

We have written suggested answers for the Canal & River Trust's latest Licence Fee Consultation Survey. Our biggest concern is if boats without home moorings are priced differently to everyone else, this could result in pricing us off the water. We have suggested answers for the survey that will best suit our community for the future. As these are suggested answers, please feel free to add your own responses.

**Please note: the question and option order may differ slightly on your form. Double check when answering.
Feel free to make a complaint both in our responses and separately about how confusing the questionning is.**

Question	Suggested Answer/s	Additional notes
Choose from 3 options	NOTE! The following 3 questions are slightly different versions of the same questions which can be confusing.	
<p>An increase would be applied to all boats. However, the current wide-beam surcharge would be replaced with an area-based charge (based on the width of the boat multiplied by its length). This would involve introducing a sliding scale of charges that reflect the footprint of the boat on the water. Boats with a larger overall area would pay proportionally more and those with a smaller overall area would pay proportionally less.</p> <p>Retaining the current licence fee structure based on the length of the boat but the current surcharge based on boat width would rise. An increase would be applied to all boats. However, boats with a larger width would receive a higher surcharge than they do currently and those with a smaller width would continue to receive no surcharge at all.</p> <p>Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied evenly to all licences at a rate above annual inflation (CPI) each year for a period of ten years (from 2023 – 2032).</p>	Select option 3 - Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied evenly to all licences at a rate above annual inflation (CPI) each year for a period of ten years (from 2023 - 2032)	Note the sneaky wording about inflation in the third option

Choose from 3 options		
<div><div></div><p>An increase would be applied to all boats. However, the current wide-beam surcharge would be replaced with an area-based charge (based on the width of the boat multiplied by its length). This would involve introducing a sliding scale of charges that reflect the footprint of the boat on the water. Boats with a larger overall area would pay proportionally more and those with a smaller overall area would pay proportionally less.</p></div> <div><div></div><p>Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied to all boats. However, a higher increase in licence fee would be applied to those boats without a home mooring who are required to continuously cruise, with those with a home mooring seeing a lower increase in licence fee.</p></div> <div><div></div><p>Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied evenly to all licences at a rate above annual inflation (CPI) each year for a period of ten years (from 2023 – 2032).</p></div>	<p>Select option 3 - Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied evenly to all licences at a rate above annual inflation (CPI) each year for a period of ten years (from 2023 - 2032)</p>	

Choose from 3 options		
<div data-bbox="125 331 165 373">●</div> <p>Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied to all boats. However, a higher increase in licence fee would be applied to those boats without a home mooring who are required to continuously cruise, with those with a home mooring seeing a lower increase in licence fee.</p> <hr/> <div data-bbox="125 644 165 686">●</div> <p>Retaining the current licence fee structure based on the length of the boat but the current surcharge based on boat width would rise. An increase would be applied to all boats. However, boats with a larger width would receive a higher surcharge than they do currently and those with a smaller width would continue to receive no surcharge at all.</p> <hr/> <div data-bbox="125 912 165 954">●</div> <p>Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied evenly to all licences at a rate above annual inflation (CPI) each year for a period of ten years (from 2023 – 2032).</p>	<p>Select option 3 - Retaining the current licence fee structure based on the length of the boat and the current surcharge based on boat width. An increase would be applied evenly to all licences at a rate above annual inflation (CPI) each year for a period of ten years (from 2023 - 2032)</p>	

Blank box to explain your choice on the previous question

In your own words, why did you choose this option over the alternatives?

Please give as much detail as you can

Don't know

- Include the following points in the answer:-
1. One section of the community should not be targeted over others.
 2. Divisive questioning - don't appreciate being forced to choose one of these answers.
 3. Boats without home moorings do not cost the waterways more. People with home moorings can use the cut as much as much as boats without home moorings if they want to.
 4. Do not believe the current management of funds warrants an increase.
 5. It is unfair to ask boats without home moorings to contribute extra to prop up system that they are gradually being excluded from.
 6. Proposing an extra charge for boats without home moorings, a group of boaters which includes the poorest demographic, is unfair.
 7. Especially during this cost-of-living crisis, CRT should pursue all other cost solutions, including donations from wealthy stakeholders/DEFRA/government and maintenance cost efficiencies, before ever considering License Fee increases.
 8. CRT seem to be suggesting a price rise above inflation is inevitable but why does there have to be a price rise at all?
 9. There is no qualification or clear breakdown of spending
 10. Our boat licences enable all boaters on CRTs water the same access to their network. All licence holders can make equal use of facilities, can moor along the same towpaths for the same length of time and have equal access to locks, tunnels and other navigation structures. It is therefore unfair and discriminatory to target boaters without home moorings with a higher licence fee when their access is exactly the same as all other licence holders.
 11. I don't believe CRT has the legal right to charge people differently according to their use
 12. For (boat) area based pricing, no figures have been included to show how boats with a smaller or larger area would be affected by the change and there is no information about how an area based charge would be calculated.

<div>Choose on a sliding scale of how reasonable the statement is</div> <div>One option proposed increasing the licence fee at a higher rate for those with a licence and who continuous cruise than for those with a home mooring.</div> <div>To what extent do you believe that imposing a greater increase in fees on continuous cruisers would be more or less reasonable than the current licence fee structure?</div> <div>Please select one answer</div> <div><div><input checked="" type="radio"/> Much less reasonable</div><div><input type="radio"/> A little less reasonable</div><div><input type="radio"/> No more or less reasonable</div><div><input type="radio"/> A little more reasonable</div><div><input type="radio"/> Much more reasonable</div><div><input type="radio"/> Don't know</div></div>	<div>Select 'Much less reasonable'</div>	

<div>Choose from 5 options to explain previous answer (can choose more than one)</div>	<div>NOTE! The order of these options changes!</div>	
<div><div>In the previous question you scored the reasonableness of imposing a greater increase in fees on continuous cruisers as Much less reasonable.</div><div>Why do you feel that this approach is unreasonable?</div><div>Please select as many as apply</div><div><div><div><input type="checkbox"/></div><div>Charging continuous cruisers a higher fee would make boating less affordable for some</div></div><div><div><input type="checkbox"/></div><div>Boaters should not be asked to pay different fee levels</div></div><div><div><input type="checkbox"/></div><div>Continuous cruisers make a positive contribution to the waterways in terms of time of keeping them 'alive' and used</div></div><div><div><input type="checkbox"/></div><div>Travelling continuously costs continuous cruisers more than those with a home mooring</div></div><div><div><input type="checkbox"/></div><div>Something else (please say what)</div><div></div></div><div><div><input type="checkbox"/></div><div>Don't know</div></div></div></div>	<div>Select the following options:</div> <div><div>Option 1: Charging continuous cruisers a higher fee would make boating less affordable for some</div><div>Option 2: Boaters should not be asked to pay different fee levels</div><div>Option 3: Continuous cruisers make a positive contribution to the waterways in terms of time of keeping them 'alive' and used</div><div>Something else:<div><div>1. Reiterate discrimination and targetting the poorest demographic</div><div>2. CRT should re-evaluate its spending priorities and senior staff salaries/pensions</div><div>3. CRT inherited legislation that requires it to offer use of the waterways without a home mooring on an equal footing to use with a home mooring</div><div>4. Charging more to use the waterways without a home mooring conflicts with CRT's charitable objects in that it removes from members of any deprived housed communities the opportunity to go boating as a leisure activity in an affordable way</div></div></div></div>	

<p>Choose on a sliding scale of how reasonable the statement is</p> <p>Another option proposed replacing the current width-based surcharge with a surcharge based on total boat area (length x width).</p> <p>To what extent do you believe this change would be more or less reasonable than the current licence fee structure?</p> <p><i>Please select one answer</i></p> <div><div><input type="radio"/></div><div>Much less reasonable</div></div> <div><div><input type="radio"/></div><div>A little less reasonable</div></div> <div><div><input type="radio"/></div><div>No more or less reasonable</div></div> <div><div><input type="radio"/></div><div>A little more reasonable</div></div> <div><div><input type="radio"/></div><div>Much more reasonable</div></div> <div><div><input type="radio"/></div><div>Don't know</div></div>
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Choose from 4 options		
<p>Would you support the Trust reducing or removing the current discounts for paying online, and using that additional income to help maintain the waterways or would you prefer the current discounts to be retained?</p> <p><i>Please select one answer</i></p> <div><div><input type="radio"/></div><div>I would prefer to keep the current discount for payment online</div></div> <div><div><input type="radio"/></div><div>I would prefer to reduce the current discount for payment online</div></div> <div><div><input type="radio"/></div><div>I would prefer to remove the current discount for payment online</div></div> <div><div><input type="radio"/></div><div>Don't know</div></div>	Select 'I would prefer to keep the current discount for payment online'	

Choose from 4 options regarding existing licence discounts		
<div><div>25% electric boat discount</div><div><div><input type="radio"/></div>Retain this type of discount</div><div><div><input type="radio"/></div>Reduce this type of discount</div><div><div><input type="radio"/></div>Remove this type of discount</div><div><div><input type="radio"/></div>Don't know</div></div>		

Blank box to suggest how CRT can raise funds		
<p>In your own words, do you have any other suggestions for how the Trust and boaters can work together to reduce the costs of managing and maintaining the network?</p> <div></div> <div><input type="checkbox"/> Don't know</div>	<p>Include the following points in the answer:-</p> <p>1. Stop wasting money on:</p> <ul style="list-style-type: none">- Safety zones- Corporate identity- 3rd party expenditures. <p>2. CRT can reduce costs by bringing the functions now outsourced to contractors (and done badly, work often having to be repeated and/or rectified) back in house.</p>	

<div>Choose to agree or disagree with the statement</div> <div>I am worried that the cost of boating in the UK may make it unaffordable for me in the near future</div> <div><div>Strongly disagree</div><div>Disagree</div><div>Neither agree or disagree</div><div>Agree</div><div>Strongly agree</div><div>Don't know</div></div>	<div>NOTE! The order of the following questions changes!</div> <div>Select 'Strongly Agree'</div>	

<div>Choose to agree or disagree with the statement</div> <div>The current licence fee represents good value for money</div> <div><div>Strongly disagree</div><div>Disagree</div><div>Neither agree or disagree</div><div>Agree</div><div>Strongly agree</div><div>Don't know</div></div>	<div>Select 'Strongly Disagree'</div>	<div>Based on how they currently spend money, it is not good value for money</div>
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Choose to agree or disagree with the statement

It is reasonable for the Trust to increase the boat licence to further support its work in caring for our waterways

Strongly disagree

Disagree

Neither agree or disagree

Agree

Strongly agree

Don't know

Select '**Strongly Disagree**'

<p>Choose to agree or disagree with the statement</p> <p>It is reasonable for the Trust to increase the boat licence to further support its work in caring for our waterways</p> <div>Strongly disagree</div> <div>Disagree</div> <div>Neither agree or disagree</div> <div>Agree</div> <div>Strongly agree</div> <div>Don't know</div>	<p>Select 'Strongly Disagree'</p>	

Blank box for any other comments for CRT		
<p>Thinking about the topic of the Canal & River Trust's boat licence fees, the Trust's financial challenges, and the proposed boat licence fee increases, do you have any other comments that you would like to pass onto the Trust?</p>	<p>Include any/all of the following points in the answer:-</p> <ol style="list-style-type: none"> 1. Challenging the basis of the consultation because CRT has not provided any evidence or figures to support its proposals or its allegations about boats without a home mooring, so can't agree to it 2. Boat licence is essential not luxury 3. Whatever happens CRT should conduct impact assessment 4. Asking poorest demographic to pay will not be fair 5. CRT should look at their spending on CEO pay, marketing gimmicks, surveys and logos first 6. Why pay more when basic facilities such as water taps, elsans and bins are not well maintained. 7. For CRT to try to recoup expenditure on making reservoirs safe by increasing our licence fees is blatantly unfair given that we are not responsible for the neglect and failure of Toddbrook Reservoir or for the Reservoirs Act 8. This survey should not be used as a referendum as this would allow a majority to override a minority in the interests of personal gain rather than in the interests of fairness. 9. It was CRT that changed its enforcement policy against boats without a home mooring in 2014-15 resulting in increased costs of enforcement and of supporting boaters without a home mooring 10. It is CRT's legal duty under the Equality Act that requires it to support boaters, and that includes all boaters, rather than increased costs being the fault of boaters without a home mooring 11. Hire boats and lack of maintenance do the most damage to the network 12. The lack of use of the waterways during the Covid lockdowns resulted in siltation and equipment failure, demonstrating that boats constantly moving around is a benefit to CRT 13. Challenging the proposal that licence fees have to rise at all over 10 years, given that over the past year we have already seen two inflation increases totalling about 10% 14. Challenging the proposal that licence fees have to rise over such a long period instead of a smaller one-off increase 	
<div data-bbox="98 751 134 788"></div> <p>Don't know / no comment</p>		

<div><div>Equal Opportunities questions</div><div>What is your annual gross household income range? Please note that your details will be kept completely confidential.</div><div>Please select one answer</div><div><div><div></div><div>Under £10,000</div></div><div><div></div><div>£10,000 - £19,999</div></div><div><div></div><div>£20,000 - £29,999</div></div><div><div></div><div>£30,000 - £39,999</div></div><div><div></div><div>£40,000 - £49,999</div></div><div><div></div><div>£50,000 - £59,999</div></div><div><div></div><div>£60,000 - £79,999</div></div><div><div></div><div>£80,000 - £99,999</div></div><div><div></div><div>£100,000 or more</div></div><div><div></div><div>Prefer not to say</div></div></div></div> <td><div>Regarding 'what is your annual gross household income range', feel free to put 'prefer not to say'.</div></td> <td><div>In fact anything that makes you feel uncomfortable in the equal opportunities questions, feel free to say 'prefer not to say'.</div></td>	<div>Regarding 'what is your annual gross household income range', feel free to put 'prefer not to say'.</div>	<div>In fact anything that makes you feel uncomfortable in the equal opportunities questions, feel free to say 'prefer not to say'.</div>
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