

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 BBCA (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 anounced 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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- 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.

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:

- 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: PS21.25

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 anounced 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

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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.
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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.

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.

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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