

**Statement: CS21xx**

**Cabinet – 24<sup>th</sup> 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 – 24<sup>th</sup> January 2023**

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

**Statement submitted by: Katherine, Bristol Maritime 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 boosts 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 boost 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 – 24<sup>TH</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 3<sup>rd</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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

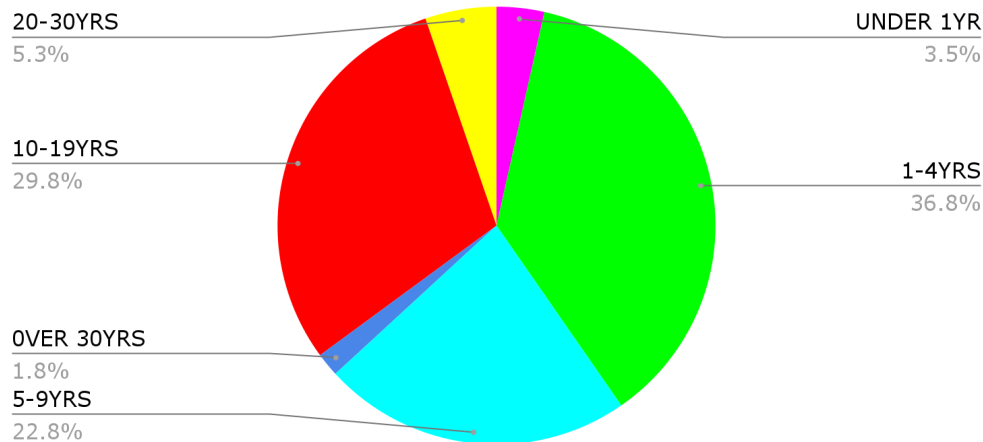
Every boat was invited to participate (estimated at 400 boats) out of these, 100 boats took part in the survey.

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

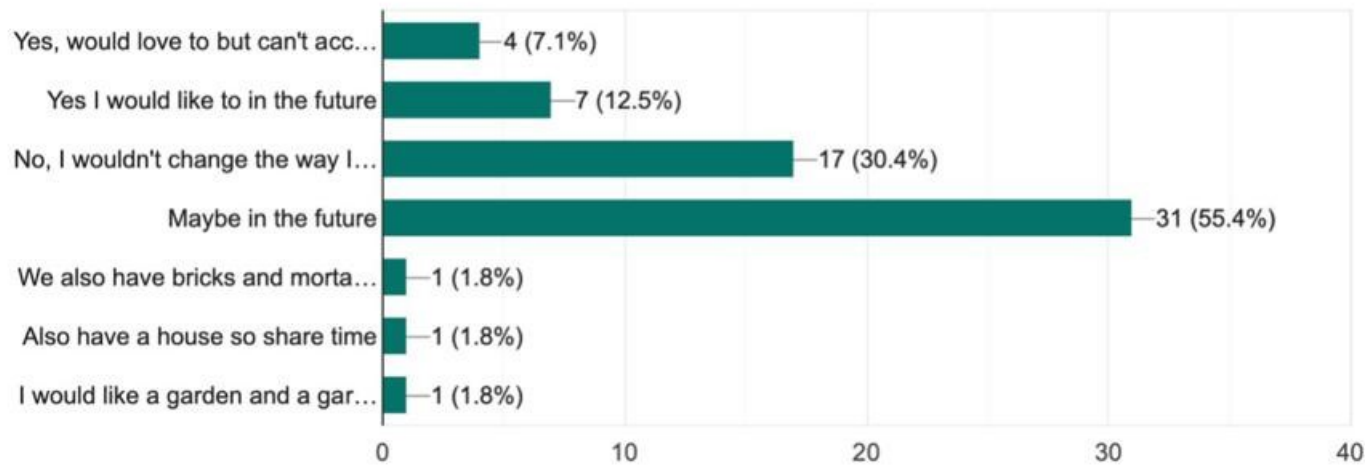
## TYPE OF MOORING

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.

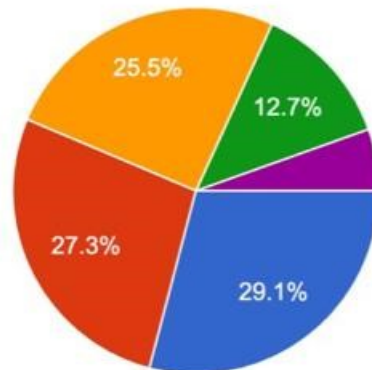
## Do you ever think you would prefer to live in bricks and mortar accommodation?

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, impact people's 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 – 24<sup>TH</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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 – 24<sup>th</sup> 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.