbour, am I just finding out about the possibility of such a large increase in my mooring fees?
- 2) Why am I not able to see the Savills Report? I would certainly like to know the other harbours etc in the Southwest we were compared with.
- 3) Does the Cabinet think the fee increases are a 'reasonable charge' as permitted in Article 7 of the Bristol City Docks Harbour Revision Order 1998?
- 4) No reasons have been given why an Equality Impact Statement has not been produced. Why not?

I can only hope the Cabinet will reject the Fees and Charges proposals and enter into a consultation process with all the harbour user groups and hopefully come to an agreeable 'reasonable charge'

Regards

K.I.Bennett

Statement: PS21.79

Cabinet – 24TH JANUARY 2023

Re: Agenda item 21 – Bristol City Docks - Fees and Charges Review

Statement submitted by: Rachel Evans

I believe that the democratic process has not been followed for this review.

For a review to take place, there should be an equalities impact assessment. Looking at the documentation (Equality Impact Assessment version 2.9, 1.3). The question 'Will the proposal have an equality impact?' has been answered 'no' and I do not understand the explanation given on the form as to why this is the case as it is incomprehensible.

For an Equality Impact Assessment, there should be consultation with harbour users who will be impacted by these fee changes. There has been no consultation with harbour users on this so how can the council know whether it will have an equality impact?

I am a boat owner. My boat is moored on a council pontoon and I only found out about these proposed changes a few days ago. The fee change to my mooring coupled with the removal of the Bristol Cruising Club discount will increase my costs by about 60 per cent. From the documentation provided, these fee rises do not seem to be related to any improvement in the standard of facilities offered to boat owners. The current facilities are practically non-existent. I believe there is one shower and a toilet on the harbourside, but I've never seen them and don't know how I would access them. There are not enough electricity points so I currently have to share one with the boat moored next to mine. The proposed fee rise will have a detrimental impact on me. I currently use my boat for leisure. I am a single parent and rather than owning a caravan, I use my boat to take my children on trips up the river and to partake in the Bristol Harbour Festival. I am also enrolled in a navigation course run by the Bristol Cruising Club as I want to learn more about boating. This fee rise will mean I will have to sell my boat. This will have a negative impact on my standard of living. I have spoken to several members of the Bristol Cruising Club who will be similarly impacted by this fee rise. Aside from my own personal circumstances, I am concerned about the impact these fee increases will have on the whole harbour. Businesses such as Tower Belle and Bristol Ferry have not been consulted and these fee changes could easily put them out of business and have a knock-on impact on other businesses that rely on boats to bring their customers, such as Beeses. The chance to go on a boat in the harbour is a major draw to tourists, but this long-established characteristic of Bristol could simply disappear if these fee changes go ahead without more careful consideration.

I understand that 'Bristol City Docks Fees and Charges Review' has also not gone before the Growth and Regeneration Scrutiny Commission. I wonder how such a major change to the harbour can be put forward by the mayor without scrutiny.

Question: PQ21.01 & PQ21.02

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: George Colwey

Background:

I'm writing as a concerned harbour user and lifelong Bristol resident. I find it deeply worrying that the proposed increase in fees seems to have been made with total disregard for the sizeable population known to be living in the harbour. This is an open secret, the harbour master himself has stated on public record that there is a population living in the harbour and that there is nothing they can do about it. It is therefore, concerning that there hasn't been consultation with the harbour's underground residential community over these extreme fee increases.

Question 1: Would the council approve increases of up to 57% for a social housing property in one year and if not, why is it approving the same increase for vulnerable residents in the harbour?

Question 2: Does the council acknowledge the existence of the unofficial residential community living in the harbour and will it therefore trigger a needs assessment, as is required under The Care Act 2014, before implementing these new fees?

Question: PQ21.03 & PQ21.04

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Alexi King

Question 1: Why hasn't the council taken into consideration the people living in the harbour?

Question 2: In a city already struggling with affordable housing, are the council aware that increasing the fees so dramatically could push people into homelessness?

Question: PQ21.05 & PQ21.06

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Nick Marshall

Question 1: Why was the community not consulted?

Question 2: What is the council going to do if hundreds are displaced by this rise in fees?

Question: PQ21.07 & PQ21.08

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Jodi Venton Harvey

Background:

I'd like some questions answered in relation to the decision to announce new fees to be rolled out across the harbour which, in some cases represents a 60% rise in fees beginning in April. This has the potential to displace a lot of vulnerably housed people and has been decided on without consulting the community of around 200 people currently living under the radar on boats in the harbour.

Question 1: How can this decision be justified when the community of boat dwellers was not acknowledged or involved in this process?

Question 2: Many of these people may be displaced/homeless as a direct result of this decision - what support will be available to them if they are unable to pay these fees?

Question: PQ21.09 & PQ21.10

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Jonny Taphouse

Background:

I'm writing with regards to the proposed City Dock Fee Changes Review; and believe that the negative impact that these changes will have on the quality of life, mental health and standard of living for boat dwellers have been overlooked or indeed disregarded.

I have been unable to find evidence that the council have undertaken an Accommodation Needs Assessment for the harbour, and therefore, the equality team and the Harbour Authority saying that there is "no equality impact" is not evidenced based.

The Harbour Authorities are aware that the use of moorings on the harbour as dwellings happens, and it could easily be assumed that the people & families whom cannot afford conventional housing and are already struggling with elevated food and heating costs. A proposed increase of 32.8%** to 57.8%* for moorings in the 1st year, followed by an additional rise of RPI +5% for the 2nd year is a HUGE cost of living increase for these homes, and this proposed change is accepted by the council could well force homelessness upon them.

**Current Annual Fees: <https://www.bristol.gov.uk/files/documents/875-navigation-and-berthing-charges/file>

- Pontoon Berth per metre £188.20 + **32.8% proposed increase****
- Club Pontoon per metre (including club discount) £156.20 +**60% proposed increase**
- Pontoon Temple Back per metre £158.35 = **57.8% proposed increase***

Question 1: Please can you confirm that the mandatory Accommodation Needs Assessments for the harbour area has been completed & provide the location of the published results?

Question 2: Why have the equalities team not done an appropriately detailed report on the impact of these fee changes on such a vulnerable demographic?

Question: PQ21.11 & PQ21.12

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Jessie Makins

Question 1: What is the council going to do if hundreds are displaced by these fees?

Question 2: Will the council trigger an Accommodation Needs Assessment as required by law?

Question: PQ21.13 & PQ21.14

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Liam Frank Bergin

Question 1: Why have the council not acknowledged and protected the existence of a community of people living on their boats?

Question 2: What immediate and practical support will you offer to those who will become homeless due to the huge increase in fees?

Question: PQ21.15 & PQ21.16

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Daf Bergin

Question 1: When you make these people, who are already at the bottom of the food chain, economically homeless, will the council trigger an 'Accommodation Needs Assessment' as required by law?

Question 2: Why hasn't there been a proper consultation between the council and the boaters about this planned Harbour Review?

Question: PQ21.17 & PQ21.18

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Griffin Pimlett

Question 1: why was the community not consulted on this decision?

Question 2: What will the council do if hundreds of people are displaced by these increases will they trigger an 'accommodation needs assessment' as required by law?

Question: PQ21.19 & PQ21.20

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Josh Walker

Background:

This change seems extortionate considering the widely known situation of precariously housed people living on their boats in the harbour and the general situation of housing in Bristol and the cost of living nationwide. The community must be consulted to come to a more reasonable arrangement.

Question 1: What is the council going to do if hundreds are displaced by this rise in fees?

Question 2: Will the council trigger an 'Accommodation Needs Assessment' as required by law?

Question: PQ21.21 & PQ21.22

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Hanni Coles

Background:

The new fees to be rolled out across the harbour (which, in some cases represents a 60% rise in fees beginning in April) have the potential to displace many vulnerably housed people. This decision has been made without consulting the community of around 200 people currently living on boats in the harbour.

Question 1: Why was the community not consulted?

Question 2: Will the council trigger an 'Accomodation Needs Assessment' as required by law?

Question: PQ21.23 & PQ21.24

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Millie Colwey

Background:

We are writing to express our concern and opposition to the proposed city dock fee changes, which we believe will negatively impact on the community of people who live in houseboats on the harbour, including children.

The proposed fee increases will see a steep rise of between 32.8% and 57.8%, impacting an already marginalised community of people living on houseboats, who are disproportionately impacted by inflation and soaring house, food and energy prices. It is our belief that the proposals have not taken into consideration the quality of life, standard of living and mental health of boat dwellers.

Question 1: Why was the community not consulted?

Question 2: Will you be carrying out an Accommodation Needs Assessment for Bristol Harbour, to protect the needs of this community moving forward?

Question: PQ21.25 & PQ21.26

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Morgan Etches

Background:

I'm writing with regards to the proposed City Dock Fee Changes Review (item 21); and believe that the negative impact that these changes will have on the quality of life, mental health and standard of living for boat dwellers have been overlooked or indeed disregarded.

Both the Harbour Authorities, and the Bristol Boaters Association are aware that many of the leisure moorings on the harbour are used as dwellings, and most often for people/families whom cannot afford conventional housing and are already struggling with elevated food and heating costs. A proposed increase of 32.8% to 57.8% for pontoon leisure mooring in the 1st year, followed by RPI +5% for the 2nd year is a HUGE cost of living increase for these "homes".

Current Annual Fees: <https://www.bristol.gov.uk/files/documents/875-navigation-and-berthing-charges/file>

- Pontoon Berth per metre £188.20 + 32.8% proposed increase
- Club Pontoon per metre (including club discount) £156.20 +60% proposed increase
- Pontoon Temple Back per metre £158.35 = 57.8% proposed increase

The proposed fee increases will see a steep rise of between 32.8% and 57.8%, impacting an already marginalised community of people living on houseboats, who are disproportionately impacted by inflation and soaring house, food and energy prices. It is our belief that the proposals have not taken into consideration the quality of life, standard of living and mental health of boat dwellers.

Question 1: Why have the equalities team not done a detailed report on the impact of these fee changes on such a vulnerable Demographic?

Question 2: You planning on carrying out an appropriate Accommodation Needs Assessments for Bristol Harbour, so these demographics do not get overlooked again?

Question: PQ21.27

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Amanda Sharman

Background:

With no outcome visible of the; Harbour Operation Review, nor a clear outline of benchmarking fees, nor an accommodation needs assessment of boat dwellers, nor inclusion of an umbrella strategy for bridging the harbour budget deficit, nor with any consultation of the harbour users.

The escalation of these Proposed fee increases- I will predict this may lead to a mass exodus of the docks and a significant number of households being made homeless. It will put the long-standing community- put extreme pressure on lives and businesses. Fair enough we want a financially sustainable harbour- and to see improvements in facilities- but the level of price hikes seems extreme, all too sudden and a shock to the community. Where is the engagement that the Government Guidance-Port of Good Governance insists upon, where stakeholders input before decisions are made. Point 10. On the Decision Pathway Report states; the stakeholders will be engaged with to notify them of changes. This seems the wrong way round to me. Engage first; then make decisions; then engage again.

Question 1: I ask; How can this be going to Cabinet for approval next week for implementation THIS year, without any of the required background data, or a representation/inclusion of opinion from the largest stakeholder in the harbour?

Question: PQ21.28 & PQ21.29

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Tess Price

Question 1: In deciding on a new fee structure involving, in some cases, a 60% rise in fees, why did the Council not consult with the community of people living on boats on the harbour?

Question 2: If hundreds of people are displaced from their homes as a result of the rise, will the Council accept its duties to those made homeless and carry out an 'Accommodation needs assessment' as required by law?

Question: PQ21.30 & PQ21.31

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Cathy Hopkinson

Question 1: Why has the community not been consulted on the plan to increase fees by 60%?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats?

Question: PQ21.32 & PQ21.33

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Judith Ritchie

Question 1: Why was the community not consulted about this as this rise in fees risks rendering many homeless

Question 2: Will the council trigger an Accommodation Needs Assessment with regard to this proposal, as required by law.

Question: PQ21.34 & PQ21.35

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Luke Dunstan and Giles Thomson - Bristol Packet Boat Trips

Question 1: Implementing these increases in 2023/24, especially new bridge fees where there has been no charge in place for 40 years of running will have a huge impact on commercial operators. We are still recovering from Covid-19 and we have new MCA safety regulations to adhere to. Bringing in these changes now will have a severe impact on our business. How do you expect small companies to absorb these costs? Do you want boat trips to continue to be a feature of Bristol's thriving Harbourside?

Question 2: Please can you provide clarification on the proposed 'Passenger Carrying Charge'? What is the rationale and evidence to justify this charge?

Question: PQ21.36 & PQ21.37

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Bristol Boaters Community Association

Background:

Bristol Harbour has a varied mix of vessels and uses, adding to its charm and appeal to visitors. The average Bristol City Harbour mooring fee payer is not the high-class big yacht luxury owner; rather a more humble hands-on-deck, self-maintained, hard working owner. This increase of fees could drive many users out of the harbour. We would like the Cabinet to have in mind their vision for the future of the harbour when making their decision on this item.

Boat dwellers are not mentioned in Bristol City Docks-Fees and Charges Review nor the Bristol Local Plan. It is evident that there is no understanding of or consideration for the boating community in council planning and decision making. This is further evident due to the lack of an Accommodation Needs assessment of boaters which is a duty for the Council to undertake under Section 124 of the Housing and Planning Act 2016. Due to this, the amount of need for Residential Licences remains unknown to the council.

There is a potential increase of mooring fee by 177% this year depending on the location and licence offered. These increases are potentially unachievable for many users and the dramatic change would “have the potential to change e.g. quality of life: health, education, or standard of living” meaning the Equality Impact Assessment on Appendix E also provides a false analysis and misleading information.

When BBKA tried to do a benchmarking review one of the key things is that the Dept of Transport put harbours into 3 buckets. Private run, Trust run and Local Authority. There are very few Local Authority run Harbours remaining to compare against and almost none which have narrow boats , yachts and cruisers together. The key differentiator is the poor facilities that Bristol Harbour LA offers - the quality of facilities offered just does not enable Bristol to be fairly benchmarked against the private and Trust run harbours. Bristol should therefore be priced lower until facilities improved.

Question 1: With a complete disregard to the existing boat dwelling community or without including an Accommodation Needs Assessment we consider the equality impact assessment to be invalid.

How can the Cabinet make an informed decision whilst disregarding the potential impact these proposals would have on people's homes, the harbour communities and the harbour as a whole?

Question 2: Without access to the evidence of Benchmarking Fees Report, the Harbour Operations Review Report or without any recommendations of how revenue will be increased from other beneficiaries of the harbour or the Docks Estate, the price hike for boaters seems heavy handed and unevenly weighted or disproportionate.

How can we be assured that this proposed Schedule of Fees and Charges put upon vessel owners is relative and proportionate to ensure the harbour becomes financially sustainable?

Question: PQ21.38 & PQ21.39

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Jonathan Coles

Question 1: Have the equalities team done an impact assessment of these fee changes?

Question 2: Are you as a council really considering a 50% rise during the current cost of living crisis?

Question: PQ21.40 & PQ21.41

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: David Etches

Question 1: Why hasn't the affected community been consulted?

Question 2: Will the Council trigger an accommodation needs assessment as required by law?

Question: PQ21.42 & PQ21.43

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Jan Fox

Question 1: Why was the community not consulted about the fees increase?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats, many of whom on very low income and vulnerable?

Question: PQ21.44 & PQ21.45

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Tom Quarrelle

Question 1: Why was the community not consulted?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats?

Question: PQ21.46 & PQ21.47

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Jan Ratcliffe

Question 1: Why was the community not consulted?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats?

Question: PQ21.48 & PQ21.49

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Liam Dowling

Question 1: Wondering why was the community not consulted?

Question 2: What is the council going to do if hundreds are displaced by this rise in fees?

Question: CQ21.01

Cabinet – 24th January 2023

Re: Agenda item 21 - Bristol City Docks-Fees and Charges Review

Question submitted by: Cllr Ani Stafford-Townsend

Background:

The harbour is home to many vulnerable people, most of whom live on boats due to the extremities of the Bristol housing situation. This community is so vulnerable that it is under the remit of the Bristol City Council Gypsy, Roma and Traveller team. The Harbour forms part of several wards within the city centre, and yet the concerns of ward councillors has neither been sought or considered when proposing a mooring fee rise of 177%.

The equalities impact report states that there will be no equalities impact as a result of this rise, despite significant evidence to contrary and representation from the Bristol Boaters Association itself.

Question 1: Why has a detailed equalities report not been carried out, and if it has why has it not been published or taken into account?

Statement: CS21.01

Cabinet – 24th January 2023

Re: Agenda item 21 - : Budget report & Treasury Management Strategy 2023/24

Statement submitted by: Councillor Christine Townsend

A paper came to Cabinet on September 3rd 2019 which said:

“Bristol Harbour’s physical infrastructure is declining: what should be a premium commercial asset is currently operating at a loss. Significant improvement to this asset is now required, not only to bring it in line with the sort of facilities that boaters can readily find in other locations, but also to create sustainable income growth.”

There is a clear understanding that fees for the Harbour cannot be increased in line with that of similar Harbours when the facilities do not also match. Funding was allocated in the 2019 paper to address this. However there has been no significant increase in the quality or quantity of Bristol’s Harbour offering, in fact many users feel there has been a decrease in facilities.

The 2019 paper also clearly commits to a review that includes consultation with all stakeholders and interested parties:

“Finally, a full and comprehensive Harbour Estate Review will be conducted, starting with a dedicated event for elected members on 7 August 2019. This Review will involve internal and external stakeholders, including residents, boat owners, and commercial businesses, both on and off the water. The Terms of Reference for the Harbour Review will be developed to include implementing comparable market rate fees and charges, once the planned provision of high quality facilities has been put in place.”

There is no evidence that a full meaningful consultation has taken place with those whose lives depend on the harbour, despite many requests by the community and ward councillor to be included in the consultation. The extremely steep and sudden rises to fees within the Harbour have come as a shock to the community, who had received no engagement on the matter nor notification of the potentially imminent rises to their costs.

Since the late publishing of these documents, I have spoken to hundreds and hundreds of concerned residents and businesses. I know that Cabinet will have received significant contact and statements from concerned residents of Bristol and surrounding areas. This is in the less than 7 days since the documents were published. Many others will not have found out in time to make their own representations. The data and review upon which these changes are based have not been published.

The ferries are an important element of our transport infrastructure as a Harbour City, but like much of our infrastructure they are under pressure. These changes will very likely make our vital ferries unviable.

Bristol City Council has failed to carry out an Equalities Impact Assessment, the published report skips from step 1 to step 5, inferring that this report has no equalities impact and any equalities impact that might exist can be addressed later. The Harbour is home to some of the city’s most vulnerable people. There are many people who live on boats, who have no other options. It would be unacceptable for a landlord to raise the rents of their tenants in such a steep and sudden manner. BCC would not raise the rents for our housing tenants in this way, and BCC is landlord to those who

dwelling on boats with the same responsibilities and duty of care. These rises create a real risk of homelessness for those unable to pay the increase, especially during our current cost of living crisis.

I call on the Mayor and Cabinet to:

- Publish the Harbour Review and Fisher Report
- Engage with the community in a meaningful and real consultation process
- Carry out a full Equalities Impact Assessment

Question: PQ22.01 & PQ22.02

Cabinet – 24th January 2023

Re: Agenda item 22 - Combined E-scooter & E-bike on-street rental scheme

Question submitted by: Rob Bryher

Background:

It is very welcome that Cllr Alexander has brought forward this proposal that will greatly improve Bristol's sustainable transport offer - thanks very much for your work on this.

Given how difficult it is to do anything to the highway without it becoming animate, shrieking then recoiling in horror that it won't just be just being used for being parked or driven on by cars, it would be good to understand the scale of the challenge for financing the move to on-street parking of e-bikes and e-scooters. To illustrate this challenge, I found a figure that there are over 2,650 e-scooters in operation in the West of England area.

Question 1: Given the high cost of TROs and other legal processes, how much would it cost for all hireable e-scooters and e-bikes in Bristol to be parked on-street rather than in the current parking spots?

Question 2: Wouldn't it be easier to just allow other objects (that aren't cars) to be present in parking bays? Can't we just turn a blind eye and let the new operator do this?

Question: CQ22.01 & CQ22.02

Cabinet – 24th January 2023

Re: Agenda item 22 - Combined E-scooter & E-bike on-street rental scheme

Question submitted by: Cllr Marley Bennett

Question 1: How much revenue does the Cabinet Member for Transport expect leasing out car parking spaces to e-scooter and e-bike companies to bring in?

Question 2: Will funding raised from this be used for active travel improvements?

Question: CQ22.03 & CQ22.04

Cabinet – 24th January 2023

Re: Agenda item 22 - Combined E-scooter & E-bike on-street rental scheme

Question submitted by: Cllr Emma Edwards

Background:

I am really pleased to read this item, I think the provision of on-street parking for e-scooters is long overdue and very welcome news.

I am also really pleased to see plans for another trial of e-bikes; as the equalities impact states, e-bikes are more accessible than e-scooters and regular bike rentals and are more appealing to older people. It was really encouraging to see how many journeys have been taken by Voi and how successful the scheme has been, and that parking and safety issues are being address. However, Bristol's history of e-bike rental has not been as successful in the past, which I think is a real shame.

Given that the last couple of e-bike operations have struggled with vandalism, and criticised for not having enough bikes my questions are:

Question 1: What measures will be put in place, or asked for from operators, to tackle the issue of vandalism?

Question 2: Will you be asking for a minimum number of bikes, and if so, what number will that be?

Statement: CS22.01

Cabinet – 24th January 2023

Re: Agenda item 22 - : Combined E-scooter & E-bike on-street rental scheme

Statement submitted by: Councillor Tom Hathway

It is very welcome that we are finally moving to the next stage of the e-scooter trial, bringing in properly managed parking and recognising the value of e-bikes as an alternative for those that want to get in on the micro-mobility revolution but do not feel safe on a scooter or do not have a driving licence.

It was clear from the outset that allowing the operator to self-police parking spots, all of which are on the pavement, would lead to conflict with pedestrians and additional obstacles for those that already struggle the most with getting around the city due to impaired sight or mobility. There have been improvements in parking, scooter safety, and rider behaviour in Bristol since the scheme launched, but as an international company operating for several years and with differences in operating even between UK cities, it's hard to see how these issues could not have been ironed out by Voi at the start.

Rolling out council approved, on-road, parking hubs for the next phase will be vital to fully recognise the benefits of the scheme, of which the greatest must be providing a cheap, safe, and clean way of getting across the city without adding to the queues of congested traffic blighting our roads.