

Question: PQ08.01

Cabinet – 24th January 2023

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

Question submitted by: Liv Fortune

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

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

Answer was provided in the meeting:

Cabinet- 24th January 2023 4.00pm YouTube.

Question: PQ08.02 & PQ08.03

Cabinet – 24th January 2023

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

Question submitted by: David Redgewell

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

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

Answer was provided in the meeting:
Cabinet- 24th January 2023 4.00pm YouTube.

Question: PQ08.04 & PQ08.05

Cabinet – 24th January 2023

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

Question submitted by: Bristol Disability Equality Forum, Gordon Richardson

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

- Our [community toilet scheme](#) for business and organisations who are happy to allow members of the public to use their toilet facilities. There are over 150 public and private venues- including shopping centres and transport interchanges.
- You are able to find toilets with adult changing facilities on the [Changing Places website](#).
- Our parks continue to have toilets.
- We are setting a budget where we are looking for savings in Adult Social Care provision and provision for children. There isn't new money for toilets.
- We were successful in a bid to improve provision for Changing Places Toilets in Bristol with one already installed and available to the public in the Royal Academy West of England, one planned for Robinson House (Fishponds Library) and another planned for Blaise Estate. There is also one in City Hall available at all times the building is open.

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

- The cost and availability of bus services has been affected by inflation and the shortage of drivers. WECA has put in place a package of supported services and demand responsive travel across the area which was agreed at a recent [WECA Committee](#). WECA manages the supported services and demand responsive travel and will be responsible for providing appropriate accessibility arrangements.

Question: PQ08.06

Cabinet – 24th January 2023

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

Question submitted by: Merche Clark

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

- We set the budget for the library service on an annual basis and anticipate the full material fund – which funds books and electronic resources - will be available to the service in the next financial year.
- Digital newspapers are available from Bristol Libraries using computers provided by the library service.
- Future decisions will be down to future administrations in decide in their budget setting process.

Question: PQ08.07 & PQ08.08

Cabinet – 24th January 2023

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

Question submitted by: Lloyd Roberts

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

- There has been a momentary freeze on purchasing library materials since August 2022.
- This contributed £175,000 to council savings.
- The new financial year begins on April 1st when the material fund (the budget for buying books and resources) will be reinstated.
- The material fund is £510,000 annually.

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

- The pause on supplying physical newspapers contributed £22,160 to council savings.
- The provision of physical newspapers will be reviewed to assess if and where they will be reinstated. This will be a decision taken by future administrations.
- Digital newspapers continue to be available from Bristol Libraries.

Question: CQ08.01 & CQ08.02

Cabinet – 24th January 2023

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

Question submitted by: Cllr Philippa Hulme

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

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

Answer was provided in the meeting:

[Cabinet- 24th January 2023 4.00pm YouTube.](#)

Question: CQ08.03 & CQ08.04

Cabinet – 24th January 2023

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

Question submitted by: Cllr Brenda Massey

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

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

Answer was provided in the meeting:

Cabinet- 24th January 2023 4.00pm YouTube.

Question: CQ08.05 & CQ08.06

Cabinet – 24th January 2023

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

Question submitted by: Cllr Heather Mack

Background:

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

Question 1: When did you deprioritise decarbonising the city?

Background:

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

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

Answer was provided in the meeting:

Cabinet- 24th January 2023 4.00pm YouTube.

Question: CQ08.07 & CQ08.08

Cabinet – 24th January 2023

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

Question submitted by: Cllr Martin Fodor

Background:

Waste and recycling

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

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

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

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

- It is estimated that the net position will be that the recycling rate will remain the same.
- The measure relating to Christmas trees is to ensure that the council can afford to divert as many trees for recycling rather than the remove the service similar to B&NES
- The bulky charge for upholstered items is in response to the new regulatory requirements imposed by the Environment Agency. The Council will see costs for collection, bulking and treatment significantly increase, as well as an increase in the demand for the service as result of private and charity sector refusing to accept these items.
- It is anticipated that the charges for replacement bins and recycling containers will even out and not increase processing costs. This is because the proposed approach ensures residents are only able to have one refuse bin and will still be able to request recycling containers for a small nominal charge. It is anticipated that more residents will take their bins and containers off the street after collection due to the value attributed to them in the charging system. A communication campaign will sit alongside these charges to encourage residents to take their bins/containers off the street.

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- The introduction of charges for DIY wastes (specifically Rubble, Plasterboard and Asbestos) are not expected to affect the recycling rate as these are not included in the calculation. Charges will encourage residents to minimise DIY waste by reusing, donating, or selling materials and encourages the polluter pays principle.

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

The council are seeking to use these changes as an opportunity to improve the processes that have been in place for a number of years and make them more efficient. Figures provided are net of any set up costs.

There is a risk of increased fly tipping of upholstered furniture due to private and charity sector refusing to accept or collect these items. This will lead to increase pressure on the council services and budget. The council will still offer a collection service and continue to accept this furniture free at the recycling centres.

Question: CQ08.09 & CQ08.10

Cabinet – 24th January 2023

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

Question submitted by: Cllr Tim Wye

Background:

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

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

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

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

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

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

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

Answer was provided in the meeting:

Cabinet- 24th January 2023 4.00pm YouTube.

Question: CQ08.11 & CQ08.12

Cabinet – 24th January 2023

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

Question submitted by: Cllr Lorraine Francis

Appendix 1 – saving reference 2324R28

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

- A diverse workforce is one which demographically is representative of the city we serve across all equality groups, including age, disability, gender, marriage, pregnancy, race, religion, sex and sexual orientation. We also consider class to be an important aspect of diversity.

Debt collection

Appendix 1 – saving reference 2324R22

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

- The EQiA was published as R22 EQiA - Budget Proposal - Debt Collection Outreach, item 8. This can be found on page 403 on this [link](#).

Question: PQ09.01 & PQ09.02

Cabinet – 24th January 2023

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

Question submitted by: Jen Smith

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

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

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

- It is the Council's focus to ensure every child is funded fairly and equally in line with Department for Education's funding guidelines.
- The EQiA is stating the fact that the council will ensure every child's education needs are considered and funded fairly in line with Department for Education's funding guidelines.
- To achieve this, the 2023-24 DSG funding proposal including formulae factors was formulated following consultation of key stakeholders such as Bristol schools for Schools' Block funding allocation and Service Providers for Early Years' block.
- The proposal was discussed and approved by the Bristol Schools' Forum which has the overarching responsibility of overseeing DSG funding allocation to ensure transparency, fairness and equity in meeting children's education needs in Bristol.
- Cllr Craig has raised her concerns over High Needs Block overspend in January 2023 Schools' Forum's meeting; which could be detrimental if DSG cannot be contained within affordable envelope before Statutory Instrument expires in March 2026.
- No funding was transferred from Schools' Block to Specialist Schools

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

- There has been no decision to cut top up funding in either 2023/24 or 2024/25
- Top up funding has been identified as one of the potential mitigation areas to be explored as part of the DSG management plan.
- Given the scale of deficit in High Needs Block, the Council has been proactively engaging with Department of Education (DfE) and participated in the DfE run DBV programme. The aim of this DBV programme is to identify sustainable changes in each LA that can drive high quality outcomes for children and young people with SEND.

Question: CQ11.01 & CQ11.02

Cabinet – 24th January 2023

Re: Agenda item 11 – Bristol Beacon Update

Question submitted by: Cllr David Wilcox

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

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

Background:

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

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

Answer was provided in the meeting:

Cabinet- 24th January 2023 4.00pm YouTube.

Question: CQ11.03

Cabinet – 24th January 2023

Re: Agenda item 11 – Bristol Beacon Update

Question submitted by: Cllr Ani Stafford-Townsend

Background:

In page 15 of the Financial report, it says:

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

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

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

1. The report referenced was commissioned from Ernst & Young. You should feel free to write to them.
2. The metric draws from the formal definition of the relevant standard industrial classification (SIC) code; this itself draws data from the Business Register and Employment survey ran by the ONS, which helps collate data on employment for the UK.
3. Allocation of staff within this is determined primarily by how a business has registered itself and the degree to which it has allocated its staff between different SIC codes. It has been assumed in the report that the metric in question includes those directly employed and are deployed in the provision of arts/entertainment which would include front of house staff but not café staff who we would assume are assigned to a hospitality SIC code.
4. It is also assumed in the report this doesn’t include visiting lectures that may be indirectly engaged in the asset or arts/entertainment infrastructure.

Question: CQ11.04 & CQ11.05

Cabinet – 24th January 2023

Re: Agenda item 11 – Bristol Beacon Update

Question submitted by: Cllr Barry Parsons

Background:

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

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

- The Cabinet papers make it clear Bristol City Council is the responsible delivery body for the construction project.
- The project delays have been due to significant issues in the fabric of the building. There is no blame allocated to Bristol Music Trust for the project delay.

Background:

On page 6 of the Financial report it says:

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

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

- We introduced social value and environmental frameworks to be in place as a consideration for council projects during procurement.
- The Bristol Beacon project will provide significant social and economic benefits to the city.

Question: CQ12.01

Cabinet – 24th January 2023

Re: Agenda item 12 – South Bristol Youth Zone

Question submitted by: Cllr Christine Townsend

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

Answer was provided in the meeting:

[Cabinet- 24th January 2023 4.00pm YouTube.](#)

Question: CQ14.01 & CQ14.02

Cabinet – 24th January 2023

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

Question submitted by: Councillor Tim Kent

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

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

Answer was provided in the meeting:

Cabinet- 24th January 2023 4.00pm YouTube.

Question: CQ14.03

Cabinet – 24th January 2023

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

Question submitted by: Cllr Christine Townsend

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

Answer was provided in the meeting:

[Cabinet- 24th January 2023 4.00pm YouTube.](#)

Question: CQ19.01

Cabinet – 24th January 2023

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

Question submitted by: Cllr Katy Grant

Background:

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

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

- It is not possible to second guess WECA's response to our bid for money. However, any bid will come back to the WECA Committee which we are part of.
- There is no alternative plan for funds.

Question: CQ19.02 & CQ19.03

Cabinet – 24th January 2023

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

Question submitted by: Cllr Tom Hathway

Background:

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

Question 1: Which timeline is correct?

- Without knowing the communication you're referring to it is difficult to be precise and respond to your question off the back of it.
- If you could share it with the office it would be helpful so that we can double check
- But it could be that there are two schemes on Cotham Hill
 1. the temporary TTRO which will technically finish this year (2023) and be made permanent
 2. The second, referenced in this paper, which is to do the works to improve the street scene which will conclude in 2025.
- We will happily connect you to the service for clarity if that would assist

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

- See above

Question: PQ20.01

Cabinet – 24th January 2023

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

Question submitted by: Kaz Self

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

- The intention for this proposal is to follow the precedent set at the existing district car parks with charges, where permits are only available to businesses. The rationale for the charging is to support local traders by ensuring there is parking available for customers. These car parks are not for the use of local residents except where they are visiting shops.
- The aim being to create brisk trade by ensuring quick turnover of spaces.
- Resident permits are typically not available at car parks
- The areas surrounding the proposed car parks are not within controlled parking zones and therefore parking restrictions (residents parking zones) are not in use. Residents can therefore park in on street locations without requiring a resident's permit.
- It would be possible for any vehicle to park in the proposed car parks outside of the charging hours (6pm – 8am) without charges or time restrictions applying

Question: PQ21.01 & PQ21.02

Cabinet – 24th January 2023

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

Question submitted by: George Colwey

Background:

I'm writing as a concerned harbour user and lifelong Bristol resident. I find it deeply worrying that the proposed increase in fees seems to have been made with total disregard for the sizeable population known to be living in the harbour. This is an open secret, the harbour master himself has stated on public record that there is a population living in the harbour and that there is nothing they can do about it. It is therefore, concerning that there hasn't been consultation with the harbour's underground residential community over these extreme fee increases.

Question 1: Would the council approve increases of up to 57% for a social housing property in one year and if not, why is it approving the same increase for vulnerable residents in the harbour?

Question 2: Does the council acknowledge the existence of the unofficial residential community living in the harbour and will it therefore trigger a needs assessment, as is required under The Care Act 2014, before implementing these new fees?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
- We accept we could have been clearer about the relationship of the harbour fees review to the wider work we are doing. The harbour review will correct decades of neglect to the physical infrastructure in the floating harbour, as well as the way it has been run. Consultations and equalities impact assessments, which support other pieces of work we have underway in the harbour have been prepared for the relevant parts of the work. The full EqIA carried out for the Harbour Operational Review found here: [GR052 EQIA - New Budget Proposal - Harbour Review.pdf \(bristol.gov.uk\)](#)
- We're determined to protect delivery of frontline services, so we have to make sure we're getting revenue elsewhere, while always balancing the concerns of those charged. As I explained in my recent blog, bringing fees into line with

rest of the country is the correct thing to do at a time of huge pressure on council budgets, and after decades of unclear practice in the harbour. The fact that some people are misusing leisure licenses and inhabiting the harbour should not prevent us charging a reasonable rate for those who have vessels in a facility all other Bristol residents currently have to pay to provide and maintain.

- As harbour authority we have the powers to increase fees without a formal consultation, but we do however know that people want to discuss the impact it might have on them, their businesses and their boats, and therefore we will be engaging with users between now and April when any fees commence. The harbour team will meet with users to explain the revised fees/charges, This will need contextual information about the harbour vision and why all this change is happening.
- We intend to introduce residential licenses which will mean people can pay the appropriate rate to use facilities and live in the harbour, while still giving the council the ability to run an economically vibrant and flexible asset. The details will continue to be worked through and we, of course, will welcome views as we do this. Again, the harbour team will consult with those holding leisure licenses about the potential for residential licences and if these will be made available. This will consider the number available, eligibility criteria and whether some vessels on a residential licence may have to move location.
- At the February meeting of the regular Harbourside Forum there will be a wider update on all the work underway.

Question: PQ21.03 & PQ21.04

Cabinet – 24th January 2023

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

Question submitted by: Alexi King

Question 1: Why hasn't the council taken into consideration the people living in the harbour?

Question 2: In a city already struggling with affordable housing, are the council aware that increasing the fees so dramatically could push people into homelessness?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
- We accept we could have been clearer about the relationship of the harbour fees review to the wider work we are doing. The harbour review will correct decades of neglect to the physical infrastructure in the floating harbour, as well as the way it has been run. Consultations and equalities impact assessments, which support other pieces of work we have underway in the harbour have been prepared for the relevant parts of the work. The full EqIA carried out for the Harbour Operational Review found here: [GR052 EQIA - New Budget Proposal - Harbour Review.pdf \(bristol.gov.uk\)](#)
- We're determined to protect delivery of frontline services, so we have to make sure we're getting revenue elsewhere, while always balancing the concerns of those charged. As I explained in my recent blog, bringing fees into line with rest of the country is the correct thing to do at a time of huge pressure on council budgets, and after decades of unclear practice in the harbour. The fact that some people are misusing leisure licenses and inhabiting the harbour should not prevent us charging a reasonable rate for those who have vessels in a facility all other Bristol residents currently have to pay to provide and maintain.
- As harbour authority we have the powers to increase fees without a formal consultation, but we do however know that people want to discuss the impact it might have on them, their businesses and their boats, and therefore we will be engaging with users between now and April when any fees commence.

The harbour team will meet with users to explain the revised fees/charges, This will need contextual information about the harbour vision and why all this change is happening.

- We intend to introduce residential licenses which will mean people can pay the appropriate rate to use facilities and live in the harbour, while still giving the council the ability to run an economically vibrant and flexible asset. The details will continue to be worked through and we, of course, will welcome views as we do this. Again, the harbour team will consult with those holding leisure licenses about the potential for residential licences and if these will be made available. This will consider the number available, eligibility criteria and whether some vessels on a residential licence may have to move location.
- At the February meeting of the regular Harbourside Forum there will be a wider update on all the work underway.

Question: PQ21.05 & PQ21.06

Cabinet – 24th January 2023

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

Question submitted by: Nick Marshall

Question 1: Why was the community not consulted?

Question 2: What is the council going to do if hundreds are displaced by this rise in fees?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
- We accept we could have been clearer about the relationship of the harbour fees review to the wider work we are doing. The harbour review will correct decades of neglect to the physical infrastructure in the floating harbour, as well as the way it has been run. Consultations and equalities impact assessments, which support other pieces of work we have underway in the harbour have been prepared for the relevant parts of the work. The full EqIA carried out for the Harbour Operational Review found here: [GR052 EQIA - New Budget Proposal - Harbour Review.pdf \(bristol.gov.uk\)](#)
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This will need contextual information about the harbour vision and why all this change is happening.

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Question: PQ21.07 & PQ21.08

Cabinet – 24th January 2023

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

Question submitted by: Jodi Venton Harvey

Background:

I'd like some questions answered in relation to the decision to announce new fees to be rolled out across the harbour which, in some cases represents a 60% rise in fees beginning in April. This has the potential to displace a lot of vulnerably housed people and has been decided on without consulting the community of around 200 people currently living under the radar on boats in the harbour.

Question 1: How can this decision be justified when the community of boat dwellers was not acknowledged or involved in this process?

Question 2: Many of these people may be displaced/homeless as a direct result of this decision - what support will be available to them if they are unable to pay these fees?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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should not prevent us charging a reasonable rate for those who have vessels in a facility all other Bristol residents currently have to pay to provide and maintain.

- As harbour authority we have the powers to increase fees without a formal consultation, but we do however know that people want to discuss the impact it might have on them, their businesses and their boats, and therefore we will be engaging with users between now and April when any fees commence. The harbour team will meet with users to explain the revised fees/charges, This will need contextual information about the harbour vision and why all this change is happening.
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Question: PQ21.09 & PQ21.10

Cabinet – 24th January 2023

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

Question submitted by: Jonny Taphouse

Background:

I'm writing with regards to the proposed City Dock Fee Changes Review; and believe that the negative impact that these changes will have on the quality of life, mental health and standard of living for boat dwellers have been overlooked or indeed disregarded.

I have been unable to find evidence that the council have undertaken an Accommodation Needs Assessment for the harbour, and therefore, the equality team and the Harbour Authority saying that there is "no equality impact" is not evidenced based.

The Harbour Authorities are aware that the use of moorings on the harbour as dwellings happens, and it could easily be assumed that the people & families whom cannot afford conventional housing and are already struggling with elevated food and heating costs. A proposed increase of 32.8%** to 57.8%* for moorings in the 1st year, followed by an additional rise of RPI +5% for the 2nd year is a HUGE cost of living increase for these homes, and this proposed change is accepted by the council could well force homelessness upon them.

**Current Annual Fees: <https://www.bristol.gov.uk/files/documents/875-navigation-andberthing-charges/file>

- Pontoon Berth per metre £188.20 + **32.8% proposed increase****
- Club Pontoon per metre (including club discount) £156.20 +**60% proposed increase**
- Pontoon Temple Back per metre £158.35 = **57.8% proposed increase***

Question 1: Please can you confirm that the mandatory Accommodation Needs Assessments for the harbour area has been completed & provide the location of the published results?

Question 2: Why have the equalities team not done an appropriately detailed report on the impact of these fee changes on such a vulnerable demographic?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of

the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.

- We accept we could have been clearer about the relationship of the harbour fees review to the wider work we are doing. The harbour review will correct decades of neglect to the physical infrastructure in the floating harbour, as well as the way it has been run. Consultations and equalities impact assessments, which support other pieces of work we have underway in the harbour have been prepared for the relevant parts of the work. The full EqlA carried out for the Harbour Operational Review found here: [GR052 EQIA - New Budget Proposal - Harbour Review.pdf \(bristol.gov.uk\)](#)
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Question: PQ21.11 & PQ21.12

Cabinet – 24th January 2023

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

Question submitted by: Jessie Makins

Question 1: What is the council going to do if hundreds are displaced by these fees?

Question 2: Will the council trigger an Accommodation Needs Assessment as required by law?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.13 & PQ21.14

Cabinet – 24th January 2023

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

Question submitted by: Liam Frank Bergin

Question 1: Why have the council not acknowledged and protected the existence of a community of people living on their boats?

Question 2: What immediate and practical support will you offer to those who will become homeless due to the huge increase in fees?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.15 & PQ21.16

Cabinet – 24th January 2023

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

Question submitted by: Daf Bergin

Question 1: When you make these people, who are already at the bottom of the food chain, economically homeless, will the council trigger an 'Accommodation Needs Assessment' as required by law?

Question 2: Why hasn't there been a proper consultation between the council and the boaters about this planned Harbour Review?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.17 & PQ21.18

Cabinet – 24th January 2023

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

Question submitted by: Griffin Pimlett

Question 1: why was the community not consulted on this decision?

Question 2: What will the council do if hundreds of people are displaced by these increases will they trigger an 'accommodation needs assessment' as required by law?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.19 & PQ21.20

Cabinet – 24th January 2023

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

Question submitted by: Josh Walker

Background:

This change seems extortionate considering the widely known situation of precariously housed people living on their boats in the harbour and the general situation of housing in Bristol and the cost of living nationwide. The community must be consulted to come to a more reasonable arrangement.

Question 1: What is the council going to do if hundreds are displaced by this rise in fees?

Question 2: Will the council trigger an 'Accommodation Needs Assessment' as required by law?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.21 & PQ21.22

Cabinet – 24th January 2023

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

Question submitted by: Hanni Coles

Background:

The new fees to be rolled out across the harbour (which, in some cases represents a 60% rise in fees beginning in April) have the potential to displace many vulnerably housed people. This decision has been made without consulting the community of around 200 people currently living on boats in the harbour.

Question 1: Why was the community not consulted?

Question 2: Will the council trigger an 'Accommodation Needs Assessment' as required by law?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.23 & PQ21.24

Cabinet – 24th January 2023

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

Question submitted by: Millie Colwey

Background:

We are writing to express our concern and opposition to the proposed city dock fee changes, which we believe will negatively impact on the community of people who live in houseboats on the harbour, including children.

The proposed fee increases will see a steep rise of between 32.8% and 57.8%, impacting an already marginalised community of people living on houseboats, who are disproportionately impacted by inflation and soaring house, food and energy prices. It is our belief that the proposals have not taken into consideration the quality of life, standard of living and mental health of boat dwellers.

Question 1: Why was the community not consulted?

Question 2: Will you be carrying out an Accommodation Needs Assessment for Bristol Harbour, to protect the needs of this community moving forward?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.25 & PQ21.26

Cabinet – 24th January 2023

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

Question submitted by: Morgan Etches

Background:

I'm writing with regards to the proposed City Dock Fee Changes Review (item 21); and believe that the negative impact that these changes will have on the quality of life, mental health and standard of living for boat dwellers have been overlooked or indeed disregarded.

Both the Harbour Authorities, and the Bristol Boaters Association are aware that many of the leisure moorings on the harbour are used as dwellings, and most often for people/families whom cannot afford conventional housing and are already struggling with elevated food and heating costs. A proposed increase of 32.8% to 57.8% for pontoon leisure mooring in the 1st year, followed by RPI +5% for the 2nd year is a HUGE cost of living increase for these "homes".

Current Annual Fees: <https://www.bristol.gov.uk/files/documents/875-navigation-andberthing-charges/file>

- Pontoon Berth per metre £188.20 + 32.8% proposed increase
 - Club Pontoon per metre (including club discount) £156.20 +60% proposed increase
 - Pontoon Temple Back per metre £158.35 = 57.8% proposed increase
- The proposed fee increases will see a steep rise of between 32.8% and 57.8%, impacting an already marginalised community of people living on houseboats, who are disproportionately impacted by inflation and soaring house, food and energy prices. It is our belief that the proposals have not taken into consideration the quality of life, standard of living and mental health of boat dwellers.

Question 1: Why have the equalities team not done a detailed report on the impact of these fee changes on such a vulnerable Demographic?

Question 2: You planning on carrying out an appropriate Accommodation Needs Assessments for Bristol Harbour, so these demographics do not get overlooked again?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city,

financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.

- We accept we could have been clearer about the relationship of the harbour fees review to the wider work we are doing. The harbour review will correct decades of neglect to the physical infrastructure in the floating harbour, as well as the way it has been run. Consultations and equalities impact assessments, which support other pieces of work we have underway in the harbour have been prepared for the relevant parts of the work. The full EqIA carried out for the Harbour Operational Review found here: [GR052 EQIA - New Budget Proposal - Harbour Review.pdf \(bristol.gov.uk\)](#)
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Question: PQ21.27

Cabinet – 24th January 2023

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

Question submitted by: Amanda Sharman

Background:

With no outcome visible of the; Harbour Operation Review, nor a clear outline of benchmarking fees, nor an accommodation needs assessment of boat dwellers, nor inclusion of an umbrella strategy for bridging the harbour budget deficit, nor with any consultation of the harbour users.

The escalation of these Proposed fee increases- I will predict this may lead to a mass exodus of the docks and a significant number of households being made homeless. It will put the long-standing community- put extreme pressure on lives and businesses. Fair enough we want a financially sustainable harbour- and to see improvements in facilities- but the level of price hikes seems extreme, all too sudden and a shock to the community. Where is the engagement that the Government Guidance-Port of Good Governance insists upon, where stakeholders input before decisions are made. Point 10. On the Decision Pathway Report states; the stakeholders will be engaged with to notify them of changes. This seems the wrong way round to me. Engage first; then make decisions; then engage again.

Question 1: I ask; How can this be going to Cabinet for approval next week for implementation THIS year, without any of the required background data, or a representation/inclusion of opinion from the largest stakeholder in the harbour?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.28 & PQ21.29

Cabinet – 24th January 2023

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

Question submitted by: Tess Price

Question 1: In deciding on a new fee structure involving, in some cases, a 60% rise in fees, why did the Council not consult with the community of people living on boats on the harbour?

Question 2: If hundreds of people are displaced from their homes as a result of the rise, will the Council accept its duties to those made homeless and carry out an 'Accommodation needs assessment' as required by law?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.30 & PQ21.31

Cabinet – 24th January 2023

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

Question submitted by: Cathy Hopkinson

Question 1: Why has the community not been consulted on the plan to increase fees by 60%?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.32 & PQ21.33

Cabinet – 24th January 2023

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

Question submitted by: Judith Ritchie

Question 1: Why was the community not consulted about this as this rise in fees risks rendering many homeless

Question 2: Will the council trigger an Accommodation Needs Assessment with regard to this proposal, as required by law.

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.34 & PQ21.35

Cabinet – 24th January 2023

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

Question submitted by: Luke Dunstan and Giles Thomson - Bristol Packet Boat Trips

Question 1: Implementing these increases in 2023/24, especially new bridge fees where there has been no charge in place for 40 years of running will have a huge impact on commercial operators. We are still recovering from Covid-19 and we have new MCA safety regulations to adhere to. Bringing in these changes now will have a severe impact on our business. How do you expect small companies to absorb these costs? Do you want boat trips to continue to be a feature of Bristol's thriving Harbourside?

- Thank you for your questions
- To swing Prince Street Bridge takes two members of staff costing £38.96 plus power and maintenance charges pre covid this Bridge was swung over 500 times for commercial vessels alone costing the Harbour Authority £19,480 per year in staff costs alone plus maintenance and electricity charges.
- Current cost for a Commercial Ferry to operate in Bristol Docks (more than 12 passengers) is £503.30 per annum. All commercial companies have vessels that can Navigate under Prince Street without it being opened (apart from two vessels Tower Belle and Spirit of Freedom.
- Plimsoll Bridge takes three members of staff to swing costing £59.90 plus power and maintenance charges again current cost for one Commercial Ferry to operate in Bristol Docks is £503.30 per annum. All of these vessels will fit under Plimsoll Bridge
- Junction Bridge takes 2 members of staff to swing costing £36.96 plus power and maintenance charges the current cost for one Commercial Ferry to operate in Bristol Docks is £503.30 per annum. Only one of these ferries needs Junction Bridge to Open (Tower Belle)
- Is it for council taxpayers to subsidise these ferry routes which are commercial enterprises?
- It is essential to make the docks cost neutral.

Question 2: Please can you provide clarification on the proposed 'Passenger Carrying Charge'? What is the rationale and evidence to justify this charge?

- The purpose of this charge is to maintain and upgrade the Passenger Landing stages and other infrastructure around the docks, as requested by these commercial companies in various forums due to lack of investment over the years.
- For information the last figures for the Cross Harbour Ferry (when the figures were requested due to Council Subsidy) was in 2011 for a full year (it is

understood that these passenger figures have increased year on year) is 154,304 passengers which at the time were paying 80p with an income to the commercial operator of £123,443 for an annual licence (less than 12 passengers) per vessel of £251.45. If 20p per passenger is charged on the current system then on the 2011 passenger figures and today's cost (£1.20) then £30,860 will be raised for upgrading of this infrastructure still leaving income to the operator of £154,304 for an annual operating fee of £500.

Question: PQ21.36 & PQ21.37

Cabinet – 24th January 2023

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

Question submitted by: Bristol Boaters Community Association

Background:

Bristol Harbour has a varied mix of vessels and uses, adding to its charm and appeal to visitors. The average Bristol City Harbour mooring fee payer is not the high-class big yacht luxury owner; rather a more humble hands-on-deck, self-maintained, hard working owner. This increase of fees could drive many users out of the harbour. We would like the Cabinet to have in mind their vision for the future of the harbour when making their decision on this item.

Boat dwellers are not mentioned in Bristol City Docks-Fees and Charges Review nor the Bristol Local Plan. It is evident that there is no understanding of or consideration for the boating community in council planning and decision making. This is further evident due to the lack of an Accommodation Needs assessment of boaters which is a duty for the Council to undertake under Section 124 of the Housing and Planning Act 2016. Due to this, the amount of need for Residential Licences remains unknown to the council.

There is a potential increase of mooring fee by 177% this year depending on the location and licence offered. These increases are potentially unachievable for many users and the dramatic change would “have the potential to change e.g. quality of life: health, education, or standard of living” meaning the Equality Impact Assessment on Appendix E also provides a false analysis and misleading information.

When BBKA tried to do a benchmarking review one of the key things is that the Dept of Transport put harbours into 3 buckets. Private run, Trust run and Local Authority. There are very few Local Authority run Harbours remaining to compare against and almost none which have narrow boats, yachts and cruisers together. The key differentiator is the poor facilities that Bristol Harbour LA offers - the quality of facilities offered just does not enable Bristol to be fairly benchmarked against the private and Trust run harbours. Bristol should therefore be priced lower until facilities improved.

Question 1: With a complete disregard to the existing boat dwelling community or without including an Accommodation Needs Assessment we consider the equality impact assessment to be invalid.

How can the Cabinet make an informed decision whilst disregarding the potential impact these proposals would have on people's homes, the harbour communities and the harbour as a whole?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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- At the February meeting of the regular Harbourside Forum there will be a wider update on all the work underway.

Question 2: Without access to the evidence of Benchmarking Fees Report, the Harbour Operations Review Report or without any recommendations of how revenue will be increased from other beneficiaries of the harbour or the Docks Estate, the price hike for boaters seems heavy handed and unevenly weighted or disproportionate.

How can we be assured that this proposed Schedule of Fees and Charges put upon vessel owners is relative and proportionate to ensure the harbour becomes financially sustainable?

- The fees have been benchmarked against tidal and non-tidal Harbours as well as inland waterway marinas. Bristol Marina (a private marina within Bristol Harbour Waters) charges £350 per metre for Residential Licences (£25 per metre more than proposed) and £285 per metre for pontoon leisure licences (£35 per metre more than proposed).
- The current shortfall for the Harbour Authority is £1.75million (that is subsidised by the Bristol City Councils General Fund) with a total current income of £668,670 with these increases the proposed income from boaters and commercial enterprises using the water will only rise to £943,800 with other incomes (from rents ashore, car parking included) being looked at to close the £1.75 million gap. This does not take into account the maintenance burden that is increasing due to the aging infrastructure of the Harbour Authority assets.
- Currently moorings in Bristol are benefiting from cheaper electricity prices per KWH unit due to the fact that BCC's KWH charges are lower than residential properties due to the amount bulk use which by law we cannot make a profit on, there is free water (which any property would have water bills to pay), no Council Tax and are able to take advantage of free 30min parking for servicing their vessels for the maximum charge currently within the Harbour for £247.15 per metre per year to a minimum of £117.30 per year.

Question: PQ21.38 & PQ21.39

Cabinet – 24th January 2023

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

Question submitted by: Jonathan Coles

Question 1: Have the equalities team done an impact assessment of these fee changes?

Question 2: Are you as a council really considering a 50% rise during the current cost of living crisis?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.40 & PQ21.41

Cabinet – 24th January 2023

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

Question submitted by: David Etches

Question 1: Why hasn't the affected community been consulted?

Question 2: Will the Council trigger an accommodation needs assessment as required by law?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.42 & PQ21.43

Cabinet – 24th January 2023

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

Question submitted by: Jan Fox

Question 1: Why was the community not consulted about the fees increase?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats, many of whom on very low income and vulnerable?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.44 & PQ21.45

Cabinet – 24th January 2023

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

Question submitted by: Tom Quarrelle

Question 1: Why was the community not consulted?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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- As harbour authority we have the powers to increase fees without a formal consultation, but we do however know that people want to discuss the impact it might have on them, their businesses and their boats, and therefore we will be engaging with users between now and April when any fees commence. The harbour team will meet with users to explain the revised fees/charges,

This will need contextual information about the harbour vision and why all this change is happening.

- We intend to introduce residential licenses which will mean people can pay the appropriate rate to use facilities and live in the harbour, while still giving the council the ability to run an economically vibrant and flexible asset. The details will continue to be worked through and we, of course, will welcome views as we do this. Again, the harbour team will consult with those holding leisure licenses about the potential for residential licences and if these will be made available. This will consider the number available, eligibility criteria and whether some vessels on a residential licence may have to move location.
- At the February meeting of the regular Harbourside Forum there will be a wider update on all the work underway.

Question: PQ21.46 & PQ21.47

Cabinet – 24th January 2023

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

Question submitted by: Jan Ratcliffe

Question 1: Why was the community not consulted?

Question 2: Why has the council not acknowledged the existence of a community of people living on their boats?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ21.48 & PQ21.49

Cabinet – 24th January 2023

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

Question submitted by: Liam Dowling

Question 1: Wondering why was the community not consulted?

Question 2: What is the council going to do if hundreds are displaced by this rise in fees?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: CQ21.01

Cabinet – 24th January 2023

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

Question submitted by: Cllr Ani Stafford-Townsend

Background:

The harbour is home to many vulnerable people, most of whom live on boats due to the extremities of the Bristol housing situation. This community is so vulnerable that it is under the remit of the Bristol City Council Gypsy, Roma and Traveller team. The Harbour forms part of several wards within the city centre, and yet the concerns of ward councillors has neither been sought or considered when proposing a mooring fee rise of 177%.

The equalities impact report states that there will be no equalities impact as a result of this rise, despite significant evidence to contrary and representation from the Bristol Boaters Association itself.

Question 1: Why has a detailed equalities report not been carried out, and if it has why has it not been published or taken into account?

- Thank you for your question
- The Harbour fees review follows benchmarking against harbours and docks across the country to make sure everyone is paying a fair rate. It is one part of the wider work we're doing to review the entire harbour estate and its governance to make sure it is an asset for the benefit of the whole city, financially sustainable, accessible and contributes to our wider aims of climate resilience and biodiversity.
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Question: PQ22.01 & PQ22.02

Cabinet – 24th January 2023

Re: Agenda item 22 - Combined E-scooter & E-bike on-street rental scheme

Question submitted by: Rob Bryher

Background:

It is very welcome that Cllr Alexander has brought forward this proposal that will greatly improve Bristol's sustainable transport offer - thanks very much for your work on this.

Given how difficult it is to do anything to the highway without it becoming animate, shrieking then recoiling in horror that it won't just be just being used for being parked or driven on by cars, it would be good to understand the scale of the challenge for financing the move to onstreet parking of e-bikes and e-scooters. To illustrate this challenge, I found a figure that there are over 2,650 e-scooters in operation in the West of England area.

Question 1: Given the high cost of TROs and other legal processes, how much would it cost for all hireable e-scooters and e-bikes in Bristol to be parked on-street rather than in the current parking spots?

- This report sets out the principle of formalising the e-scooter / e-bike rental parking in Bristol. Work to develop the parking proposals and bid for funding to implement them will follow. The costs will depend on the number of parking locations and the design of parking which have not been decided on yet.
- Additional funding for formalising the rental parking will be sought from WECA rather than from BCC resources.

Question 2: Wouldn't it be easier to just allow other objects (that aren't cars) to be present in parking bays? Can't we just turn a blind eye and let the new operator do this?

- Although the rental e-scooters are classed as motorised vehicles they are not licenced vehicles and cannot legally be parked on the Highway, nor can e-bikes.
- Rental bikes and scooters can only be parked on the Highway where permission has been granted from the Department for Transport, and only in clearly marked dedicated parking bays which are compliant with Highway laws and regulations. The Council as the Highway Authority cannot just choose to ignore the law.

Question: CQ22.01 & CQ22.02

Cabinet – 24th January 2023

Re: Agenda item 22 - Combined E-scooter & E-bike on-street rental scheme

Question submitted by: Cllr Marley Bennett

Question 1: How much revenue does the Cabinet Member for Transport expect leasing out car parking spaces to e-scooter and e-bike companies to bring in?

- This report sets out the principle of using street space for rental parking and charging the scheme operator to use it. Setting this principle now will ensure that parking charges are included in the WECA tender for the scheme and will enable work on detailed planning and securing funding from WECA to start.
- The level of potential income has not been calculated yet. The feasibility work will include a detailed financial assessment. The level of income will depend on the size of the scheme, the number of parking hubs and how many of them may displace paid-parking locations.

Question 2: Will funding raised from this be used for active travel improvements?

- At a minimum there will be no overall revenue loss from the rental parking – with income from new paid locations offsetting any revenue loss from current paid parking locations. A surplus is expected but this cannot be quantified until more detailed feasibility work is done.
- On-street parking income is ringfenced for transport purposes, as will any surplus from e-scooter rental parking. The use of any surplus will be decided once the level of income is known.

Question: CQ22.03 & CQ22.04

Cabinet – 24th January 2023

Re: Agenda item 22 - Combined E-scooter & E-bike on-street rental scheme

Question submitted by: Cllr Emma Edwards

Background:

I am really pleased to read this item, I think the provision of on-street parking for e-scooters is long overdue and very welcome news.

I am also really pleased to see plans for another trial of e-bikes; as the equalities impact states, e-bikes are more accessible than e-scooters and regular bike rentals and are more appealing to older people. It was really encouraging to see how many journeys have been taken by Voi and how successful the scheme has been, and that parking and safety issues are being address. However, Bristol's history of e-bike rental has not been as successful in the past, which I think is a real shame.

Given that the last couple of e-bike operations have struggled with vandalism, and criticised for not having enough bikes my questions are:

Question 1: What measures will be put in place, or asked for from operators, to tackle the issue of vandalism?

- Unfortunately vandalism and theft has been an issue in all UK hire schemes.
- The scheme operator would be expected to provide a more robust model of bike with more effective tracking systems than previous operators.
- Vandalism and theft are primarily a matter for the Police and the scheme operator will be required to work proactively with them on this if it is an issue. Naturally the Council will assist where this falls within our remit or areas of influence.

Question 2: Will you be asking for a minimum number of bikes, and if so, what number will that be?

- The Council is currently working with WECA and the partner local authorities on the tender for the new scheme and the details for e-bikes have not been finalised yet.
- We are currently considering a provision of 1,000 e-bikes. Our view is this is a minimum requirement as availability is one of the tools that drives down vandalism.
- However there is a tender process that has to be concluded.