



Harbours Committee

Date: Wednesday, 9 December 2020
Time: 10.00 am
Venue: MS Teams Live Event A link to the meeting can be found on the front page of the agenda.

Note: The Quorum of the Harbours Committee shall be no less than 3 persons appointed to the committee but must in all cases be made up of a majority consisting of councillors.

Membership

Mark Roberts (Chairman), David Gray, Rob Hughes (Vice-Chairman), Louie O'Leary, Mary Penfold, Sarah Williams, Jim Clarke, Lee Hardy and Steve Pitman

Chief Executive: Matt Prosser, South Walks House, South Walks Road, Dorchester, Dorset DT1 1UZ (Sat Nav DT1 1EE)

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[Web link to Harbours Committee meeting to observe - 9 December 2020](#)

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AGENDA

Page No.

1 APOLOGIES

To receive any apologies for absence.

2 MINUTES

5 - 20

To confirm the minutes of the meeting held on 23 September 2020.

3 DECLARATIONS OF INTEREST

To receive any declarations of interest.

4 PUBLIC PARTICIPATION

To receive questions or statements on the business of the committee from town and parish councils and members of the public.

Public speaking has been suspended for virtual committee meetings during the Covid-19 crisis and public participation will be dealt with through written submissions only.

Members of the public who live, work or represent an organisation within the Dorset Council area, may submit up to two questions or a statement of up to a maximum of 450 words. All submissions must be sent electronically to denise.hunt@dorsetcouncil.gov.uk by the deadline set out below. When submitting a question please indicate who the question is for and include your name, address and contact details. Questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.

Questions will be read out by an officer of the council and a response given by the appropriate Portfolio Holder or officer at the meeting. All questions, statements and responses will be published in full within the minutes of the meeting. **The deadline for submission of the full text of a question or statement is 8.30am on Monday 7 December 2020.**

5 WEYMOUTH HARBOUR CONSULTATIVE GROUP MINUTES

21 - 26

To note the minutes of the Weymouth Harbour Consultative Group held on 10 November 2020.

6 CHAIRMAN'S REPORT

To receive a verbal update by the Chairman.

7 HARBOUR MASTER UPDATES 27 - 38

To receive the following updates by the Harbour Masters:-

- Weymouth
- Bridport & Lyme Regis

8 ENGINEERING UPDATE 39 - 44

To provide an engineering update for Weymouth, Bridport and Lyme Regis harbours.

9 HARBOUR BUDGET MONITORING 45 - 60

To consider the current position for the Harbour Revenue Budgets for Weymouth, Bridport and Lyme Regis Harbours at the end of October 2020 and the predicted position of the Harbour Reserves for 2020/21.

10 HARBOURS BUDGET AND FEES AND CHARGES 2021-22 61 - 84

To consider the budget requirement for the Harbour Revenue Budgets for Weymouth, Bridport and Lyme Regis Harbours for 2021/22 and beyond, including fees and charges for all harbours and the Asset Management Plan Improvements for Weymouth.

11 FORWARD PLAN 85 - 92

To consider the Harbours Committee Forward Plan.

12 URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes.

13 RENEWAL OF WEYMOUTH GIG ROWING CLUB LEASE 93 - 100

To consider a report by the Weymouth Harbour Master.

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DORSET COUNCIL - HARBOURS COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 23 SEPTEMBER 2020

Present: Cllrs Mark Roberts (Chairman), David Gray, Rob Hughes (Vice-Chairman), Louie O'Leary, Daryl Turner, Sarah Williams, Jim Clarke, Lee Hardy and Steve Pitman

Also present:

Cllr Ray Bryan- Portfolio Holder for Highways, Travel and Environment
Cllr Nocturin Lacey-Clarke - Lead Member for Environment, Travel and Harbours
Mr Alistair Clarke - Chairman of Weymouth Harbour Consultative Group
Mr William Heaps - Designated Person

Officers present (for all or part of the meeting):

Lara Aintree (Senior Lawyer - Regulatory), Ken Buchan (Head of Environment and Wellbeing), Claire Connolly (Finance and Admin Manager, Weymouth Harbour), Chris Evans (Finance Business Partner - Place), Keith Howorth (Weymouth Harbour Master), Matthew Penny (Project Engineer), James Potten (Communications Business Partner - Place), Karyn Punchard (Corporate Director for Place Services), James Radcliffe (Bridport and Lyme Regis Harbour Master) and Denise Hunt (Democratic Services Officer)

1. Apologies

No apologies for absence were received at the meeting.

2. Minutes

The minutes of the meeting held on 4 December 2020 were confirmed.

3. Declarations of Interest

The following declarations were made at the meeting:-

Councillor Louie O'Leary declared that his name had been put forward as liaison for a new group of harbour users and stakeholders and that he was currently awaiting confirmation of the legality of this role by the Council's Legal Department.

Councillor Daryl Turner declared that his brother held a commercial licence based at Lyme Regis Harbour.

Councillor Mark Roberts declared that his brother sat on the main board of Jacobs civil and structural engineers, who carried out coastal and harbour works around the country.

Councillor Rob Hughes declared that he ran a scuba diving school that chartered boats from different companies within the harbours.

Mr Steve Pitman declared that he was a member of Weymouth Sailing Club.

Mr Jim Clarke declared that his son had involvement in restaurants at West Bay and Lyme Regis and that he was an occasional user of both harbours.

4. Public Participation

Written questions were received from members of the public which were read out at the meeting. The questions and responses are attached as an appendix to these minutes.

Following reading of the public submissions, members asked about learning from complaints made by the Harbour Consultative Group (HCG) and was advised that all formal complaints had been investigated and responses provided. The learning had been fed into the report concerning the Terms of Reference for Harbour Consultative Groups to be considered later on the agenda.

5. Weymouth Harbour Consultative Group Minutes

The Chairman of the Weymouth Harbour Consultative Group presented the minutes of the meeting held on 26 February 2020.

6. Chairman's Report

The Chairman thanked the Weymouth Harbour Master, Keith Howorth, for his service during the past 7 years as he was shortly due to retire. He wished to formally record the Committee's thanks for his excellent job in ensuring a well-run and compliant harbour.

A new Harbour Master, Jamie Joyce, would join Dorset Council on 2 November 2020 with a handover period with the current Harbour Master taking place during early October. He thanked officers for including members in the recruitment process.

He also drew attention to the Weymouth Harbour and Esplanade Flood and Coastal Risk Strategy which represented a large amount of work to protect Weymouth for the future.

7. Harbour Master Updates

The two Harbour Masters gave their updates.

Weymouth Harbour

The Harbour Master reported that since the Covid pandemic, Weymouth Harbour had remained open as an essential service and had gone through several phases promulgated by Notices to Mariners. Weymouth slipway had

been one of the first to open on the south coast and had been far busier than usual. There had also been a significant rise in popularity of jet skis and paddle boarders. The number of visitors had gone down due to safety restrictions which meant that rafting (where boats tie up alongside each other) had not been permitted, however, this had been compensated in part by increased slipway activity and jet ski permits. The harbourside road closures would remain in place until 25 September 2020.

An update on the Harbour Revision Order (HRO) had been received that morning advising that the earliest time this could be laid before Parliament was in January or February 2021 due to the Covid pandemic and Brexit. A lease to the Rowing Club could be granted following approval of the HRO.

Additional points not covered in the report included:-

- removal of the railway lines running alongside Weymouth Harbour commencing in the Autumn with the removal of tracks along King Street and Commercial Road during October / November 2020. This would necessitate two-way traffic on Custom House Quay as part of the road diversions.
- consultation further to a request by Weymouth Sailing Club for use of an area of water that was not fully used for some additional pontoons.

A question was asked concerning quarantine and members were advised that home ports and contact details were declared on arrival at the harbour with foreign vessels regulated in conjunction with the Border Force. The number of foreign vessels was less than previous years.

Bridport & Lyme Regis Harbours

The Bridport & Lyme Regis Harbour Master outlined his reports and further updated the Committee that equipment for the pontoon anchor system at Lyme Regis had been bought and would be installed during 2021; and that a planning application for a storage building near to Ozone Terrace had recently been approved with construction taking place during the winter period.

Following the presentation members requested the following for future reports:-

- that waiting lists numbers were split on a private and commercial basis
- that all harbour reports followed the same template, similar to that used for the Bridport and Lyme Regis Harbour updates

A specific question was asked regarding the impact on the eco system of dredging to a greater depth at Lyme Regis.

The Harbour Master confirmed that depth surveys had been undertaken before and after the dredging activity but that the ecological impact had not been assessed on this occasion.

The Chairman highlighted that dredging had been delayed until July 2020 due to lockdown and would not normally be undertaken during the middle of the summer season. He suggested that the ecological impacts, including the deposit of resulting material could be discussed at a future meeting.

A further question was asked in relation to signage at Lyme Regis Harbour which, it was suggested, was too big and bright for the Grade 1 listed structure and also the high concentration of bleach used in cleaning the harbour walls.

The Harbour Master explained that installation of the signage followed a large number of incidents where people had fallen from the wall onto the surface of the cob or into the sea with subsequent feedback that the signage was not sufficiently clear. A pressure washer would be used to clean the harbour walls in future.

The Chairman explained that a balance needed to be sought between safety requirements and heritage and the need to ensure that the Council was not put at risk due to a lack of signage.

The Head of Environment and Wellbeing stated that further advice regarding signage would be sought with partners who had implemented interpretation signage along the Jurassic Coast.

Mr Jim Clarke made a general comment that the detailed reports blurred the sort of oversight and strategic position of the Committee. He provided examples of the loss of £200k income as a result of the pandemic and the near total collapse of community links at Weymouth Harbour as being significant, but not raised in reports during the last 6 months. He suggested that the structure of the update reports was reassessed going forward.

The Chairman stated that prioritisation could be looked at whilst being mindful that the Committee had a legal duty to receive these reports. The financial issues were covered in the budget monitoring reports to be considered as part of this agenda.

Noted

8. Engineering Update Report

The Engineering Projects Manager presented the report and in response to questions by committee members, he advised that the harbour wall along Westway Road in Weymouth would be included in future condition surveys and that work would continue with Highways as the wall was critical to the integrity of Westway Road.

A project engineer had recently been appointed for the remainder of the preparatory works for the Lyme Regis Environmental Improvement Scheme (Phase 5) in respect of The Cobb. The former West Dorset District Council had approved £1m towards the scheme and it remained to be seen whether this funding would still be available once a business case had been

developed. The scheme would be funded through capital funding by Dorset Council, Flood Defence Grant and Aid (FDGA) funding from the Environment Agency and a minor contribution by the Lyme Regis Town Council. Timescales for FDGA funding and an outline business case to the Environment Agency was 6 months to a year.

Members commented that the appendix to the report containing a Weymouth harbour wall location plan was helpful and should be included as a permanent appendix in future reports.

Members highlighted the need to keep this issue on the agenda in order to achieve the necessary project milestones and were informed that a firm timetable would be taken forward by the recently appointed Project Engineer and shared once available.

Councillor Ray Bryan, Portfolio Holder for Highways, Travel and Environment, highlighted the links to flood defences and praised the Engineering team for their work so far which had been excellent. There would be a need to keep the Committee informed on all aspects of this project given the impact of climate change.

On this point members highlighted that the relevant sections of the reports in relation to climate change and equalities impacts should be completed comprehensively in future. Further comment was made that the focus should be to bring as many boats as possible to Weymouth and prioritise economic growth in a deprived area.

The Chairman stated that there was a balance to be made that had been recognised within the Portfolio Holder areas.

Noted

9. Harbours Budget Out-turn 2019-20 and Monitoring 2020-21

The Harbour Masters presented a report setting out the year-end figures for 2019-20, the current position (as at end August 2020) and the predicted position of the Harbour Reserves for 2020-21 of the Harbour Revenue Budgets for Weymouth, Bridport and Lyme Regis Harbours.

Weymouth Harbour

The Weymouth Harbour Master stated that the budget outturn had been encouraging and highlighted the following points:-

- a favourable variance in budget outturn due to a review of the Asset Management Plan works and the deferral of a number of 2019-20 projects as well as delays of some work affected due to the pandemic.
- a review of premises rates assessments for buildings had been offset by water leaks identified on the peninsular during the past year due to old infrastructure
- a reduction in debt payments owed to the Council

- the predicted reserves would not cover the Asset Management Plan (AMP) in 2020-21 with the need to defer items once again. Commitments made included the demolition of the ferry terminal building and the Weymouth Quayside Regeneration Project.

The Harbour Master confirmed that there were no safety risks resulting from deferral of items and that a survey of the Melwey since the last meeting had not been as bad as expected and fully met the safety requirements following an assessment in July 2020.

Members asked whether extending the life of an asset was a short-term fix that affected viability.

The Harbour Master explained that the AMP had been ongoing for 7 years with an original estimation by officers of how long assets would last. Some deferrals had been made due to increased knowledge regarding lifespan rather than a short-term fix.

Further questions were asked by members in relation to utilising underspend for improved training for the Deputy Harbour Master, noting that the audit risk had been rated as medium and recognised that the Deputy Harbour Master should have increased delegations in future.

The Head of Environment and Wellbeing explained that plans were in place to look at staffing structures, part of which would look at the Assistant Harbour Master post and training requirements. However, there were certain restrictions regarding the movement of monies from one harbour to another due to a legal requirement which required that income from individual harbours remained ringfenced within that harbour operation.

Members asked why no reserve had been allocated for dredging Weymouth Harbour.

The Harbour Master responded that the harbour walls and dredging were capital projects that sat outside of operational funds. There had been limited dredging at Weymouth over recent years and this was an ongoing issue going forward, particularly as many vessels were greater than 2 metres depth.

Councillor Louie O'Leary stated that residual funding should be invested in projects that were of direct benefit to customers such as providing electricity on the pontoons. He also requested that harbour businesses were made aware when dredging took place to ensure that none were negatively impacted.

The Corporate Director for Place Services advised that dredging and funding of improvements would be developed through the Dorset Harbours Strategy with the financial implications considered by this Committee as part of the wider Dorset Council budget process. Major capital works would be subject to a separate capital bid in competition with other bids for Dorset Council funds.

Bridport Harbour

The Bridport and Lyme Regis Harbour Master presented the report, highlighting an overspend on staffing that was due to the costs of seasonal staff and a harbour mechanic who provided income by undertaking boat repairs.

An overspend had been incurred due to dredging of the outer harbour that was usually funded by the Environment Agency.

Lyme Regis Harbour

The Harbour Master highlighted an overspend due to staffing and also the cost of unexpected repairs to the harbour's Telehandler JCB which was due to be replaced in 2021.

Further to a question as to whether the Environment Agency was likely to fund dredging of the outer harbour at Bridport in future, members were informed that engineers were in early discussions with the Agency regarding funding of depositing the dredged material onto East Beach.

The need for a replacement plan for all harbour vehicles was highlighted and the Harbour Master advised that the JCB would be replaced in Bridport this year and Lyme Regis in the next financial years.

In response to a question regarding the staffing overspend despite a cost saving in a Harbour Master post, members were advised that this had been due to a recent increase in hours of the mechanic that would be included in the budget going forward. Additional seasonal staff had also been employed to cover vacant posts. The Lyme Regis Harbour Master position was currently under review.

The Head of Environment and Wellbeing provided some context that budgets brought across from previous councils were not always satisfactory in terms of staffing and therefore needed to be investigated. The car parks within the harbour estates should bring additional income into the harbour to mitigate the overspends.

Noted

10. Port Marine Safety Code Audits and Designated Person Reports - Weymouth, Bridport and Lyme Regis Harbours

The Committee received a report by the Designated Person (DP), Mr William Heaps concerning his initial Port Marine Safety Code (PMSC) Audit reports for Weymouth, Bridport and Lyme Regis Harbours, the role of the DP being to provide independent assurance about the operation of the Marine Safety Management System.

Mr Heaps explained that this was year 1 of a 3 year appointment with initial audits carried out in October 2019. The audits found that all 3 harbours had

systems in place to support the Port Marine Safety Code and contained recommendations for improvements.

He outlined 3 areas of the reports that were important.

- Legal background - harbours were statutory undertakings enabled by an Act of Parliament and therefore its legal powers were separate from Dorset Council powers. These powers were derived from ancient legislation and it was pleasing to see that the Harbour Revision Orders to modify those powers was now in progress.
- Accountability of the Duty Holder - the Harbours Committee was the statutory Duty Holder and the role of its members to ensure that navigation within the harbour was safe was separate from the responsibility as councillors. The interest of the Designated Person was to provide reassurance regarding navigational safety rather than commercial interests.
- A review of the separation of Navigation Risk Assessment from Health & Safety risk Assessments was recommended, particularly in Bridport and Lyme Regis Harbours.

Mr Heaps reported that some progress on the identified improvements had already been made during the past year, in the area of HROs and development of an incident reporting system that was already in use. He recognised that the pandemic had put extra work on staff and it came as no surprise that some of the business as usual activity had been impacted, however, he had been impressed with what had been achieved and continued. His plan during the course of the next 2 years was to attend and provide reports to Harbours Committee meeting and to be available for advice.

The Chairman thanked Mr Heaps for his reports and stated that the Committee would benefit from annual training on the Port Marine Safety Code. A recent virtual webinar offered nationally had been attended by some members of the Harbours Committee and information on future courses would be circulated to members of the committee. Mr Heaps stated that he was also available to deliver training.

Mr Jim Clarke, Independent Member, stated that all 3 harbours had done broadly well, but that Weymouth Harbour had been identified as a standard bearer of good practice which was a matter for congratulation to all staff at Weymouth Harbour. He felt that declassifying Bridport Harbour as a Competent Port Authority was significant issue that the Committee should address rather than preside over a change.

Mr Heaps stated that all three harbours were doing a lot of things well and that Bridport's classification as a Competent Harbour Authority enabled it to deliver a pilotage service legally should a pilot be required. Therefore, the necessary advice needed to be taken on this.

Proposed by Cllr Mark Roberts, seconded by Cllr Rob Hughes.

Decision- That the Port Marine Safety Code initial audit reports be accepted as a true reflection of the harbours' status against the Code.

Reason for Decision

Initial audits for each of the harbours have been completed by the Designated Person.

11. **Terms of Reference for the Dorset Council Harbours Consultative Groups**

The Committee considered a report setting out proposed terms of reference for Harbour Consultative Groups (HCG) in Weymouth, Bridport and Lyme Regis to address inconsistencies in approach to how they operated.

The Terms of Reference had been amended further to comments made during an informal session of the Committee in July 2020 and Councillor Louie O'Leary stated that the informal session had given the impression of a complete overhaul of the Harbour Consultative Groups that had not been reflected in the report. He asked how harbour users had been involved in developing the terms of reference for the groups and highlighted that the diving community had not been represented on the Weymouth HCG. He concluded that the review had not gone far enough and that the existing group was not fit for purpose.

The Head of Environment and Wellbeing advised that the proposed terms of reference was a hybrid of the existing 3 groups and that there was flexibility for the group to alter its membership in future. Representation had been discussed recently with the Weymouth HCG with the outcome that a dive shop owner would be substitute for traders on the committee. The new terms of reference extended an opportunity for substitutes to receive agenda papers and attend meetings giving a potential 24 members in attendance at meetings.

The Chairman proposed an open meeting facilitated by the Dorset Coast Forum to determine people's views on the Weymouth HCG, following which the Committee would be in a better position to determine the membership of the Weymouth HCG. He reiterated that flexibility of membership was already contained in the terms of reference.

Mr Heaps cautioned on the difference between consulting with harbour users in relation to navigational safety and on commercial grounds. There were many different models and good practice used around the country and he would be happy to point members and officers in the right direction.

Cllr Louie O'Leary proposed deferral of the report until the open meeting had taken place. This was not seconded, however, a similar view was expressed that any failure to consult in an appropriate manner was wider than membership and that best practice was key to engaging people

Other members were supportive of the recommendation in principle as the terms of reference provided a base line and on the basis that an open meeting took place with Weymouth harbour users regarding membership of this group.

Proposed by Cllr Daryl Turner, seconded by Cllr Rob Hughes.

Recommended

The Harbours Committee recommends to the Executive and Full Council that in so far as they have power to do so they agree and otherwise support, the proposed Terms of Reference for the Dorset Council Harbours Consultative Groups.

Reason for Recommendation

With the Committee's new responsibility for all of Dorset Council's Harbours it is timely that the Committee considers how the consultative groups will operate in the future, providing consistency across the harbours.

12. Harbour Revision Order - Bridport and Lyme Regis Harbours

The Committee considered a report that sought authority to prepare and submit a Harbour Revision Order (HRO) to the Marine Management Organisation (MMO) in order to consolidate and modernise the current local legislation relating to Lyme Regis and Bridport Harbours.

The Committee was advised that following cancellation of the Harbours Committee in March 2020, a joint draft application had been submitted together with a holding letter in order reduce costs and avoid a considerable expected fee increases for the MMO. Any further comments by the Committee on the legal aspects could be co-ordinated with the Executive Director - Place and the Portfolio Holder by way of a virtual meeting.

Proposed by Cllr Sarah Williams, seconded by Cllr Louie O'Leary.

Recommended

The Harbours Committee recommends to the Cabinet and Full Council that in so far as they have power to do so they agree and otherwise support:

1) An application being made to the Marine Management Organisation for a joint Harbour Revision Order in respect of Bridport and Lyme Regis Harbours to consolidate and modernise the current applicable legislation;

2) Delegated authority is given to the Executive Director of Place in consultation with the Portfolio Holder for Highways, Travel and Environment to determine the wording of the Harbour Revision Order based on legal advice and to undertake all procedures for the submission of the Harbour Revision Order to the Marine Management Organisation

3) A budget of £36,000.00 be allocated for this work to include the legal advice, the application fee and public notices. This may be split over 2 years.

Reason for Recommendation

To secure approval for the submission of a Harbour Revision Order to consolidate and modernise the local legislation for Lyme Regis and Bridport Harbours.

13. **Dorset Council Harbours Strategy Update**

The Head of Environment and Wellbeing gave a verbal update on the Harbours Strategy, covering the following points:-

- The Dorset Coast Forum (DCF) had been engaged to help develop the Harbours Strategy, with some delay in progress due to the pandemic
- 4 virtual workshops with stakeholders had been held - 2 in Weymouth, 1 in Bridport and 1 in Lyme Regis. Attendance varied with half of over 100 people registered participating in the workshops.
- Dorset Coast Forum and Dorset Council would be promoting questionnaires by direct mailing, publication in the Dorset Echo and social media. The DCF would provide outputs from the survey that would inform the development of a draft Harbours Strategy that would subsequently be consulted upon.
- The final Harbours Strategy would be recommended for adoption to Dorset Council by the Harbours Committee

The overall timeframe had been extended to take account of a number of informal committee sessions in order to work through the options with a final draft strategy expected in spring or early summer 2021.

Members highlighted the need to include people who were not online and to take account of working patterns during the consultation period.

The Head of Environment and Wellbeing stated that ideally this exercise would have included drop-in sessions and a way of doing this in line with the latest Covid regulations as well as posting questionnaires in response to specific enquiries could also be explored.

The Committee suggested that copies of the questionnaires were also made available in the Harbour Masters' offices, council offices and libraries.

Mr Lee Hardy, Independent Member, considered that the Harbours Strategy should take account of the harbours being an asset for Dorset as a whole and therefore wider Dorset residents should also be included in the consultation.

14. **Workplan**

The Committee noted its workplan.

The Chairman requested an item on marine safety to be scheduled for the meeting on 9 December 2020.

Further comment was made around progress against the improvement action resulting from the Designated Person audit reports that should be highlighted on the forward plan in future and the need for a capital bid for dredging if needed in the next 5 years.

15. **Urgent items**

There were no urgent items.

Duration of meeting: 10.00 am - 12.55 pm

Chairman

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Harbours Committee - 23 September 2020

Public Participation

Susan Boyd

Question 1 – To Dorset Council Harbours Committee Chair

The Weymouth Harbour Port Marine Safety Audit was conducted in October 2019 and released to Dorset Council in November 2019. One of the key findings was that the Weymouth Harbour Master did not keep a formal system for recording incidents or near misses nor was any analysis of such incidents undertaken. The appointed Designated Person recommended that an incident database is established at the earliest opportunity and backdated to report and analyse the most serious or significant incidents for at least the previous year. Has this retrospective report now been compiled and if so has it been shared with the Harbours Committee for review.

Response

Due to a number of other priorities and staff absences the Incident Reporting System has only recently been reviewed. The update has been endorsed by the Designated Person. The retrospective report has not yet been completed and so has not been shared with the Harbours Committee. This should be achieved by the December Harbours Committee meeting.

Question 2 – To Weymouth Quay Regeneration Project Office

The Weymouth Harbour Master's update of the Peninsular development for this Dorset Council Harbours Committee meeting on Sept 23rd 2020 states that the next steps for the Weymouth Quay Regeneration Project are to complete preparations for demolishing Building B (Former Departures Lounge on Quayside), and a full design for the Quay Regeneration and obtaining the necessary consents.

His update states that further details can be found at the following link:

<https://www.dorsetcouncil.gov.uk/business-consumers-licences/economicdevelopment/weymouth-quay-regeneration-project.aspx>

The information in the link provided has not been updated since November 2019. Please could the Weymouth Quay Regeneration Project Office provide to the Dorset Council Harbours Committee and Weymouth Harbour users an actual update of the status of this project.

Response

The project team have been working with an architect and stakeholders to develop a new and improved harbourside along the edge of the Peninsula. We now have a design that will help ensure the continued operation of the harbour, provide harbour

users with additional facilities along with improving the public realm. This will include;

- a new fish landing quay
- fishing compound area potentially with additional facilities including bait storage, and ice maker
- harbour authority facilities including office, toilets and showers, secure compound and boat & forklift shed
- Fuel facility and pontoon
- Additional pontoons
- Improved public realm
- Repair works to walls E (between Wall D just repaired and Ferry Berth) & 9 (Commercial Berth 1)

Old buildings will be demolished and the current secure area reconfigured alongside Commercial Berth 1 this will reduce the cost of maintenance for these redundant buildings and provide a less cluttered site.

Our plans have been delayed and amended due to Covid and other pressures, but we are now able to move forward with this scheme. The aim of these works is to help safeguard jobs and provide the opportunity for growth for businesses around the harbour. The improved public realm is intended to help encourage people to interact with our harbour and increase visitor numbers.

Richard Bright-Paul

It would appear from the minutes that no items or feedback from the Weymouth Harbour Consultative Group were brought forward for action by the Harbours Committee in the whole of 2019.

At September's Harbours Committee the Harbour Consultative Group chair reported no material items for feedback, commenting that the meeting was primarily being used by the Harbour Master as a briefing session. No action was taken by the Harbours Committee.

In November the Official Dorset PMSC audit noted that, unusually, the Weymouth Harbour Master felt "obliged to record and produce the minutes from each [Harbour Consultative Group] meeting himself". Clearly such a stance offers an unusual concentration of power over proceedings to filter negative feedback, but no action was taken.

At December's Harbours Committee nothing emanated from the Harbour Consultative Group with regards to the plan to relocate passenger boarding for the entire commercial fleet because these plans were never presented to it. At that Committee meeting the Weymouth Harbour Master refused, upon questioning, to provide details of the public consultation on this matter to the Committee. However, a widely supported public petition was lodged against the proposal leading Jim Clarke

to comment that there was clearly something deeply amiss with the consultation process. The chair noted the point, but no resulting action was taken by the Harbours Committee.

Following February's Harbour Consultative Group a Group member lodged a formal complaint having been shouted down for asking questions in the meeting. No action was taken as a result of this complaint.

The consultation process in Weymouth is clearly failing on multiple levels. Is the Harbours Committee not concerned that the failed Weymouth Harbour Consultative Group model is being rolled out, unaltered, to the other two harbours without the underlying issues having been in any way diagnosed or addressed?

Response

The Terms of Reference for the Harbours Consultative Groups are to be discussed at this meeting of the Committee. The aim of updating the Terms of Reference is to re-establish the purpose of the Consultative Groups and to provide consistency across the harbours where before the groups worked to difference terms. The new terms of reference outline the responsibilities of the group and its members and how the groups will work in the future. It builds in provision to reconsider membership of the group should the group determine additional representation is required, and also the requirement for administrative support for the group. It is envisaged that there will be a closer working relationship between the consultative groups other harbour stakeholders and the Harbours Committee going forward as important pieces of work such as the new Harbours Strategy are delivered.

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Weymouth Harbour Consultation Group (WHHCG)
Tuesday 10 November 2020 (Teams, 19:00-21:00)

Present		
Dave Brown	DB	Dorset Police
Ken Buchan	KB	Dorset Council
Dave Caddy	DC	Harbour Traders Representative (shoreside traders close to harbour)
Alistair Clarke	AC	Chair, Harbour Consultative Group – Boatfolk
Kathy Claydon	KC	Inner Harbour User Representative
Claire Connolly	CC	Finance & Admin Manager Weymouth Harbour
Tim Day	TD	Clubs Representative (Sailing/rowing/angling/leisure clubs with vessels)
Roan Doyle	RD	Dorset Police
Mary Harris	MH	Harbour Traders Representative (substitute)
Alice Higgins	AH	Leisure Weymouth Beach Users Representative (swimmers/board/kite/personal watercraft/paddle boarders)
Cllr Colin Huckle	CH	Elected Member Weymouth Town Council
Cllr Rob Hughes	RH	Dorset Council Elected Member and Vice Chair Harbours Committee
Jamie Joyce	JJ (HM)	Weymouth Harbour Master
Becky McGowan	BM	Harbour Admin Bridport & Lyme Regis (Note Taker)
Jamie Pullen	JP	Charter Boat Representative
Cllr Mark Roberts	MR	Dorset Council Elected Member and Chair of Harbours Committee
Andy Sargent	AS	RNLI Representative
Terri Studley	TS	Commercial Fishermen Representative

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

No apologies for absences where received.

Individual introductions from all attendees.

2. DECLARATIONS OF INTEREST

None

3. MINUTES AND MATTERS ARISING

JP – Queried whether previous questions he raised to the Group and the answers had been circulated to the group and Harbours Committee members.

MR - Responded, the questions had been circulated to committee members however this had not yet been discussed as a separate item as no questions had arisen from the answers provided.

4. WEYMOUTH HARBOUR UPDATE

JJ – Took this opportunity to introduce himself to the group and provided some background information of previous experiences. Jamie has completed his first week as Weymouth Harbour Master (HM) and expressed, “I feel very fortunate to be appointed to the Weymouth Harbour Master position and to be working with an exceptional team.

I would like to build on the hard work that yourselves and Keith have completed and continue to operate Weymouth as a safe and efficient harbour. I look forward to the opportunity to work with you all and gain the benefit of your expertise and knowledge. In the meantime, and for the future, please feel free to come into the office and discuss any concerns, new ideas or experiences”.

5. HARBOURS STRATEGY UPDATE AND GROUP INVOLVEMENT

KB – Gave thanks to all members for their participation in the virtual Harbour Strategy workshops and promoting the strategy surveys. Weymouth held 2 meetings and 1 each for Bridport and Lyme Regis. Registration was high for attendees of the virtual workshops, but attendance at the workshops relatively low in comparison with around 50 participants. However, there has been in excess of 500 responses to the survey. Dorset Coast Forum (DCF) officers are currently in the process of analysing surveys which hold detailed responses, to filter key points and early priorities for Committee discussion. Next, a sub-group from the Harbours Committee will help draft priorities which the Harbour Consultative Group will help to 'sense' check and give their feedback before they are put out for public consultation. All returns will help draft the Harbour Strategy. Once in place, further consultation with the Harbour Consultative Group and Harbours Committee will be held and the Strategy finalised. Timeline, looking at next Spring/early Summer.

Action: DCF officers to set up some informal sessions for the Harbour Consultative Group to help with Strategy development

6. CONSULTATIVE GROUP TERMS OF REFERENCE

KB introduced this agenda item – This is AC's last meeting as chair of WHCG, another representative from Boatfolk (formerly Dean & Reddyhoff) will take AC's place on the group, but a new Chair of the group will be elected at the next meeting of the Consultative Group and information will be sent out following this meeting regarding how this process will work and how nominations can be made.

With a change in the Consultative Group Chair, the Harbours Committee Chair (Cllr Mark Roberts), a new Harbour Master for Weymouth and comments around the Terms of Reference and the Consultative Group made at the last Harbours Committee, this would seem like an appropriate time to discuss how the group operates. The role of the Dorset Council Harbours Consultative Groups is

- To be the primary consultative body on all matters that substantially affects the management, maintenance, improvement, conservation, protection, and regulation of the harbours
- To highlight safety issues with harbour users and promote safety policy and improvements onshore and afloat
- To make recommendations to the Harbours Committee and Harbour Masters on the operation of the harbours
- To co-ordinate consultation and community involvement in the development of the harbours
- To provide an opportunity for the sharing of information between the harbour management and the harbour users, local community and visitors
- To provide a channel of communication on urgent issues to the Harbours Committee and Harbour Masters

KB – Put forward some questions to the group;

Do you feel the Consultative Group works in its current format?

Could anything be improved in the way it operates in order to feed back to Harbours Committee?

Do you feel you have the support you need to harvest that information from the users you represent and gain feedback? Is there any support that we could provide to assist with this?

Responses;

AS – Prior to the group running with a restricted membership personal views and self-interest caused conflict instead of working together as a group. To keep a restricted group will allow for better group working and support for each other's sector.

JP – Has been standing within the group for some time and feels that there is consistency as a group, however, expressed others should also have the opportunity to sit in the group for broader input.

JP – Asked how many group members have emailed constitutes for discussion to their members and do their members know who they should be emailing? He expressed representatives should be sending the agenda and minutes to their members for further reach within the Harbour for feedback.

TS – Welcomed the new Harbour Master, and explained he communicates with around 30-40 people in Weymouth and Portland association, (Fishermen) and picks out who is best to discuss issues or requests if there is anything anyone wants himself to discuss within the meeting.

TD – The consultative group is about being cooperative, perhaps people are confused about the role of the Consultative Group and the level of issues the group should be concerned with. Many issues can be resolved by Heads of Clubs and other members. The Consultative Group is not perfect, but it does work.

KC – As an inner Harbours representative, anything important would be circulated however, the lack of contact information available to her made communication difficult.

JJ – Suggested putting KC's and other representatives contact details on the harbour website to better promote the representatives and the HCG in general.

Action: Explore Consultative Group Members contact details being put on the Harbour website - JJ/CC/BM

MR – stated the group are his “eyes and ears” via him things can be fed into the appropriate channels in Dorset Council, even subjects such as pedestrianisation. He can communicate and provide information to appropriate officers and Cabinet members across Place services. JP's points are welcomed and will be discussed more fully in the future. Committee will discuss issues and views on all points. Please do discuss any issues initially with JJ as it could be that they can be resolved by the Harbour Master.

JP – Expressed the need for Committees to work side by side to prevent distrust as new people emerge within the groups. Key point going forward would be for everyone to have a clean slate and build up trust and allow free flow of communication.

AC – Asked that any feedback on how to improve methods of communications between HCG members and the people they represent would be welcomed and to liaise with KB on any ideas.

JP – Previous Harbour Committee meeting, MR mentioned public meets for free flow of information, for example public meets on YouTube channels. Is this something still in thoughts of going ahead?

KB – Asked, do the group members think it will be beneficial for sectors to have regular open meetings, 2-3 times a year? Currently in discussion with HM of how it would work.

Further discussion was held around communication between the group members. It was agreed that the Harbour Master should hold meetings with associations initially to build up new relationships and in the meantime for associations to bring any issues to HM attention.

KB – In the future the Consultative Group will work a little differently with regard to its administration, questions submitted in advance would now go to the Chair of the HCG not the Harbour Master and the minutes will be recorded by a business support officer. The group should work somewhat independently of the harbour office with the Harbour Master and other Dorset Council officers attending in a support capacity to answer questions and provide updates. The group should have the freedom and independence to present issues to the Harbours Committee.

MR – there are new people involved in the Harbours Committee who are keen to get all opinions and for things to be taken to the appropriate level.

KB – Suggested upon easing of Covid restrictions, next spring, to think about larger get together of harbour users for example in the ocean room at the pavilion.

JP – Responded, careful of constituencies, might be free for all? Perhaps section down to a smaller scale, angling club for instance for location, perhaps 40-50 so everyone can be heard. Also suggested a representative from the Working Harbours Association join the Harbour Consultative Group to help spread information to other groups. Suggested involvement from police to include everyone.

DB – Suggested the Harbour Watch Panel (Currently up and running well in Poole) could be a way forward and proposed KC to lead? KC added meetings targeted on particular groups are more valuable as you can get more out of it.

JP mentioned the Working Harbours Association which had just been established and does not currently have a representative at the HCG. The group has a significant number of members. Members of the HCG discussed whether this should be re-considered. JP expressed the need for someone else to take on some work due other commitments during busy periods. It was suggested that substitutes are added to the mailing list to provide some support and to take on some of the workload.

TD - Clarification of the Working Harbours Association is needed. What is the general makeup and terms of reference? A proposal would need to be submitted to Harbours Committee with the mandate for the group, make up and cause. Are they single focus or do they support wider issues.

AC – suggested that a proposal from Working Harbours Association could be presented at a later date to allow Covid issues to ease and the new HM to settle in and get to know his surroundings. To get it started it was suggested the HM liaise with each association and discuss voice of constituency. HM requested that each association email him with dates of their meetings so that he can arrange to attend.

Action: Associations to email dates of their meetings so the Harbour Master can arrange to attend.

Action: JJ to set up introductory meetings with HCG representatives and other harbour users.

TS supported this and agreed that things should be allowed to settle with the new HM in post.

There was an overall agreement that it would be appropriate to let things settle down for a few months but to keep this topic as a live issue.

MR – Suggested either himself or another member of Harbour Committee could be present to hear views or HM could bring views to the Committee, but questioned whether people would express views more openly without a Cllr being present. The important thing is that people feel free to express their concerns openly.

JJ – At the meetings it would be important to set the scene around any issues giving some background to understand the problems and possible remedial actions. These can then be taken away and allocated to an officer to investigate within a defined timescale to report back to Committee.

A discussion was held around representative substitutes. It is now within the terms of reference, substitutes are to receive meeting agendas, previous minutes and invitations to the consultative group meetings.

Future meeting invitations and added agenda requests will be sent by Becky McGowan. The Chairman will take on future requests or questions to be added to the agenda.

On another topic, JJ mentioned that following on from the recent MCA Waste management audit, the Harbour office will be sending out questionnaires to HCG members, asking for their feedback about the facilities and assets that the harbour provides and if they feel these are adequate.

7. ITEMS FROM MEMBERS

TD - 1. WSC is applying via HM to MMO for licence to extend the squib pontoon outside the clubhouse.

2. Are there any start dates or plans for start of flooding defences? Concerns over potential impact for access to WSC/WRC.

HM to apply for MMO permission to do works on lower squib pontoon. It is proposed to replace 2 piles by the lifeboat and another pile further down the river and put a pontoon on the dead water area. JJ said we are now awaiting approvals for this work from the Environment Agency and MMO, who were sent the relevant paperwork this week. They have confirmed receipt of the paperwork.

SG asked for clarification that the proposal would not block the ferry – this was confirmed.

KB – Flood defence and harbour wall works, some scoping investigative work has just started next to Nelsons Wharf and Nothe Parade, consultation will be starting soon. It will be beginning of next year before any major works start along that wall. Engineer's consultation will discuss concerns which will be passed on to Committees.

KC - 1. I would like to raise the issue of the date when the harbour goes into 'winter mode', at present September 15th. I believe this is too early to stop the 20.00 bridge and to remove harbour pontoons.

Feedback from visiting yachts has expressed it is too early to reduce access to inner and main harbour. The Harbour Master explained that the pontoons will always be removed based on predicted weather to prevent damage.

The team are considering the proposal regarding the bridge times and will come back to the HCG with further information.

8. ANY OTHER BUSINESS

TS – Asked what was happening on the development for fishing side on peninsula?
KB – Responded, the wider plan has recently gone through some changes, but the proposed harbour related developments are still ongoing, and plans are being developed. With the changes and effects of Covid it has delayed engagement with the architects. The original completion date was March 2021, but there is acceptance from the funder that projects are likely to have been delayed by Covid.

The RNLI shed works commenced Monday. Looking at 3-4 months before completion.

RD – Gave a police report update. There were limited calls in Weymouth but if anyone knows of incidents that have occurred, they should be reported to the police.

The Sailing Academy reported a bike stolen in October 20.

A bottle was thrown and damaged the windscreen of a charter boat tied up on the pontoon at Customs House Quay.

DB – Reported crime in Dorset throughout Covid has reduced. There is usually a spike around this time of year but feels it's due to more vessel use by owners. There had been fewer boats stolen from land and taken out of county. Theft of fuel, the latest crime was in Weymouth and jet ski issues have subsided.

AS – Asked if there was an opportunity to discuss road closures and how they have affected us.

KB- Responded, this sits within a wider consultation, highways within DC. KB is unsure of plans if any for next year. Criticism had been received due to lack of consultation on that. We will provide an update in February's meeting after speaking with highways. MR to discuss with Cllr Ray Bryan and feed through for comment.

DC – Raised a safety point regarding lack of lights on pontoons by Commercial Road.

JJ – Noted and will investigate.

Thanks were expressed by the group to AC for his commitment and hard work being the Chairman of the Group over the last few years.

9. DATES FOR FUTURE MEETINGS

Harbour Consultative Group - 17 February 2021

Harbours Committee – 9 December 2020, 17 March 2021

Weymouth Harbour Report

Harbours Committee
9 December 2020



Jamie Joyce,
Weymouth Harbour Master

Weymouth Harbour Statistics as at 31 October 2020

	2017	2018	2019	2020 To Date
Number of Marina berths let (out of 413)	299	263	254	261
Number of Commercial berths let (out of 106)	89	86	83	84
Number of Visiting Boats Nights	4,942	4,646	5,126	1,597
Number of bridge lifts	1,155	1,226	1,105	835
Number of vessels transiting bridge	6,259	6,801	6,026	5,958
Number commercial visiting fishing vessels	317	309	209	225
Slipway income (£)	5,451	6,357	6,168	15,816
PWC income (£)	1,946	3,340	3,454	6,487
Number of acts of Pilotage	14	2	8	0

- Number of Marina berths let out is reflective of October numbers in summer the number of berths let out was 313.
- Number of visiting boat nights and bridge lifts are a direct effect of Covid-19 and lockdown restrictions
- Number of commercial visiting fishing vessels has decreased from 2018 as two large fishing vessels, representing a large number of visits, decided to take up an annual berth.
- The increased income from Slipway and PWC permit sales is considered to be the stay-cation effect caused by COVID.

Harbour Staff

- Harbour Master – Jamie Joyce
- Finance and Admin Manager – Claire Connolly
- Moorings Officers – Rebecca Mustoe, Sarah Johnston
- Promotions Officer – Karen Hood
- Admin and Finance Officer – Corrina Briggs
- Berthing Officers: Simon Powell, Jan Ridd, Stuart Johnson and Karen Womack
- Facilities Attendant / Bridge Assistant – Jackie Blackwell
- Port Facilities Security Officer – Garry Smart

- Port Operatives – Peter Drage, Rob Long

Current situation

- Jamie Joyce was appointed as the Weymouth Harbour Master on the 2nd November and took over on this date from the outgoing Harbour Master Keith Howorth.
- The COVID restrictions have seen a decrease in the number of visiting boat nights through initial restrictions of vessels being unable to raft together during the summer period and during the second lockdown, recreational visitors have been prohibited.
- The 5th of November COVID restrictions have also reduced the number of bridge lifts and usage of the slipway owing to government restrictions in travel.
- The requirement for seasonal staff during the summer season has been significantly reduced due to these restrictions.
- Seasonal staff have been required to cover long term sickness of full-time members of staff and this will continue until January 2021. Coverage required on average is one member of seasonal staff for two days per week.

Port Marine Safety Code:

Safe and efficient port marine operations:

- No further incidents or accidents to report.
- Incident Management database has been updated.
- Investigations underway to establish if Weymouth Harbour Website is able to host an automated Incident Management System.
- Following a long-term dialogue with the Health and Safety Executive, Custom House Quay area has been risk assessed in consultation with Dorset HSE and Highways with regard to the risk of public falling from Harbour wall. A scope of works has been established to ensure pathways are level then clearly marked as commercial activity areas with supporting educational signage, which will be completed by March 2020. The works coincide with the track removal project and therefore the cost of levelling and painting is included within this project.

Open Port Duty:

As a consequence of the Government National Restrictions commencing on the 5th of November for Coronavirus, the following changes to operations have been applicable in Weymouth Harbour in line with government guidance: <https://www.gov.uk/guidance/new-national-restrictions-from-5-november>

- No visitor requests accepted during this period.
- Commercial vessels may continue to operate subject to the criteria for essential work.

Conservancy:

Survey of Harbour waters have taken place and included multibeam (full density soundings) and side scan sonar (subtle feature/ debris object detection). This will provide normal survey data with additional information:

- Depth change colour banding to 1m intervals exactly.
- Check the position of the marina pontoons.
- Add berth names etc. through the harbour

Environmental Duty:

- Oil Spill response refresher training took place on November the 18th, following a COVID compliant course structure and involved members from both the Harbour, Boatfolk Marina, Weymouth Town Council Beach and Parks teams.
- MCA audit of the Weymouth Harbour Port Waste Management Plan took place on Monday 9th November, this encompassed both Weymouth Harbour and Boatfolk Marina Audit feedback was complimentary and all aspects of the waste management plan were compliant.
- To enhance the Waste Management Plan, questionnaires have been sent out to consultative committee members to seek feedback on current procedures and customer feedback forms have been amended to include feedback sections on waste management.

Weather:

- Weymouth harbour has fared well throughout this reporting period.

Harbour Works

Peninsula Development

The Weymouth Quay Regeneration Project covers the quayside from No.1 Berth to the Ferry Steps. The project is supported by £3.8M from the Coastal Communities Fund, which has to be spent by the end of March 2021. Works have already commenced with the demolition of the Terminal Building (Building A) and resurfacing the area for car parking, demolition of the Ferry Steps Building and repair of Wall D (Ferry Steps).

The wider development of the Peninsula is under review as part of a further assessment of the Council's key development sites in Weymouth town centre.

The next steps of the Weymouth Quay Regeneration Project are to complete preparations for demolishing Building B (Former Departures Lounge on Quayside), a full design for the Quay Regeneration and obtaining the necessary consents.

Harbour Walls - Wall D (Ferry Steps)

See Engineering Report.

Knights Brown have completed the repair to Wall D (Ferry Steps). The Wall D pontoons were modified to fit the new wall layout in time for accepting visitors on the 4th July.

RNLI Weymouth Inshore Lifeboat

The new larger Inshore Lifeboat will be housed in the existing boathouse, which will be modified slightly. Works commenced on the 9th November.

Weymouth Sailing Club

Weymouth Sailing Club, self-funded Proposal to improve the use of the water in front of the Sailing Club, due to the current piles reaching the end of their working life (25 years). Ideally this would be commenced in spring 2021, subject to approvals, taking approximately two weeks to complete and have a working life of 25 years. This work will be carried out by a contractor whom is yet to be appointed.

The project to replace this infrastructure will be kept within the original footprint of the current location, which would ensure access for the rowing ferry. These works would represent significant enhancement and improvement to the safe access of this facility.

There is an application, both with the MMO and Environment Agency to review and grant licences for this proposal.

Harbour Revision Order

Authority was given by the Statutory Harbour Authority (Full Council) on 22nd February 2018 to prepare and submit a Harbour Revision Order to the MMO in order to modernise and consolidate the current dated legislation relating to the Harbour operations.

The latest estimate for approval of the HRO is 21st January 2021 (although this remains subject to change due to COVID/Brexit). If this happens the HRO would come into force circa one month later.

If and when the HRO is approved, work will commence on defining the Directions.

Maritime and Local Events

Most events for this year were cancelled due to COVID restrictions and national lockdown.

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Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Committee
09 December 2020



James Radcliffe
Bridport (West Bay) Harbour Master
Lyme Regis Interim Harbour Master

Bridport Harbour Statistics as of 31 October 2020

	2017	2018	2019	2020 To Date
Season Tickets	98	118	108	74
Single Launches	513	415	454	504
Visiting Boats Nights	136	138	183	67
Boat Lifts (New 2018)		62 £8,804	76 £9,463	39 £4739.96
Quay Side Parking	£3,690	£4,566	£6,015,42	£5,600
Shop (New 2018)		£7,917	£21,042.01	£12,870.22
Diving Air Fills	£19,455	£18,352	£15,522.68	£11,838.34
Boat Repairs (New 2018)		£411	12,517.06	£4,999.58
Waiting List – Private/Leisure Commercial	36	40	14	31 6
Private Moorings	141	141	139	139
Commercial Moorings	22	22	25	25

- Season tickets have remained lower compared to normal mainly due to the shortened season. Daily launch fees have increased, this would be normal when seeing a decrease in season tickets. Quayside parking is lower than last year but remains well used.
- The shop and boat repairs service are lower than this time last year and is down to the Covid situation. The shop remained closed during the first lockdown and the intake of repairs has been low with no one going to sea.
- The diving air filling station has been very quiet with the recreational divers this year with very few clubs using the harbour. Commercial usage has seen an increase and even with lockdown commercial Scallop divers were still working.
- Private and commercial moorings remain near capacity with a good number on the waiting list they should continue to do so.

Lyme Regis Harbour Statistics as at 31 October 2020

	2017	2018	2019	2020 To Date
Season Tickets	51	63	39	54
Single Launches	165	180	217	213
Visiting Boats Nights	210	340	223	185
Boat Lifts	68	75	76 £11,248	42 £5162.85
Quay Side Parking		£250	£4,066	£4793.33
Waiting List – Private/Leisure Commercial	28	20	28	32 11
Private Moorings	206	208	177	182
Commercial Moorings	36	36	37	34

- The season ticket numbers have increased and single launches are similar to last year. This is down to a better understanding of harbour fees and increased staffing hours.
- The boat lifter remains well used although the end of year use is predicted to be down because not all mooring holders' boats went in this year.
- Quayside parking is for harbour user's to park on the slipway area and has proven to work well with more harbour users now knowing it's available.
- Private moorings increased slightly compared to last year but spaces still remain vacant. More advertising is planned to promote the harbour.
- Commercial moorings remain at capacity.

Harbour Staff

Bridport

- Harbour Master – James Radcliffe
- Assistant HM – Ben Harvey
- Harbour Engineer – Ben Renshaw
- Seasonal Assistants - John Hilton and John Penny
- Harbour Admin – Becky McGowan

Lyme Regis

- Harbour Master – James Radcliffe(Interim)
- Assistant HM – Mike Higgs
- Seasonal Assistants - Rich Quint, Philip Noakes and Rosa Parkin
- Harbour Admin – Becky McGowan

Current situation

Both harbours have worked well with staff working across both areas.

All the seasonal staff have now finished for this year.

Ben Harvey and Mike Higgs will now start to work together across the harbours on a winter maintenance programme.

Harbour Works

Lyme Regis

Harbour and Fishermen's storage building:

- Planning has been approved.
- Finances have been agreed.
- Detailed plans are now being drawn up by our in house team
- We hope to have contractors on site in the New Year for a March completion.
- We are working with Blue Marine Foundation to assist and accommodate the Fishermen.

Slipway extension and repairs:

- An application to the MMO has been submitted.
- A planning application has been submitted and is due to be considered by DC planning committee in Dec/Jan
- Our in house teams will be working towards having detailed plans drawn up for contractors to tender ready for approval so work can commence to have the project completed ready for the 2021 season.

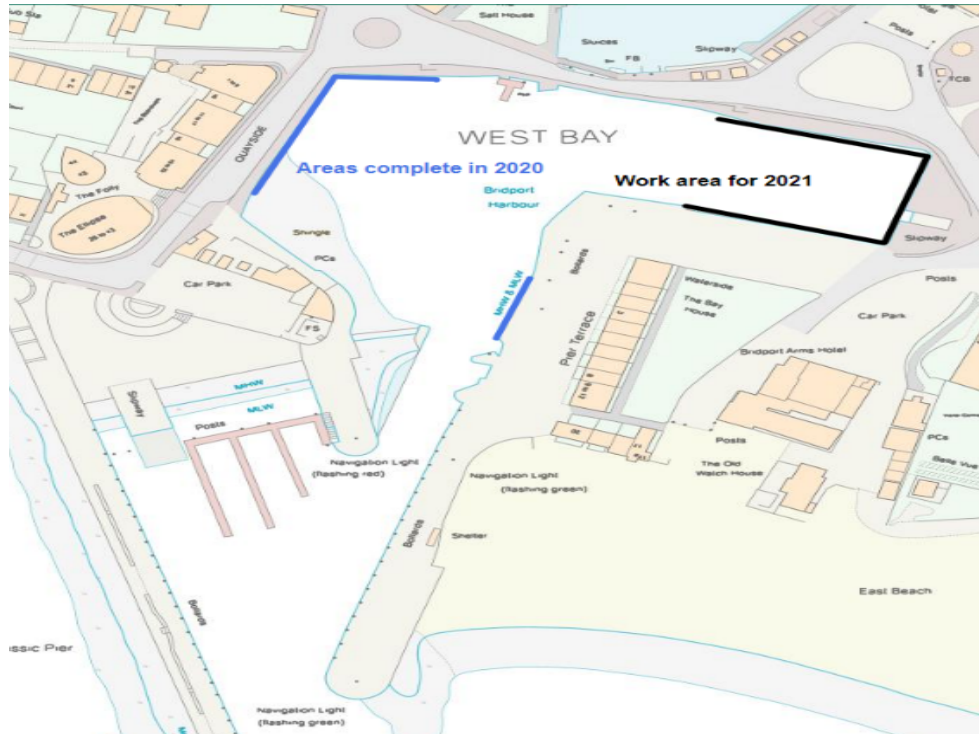
Harbour Office/Chandlery shop

- A planning application has been submitted for retail use of part of the current office space to convert it to a similar use at Bridport.
- The area will be used to stock similar items to Bridport.

Bridport Harbour

Timber piles:

- Following work from last February the second phase of installing piles in the East Basin will take place in the New Year.



- Timber piles have been purchased.
- Finances for 20k of the work has already been budgeted for.

Diver air station building

- Planning permission was granted earlier this year for a new permanent building for the diver's air station.
- Detailed plans will now be drawn up.
- Funding sources now need to be explored. (currently some grants are being looked into)
- The intention will be for the room to be multi use and use part of it as a stock room for both harbour shops giving us better buying power and increased income.

Accidents and Incidents / PMSC Issues

- There have been no incidents or PMSC issues to report

Maritime and Local Events

Events this year with the exception to the power boat racing were all cancelled.

It is expected that the Boxing Day Swim at Bridport and the New Year's Day Lunge at Lyme will also be cancelled.

Bookings continue to come in for next year with the hope they can continue.

Harbours Committee 9th December 2020 Engineering Update

For Decision

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): Cllr M Roberts (Chair of Harbours Committee)

Executive Director: J Sellgren, Executive Director of Place

Report Author: Matthew Penny
Title: Engineering Projects Manager
Tel: 01305 252290
Email: matthew.penny@dorsetcouncil.gov.uk

Report Status: Public

Recommendation: To note the report.

Reason for Recommendation: For information report.

1. Executive Summary

The purpose of the report is to provide an engineering update, for all three Dorset Council harbours, to Harbours Committee.

2. Financial Implications

There are no financial implications arising from this report. All works described are within allotted budgets.

3. Well-being and Health Implications

Repair and renewal of harbour infrastructure aids commercial and recreational activity that is both marine and land-based.

4. Climate implications

The regular maintenance and repair to engineering assets is beneficial to their remaining life expectancy and therefore has a lower impact upon the climate than replacement schemes.

Where future replacement schemes are required, the climate impact will be described in more detail within the committee paper for the respective scheme.

5. Other Implications

The regular maintenance and repair to engineering assets is beneficial to their remaining life expectancy and therefore is a sustainable approach to the management of engineering assets.

Where future replacement schemes are required, the impact upon sustainability will be described in more detail within the committee paper for the respective scheme.

6. Risk Assessment

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

7. Equalities Impact Assessment (EQiA)

An EQiA is completed for all relevant engineering work that may impact upon people including for those schemes described below. Therefore an EQiA was not completed for this committee paper. This approach was agreed with a council equalities officer.

8. Harbour Engineering Update

8.1 Lyme Regis Harbour:

Dredging:

Completed following delayed start due to Covid-19.

Inspections:

Completed for 2020. No significant concerns identified.

Repairs:

We are monitoring and anticipate that a few patch repairs to surfaces at the Cobb will be required.

Lyme Regis Environmental Improvement Scheme Phase 5 (The Cobb):

We have re-engaged Consulting engineers, who worked on the preparatory works for the scheme prior to it being put on hold, to restart work.

We are currently undertaking a review of the design elements to ensure the objectives of the scheme will still be met. This includes discussion with key

stakeholders. We are aiming to have the flood defence grant-in-aid business case ready to submit by March 2021.

Key Milestones:

Task	Programme
Design development & Business Case production	Now – March 2021
Stakeholder engagement	Jan 2021 – end of works
Permits and Licences determination period	Spring - Winter 2021
Proposed Construction start	Autumn 2022

8.2 West Bay Harbour:

Dredging:

Completed following delayed start due to Covid-19.

Inspections:

Completed for 2020. No significant concerns identified.

Repairs:

We have appointed PCRM Consultancy to investigate and assess the walkways/walls around the eastern basin at West Bay. They hope to start December/January.

8.3 Weymouth Harbour:

Inspections:

Are underway and intend to be complete by early December.

Capital Remedial works (see location plan in appendices):

Harbour Wall D Strengthening works (East End of Custom House Quay):

Works are now complete except for very minor defects. Ferry step lighting is outstanding and we are discussing with our contractor a suitable design.

Harbour Wall C (Slipway Nothe Parade):

Site Investigations are due to commence in January and they will include trial pits on the road at Nothe Parade. Partial closure of Nothe Parade to vehicles east of Nelson's Wharf will be required. Discussions with stakeholders are underway.

Key Milestones:

Task	Programme
Site Investigation works	January 2021
Design Period	February-March 2021
Stakeholder Engagement	October 2020 – end of works
Permits and Licences determination period	January-May 2021
Construction Works Start	October 2021

Harbour Walls E&9 Repair Works (Peninsula):

Site Investigations are due to start this month and local stakeholder engagement will commence soon.

Key Milestones:

Task	Programme
Site Investigation works	November – December 2021
Stakeholder Engagement	November 2020 – end of works
Design Period	January 2021
Permits and Licences determination period	December 2020 - March 2021
Construction Works Start	March 2021

Harbour Walls F&G monitoring (Peninsula):

Data collected so far has been analysed by JBA Consulting and they have concluded that there has been no significant movement since the start of the monitoring in August 2019.

9. Appendices

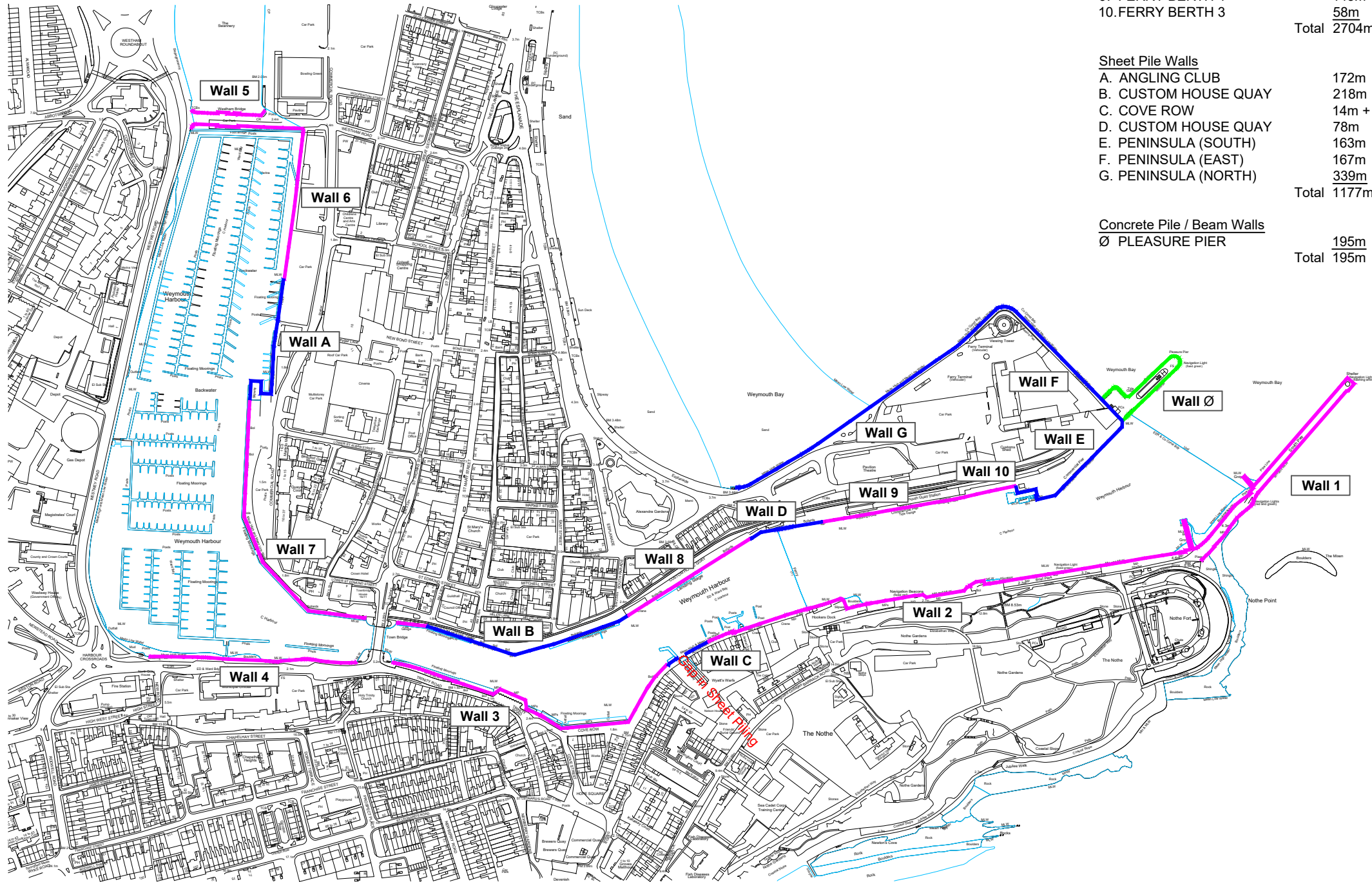
Weymouth Harbour Walls Remediation Project Wall Location Plan

10. Background Papers

None.

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.



Wall Reference / approximate length in metres (m)

Reinforced Concrete / Masonry Walls	
1. STONE PIER	583m
2. NOTHE PARADE	527m
3. TRINITY ROAD / COVE ROW	338m
4. NORTH QUAY	214m
5. WESTHAM BRIDGE	84m + 121m
6. WEYMOUTH MARINA	157m
7. COMMERCIAL ROAD	299m + 31m
8. CUSTOM HOUSE QUAY	149m
9. FERRY BERTH 4	143m
10. FERRY BERTH 3	58m
Total	2704m

Sheet Pile Walls	
A. ANGLING CLUB	172m
B. CUSTOM HOUSE QUAY	218m
C. COVE ROW	14m + 26m
D. CUSTOM HOUSE QUAY	78m
E. PENINSULA (SOUTH)	163m
F. PENINSULA (EAST)	167m
G. PENINSULA (NORTH)	339m
Total	1177m

Concrete Pile / Beam Walls	
Ø PLEASURE PIER	195m
Total	195m

Notes

Key to existing walls

- Reinforced concrete / masonry (1-10)
- Sheet pile (A-G)
- Concrete pile / beam (Ø)

Weymouth & Portland
Borough Council
Assets & Infrastructure

David Brown FRICS,
Head of Assets & Infrastructure,
South Walks House,
South Walks Road,
DORCHESTER,
Dorset,
DT1 1UZ

Tel: 01305 251010 Fax: 01305 251481

Weymouth
Weymouth Harbour Walls
Remediation Project
Wall Location Plan

Drawn by : DW / PJS	Checked by : RH	Approved by : RH
Date : 10/07/18	Scale : 1 : 5000 (A3)	
Drawing File Reference : Weymouth Harbour Wall Locations 100718.dwg		
Drawing Number :		Rev. :

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Harbours Committee 9 December 2020 Harbour Budget Monitoring

For Decision

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): Cllr M Roberts, Harbours Committee Chair

Executive Director: J Sellgren, Executive Director of Place

Report Author: Jamie Joyce (Weymouth), James Radcliffe (Bridport and Lyme Regis)

Title: Harbour Masters

Tel: 01305 838386; 01308 423222

Email: Jamie.joyce@dorsetcouncil.gov.uk; james.radcliffe@dorsetcouncil.gov.uk

Report Status: Public

Recommendation: To note the Budget Monitoring figures for 2020/21.

Reason for Recommendation: The Harbours Committee has the responsibility for the harbours' finances including budget setting, budget monitoring and the final out-turn at the year end.

1. Executive Summary

The purpose of the report is to set out the current position for the Harbour Revenue Budgets for Weymouth, Bridport and Lyme Regis Harbours at the end of October 2020 and the predicted position of the Harbour Reserves for 2020/21.

The details are given at the Appendices.

2. Financial Implications

The report covers the harbours' budgets. The summary information is presented under the standard corporate headings. The types of expenditure included within each heading are as follows:

- Employees - all costs relating to staffing including basic pay, National Insurance, pension contributions and training.
- Premises – Utilities and Rates, Refuse, Planned Maintenance, Surveys, Response Maintenance.
- Transport – Travel and Subsistence.
- Supplies and Services – Insurance, Service Agreements, Advertising, Equipment, Subscriptions, Printing and Stationery

The income is made up of:

- Commercial Activities – income relating to pilotage, annual commercial berths, visiting commercial vessels and visiting fishing vessels.
- Leisure Activities – marina berths, visiting yachts, use of slipway and PWC permits.
- Rents and Licences – income relating to rental of property, boat and operating licences.
- Recoverables – where recharges are made to lease and licence holders for energy. Also includes electricity charged to annual berth holders and visiting vessels.

3. Well-being and Health Implications

The Harbours' Budgets fund items that have implications for voluntary organisations, community safety and physical activity. Looking after the Harbour infrastructure is vital for the safe and efficient use of the harbour for these purposes. The implications are considered for individual items when funding commitment is being approved.

4. Climate implications

The Harbours' Budgets fund items that have implications for sustainability, property and assets and climate. These implications are considered for individual items when funding commitment is being approved.

5. Other Implications

Harbour issues are subject to regular consultation with customers, the Harbour Consultative Group and the Harbours Committee.

The harbours' accounts form part of the Council's overall Statement of Accounts, which is considered and approved by the Audit Committee.

6. Risk Assessment

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Medium
Residual Risk: Medium

The Harbours' Budget Monitoring Report helps manage the risks of under or overspending the budget. Many items of expenditure have a link to safety of customers and the general public.

7. Equalities Impact Assessment

There are no equalities implications arising from this report.

8. Appendices

Appendix 1A Weymouth Harbour Report
Appendix 1B Weymouth Budget Monitoring Summary 2020/21
Appendix 1C Weymouth Asset Management Plan 2020/21
Appendix 2 Bridport Budget Monitoring Summary 2020/21
Appendix 3 Lyme Regis Budget Monitoring Summary 2020/21

9. Background Papers

None

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

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Appendix 1A

Weymouth Harbour Budget Monitoring 2020/21 Summary

1. Executive Summary

- 1.1 The Budget Monitoring figures as at 31 October 2020 are given at Appendix 1B. The year has been impacted by the Coronavirus pandemic which has caused reduced operations and other challenges for harbour users and visitors.
- 1.2 The Weymouth Harbour Budget was approved with the knowledge that there was a predicted shortfall of £239,026 which would be taken from the Reserves. The current budget monitoring position shows a favourable figure of £154,651, which would be transferred into the Harbour Reserves at year end.
- 1.3 The predicted year end position of the Harbour Reserve is £1,132,257 of which £1,165,958 should be allocated to the future Harbour Asset Management Plan. Therefore, it will be necessary to continue to put money in reserve going forward to deliver this plan.
- 1.4 A review of the Asset Management Plan works has taken place and a number of items are recommended for deferral to ensure the maximum life of assets is used to best effect as covered in Appendix 1C and detailed in paragraph 4 below. The current spend profile for the next 5 years is shown at paragraph 4.4.
- 1.5 £100,000 has been included as a transaction from the Reserves as an agreed contribution to the Quayside Regeneration Project.
- 1.6 Opportunities and Risks that may have a bearing on this year end prediction are listed below (para 5.1).

2. Revenue Budget Income: Overall £113,692 (A)

- 2.1 There has been reduced income in the following areas:
 - The harbour remained open to visiting commercial vessels but operationally work programmes changed resulting in fewer visits.
 - Cancellation of events.
 - During lockdown there was a period of no bridge lifts.
 - Number of visiting yachts was severely affected for the whole of the season.
 - Electricity sales for visiting yachts
 - Reduced number or period for Operating Licences for trip boats.

Favourable variances are as follows:

- Occupancy rates for marina berths were up compared to last year and budget expectations remain stable.
- Activities at the slipway busier than previous years
- Sale of PWC permits.

3. Revenue Budget Expenditure: Overall £268,343 (F)

3.1 The variances to budget predictions are as follows:

- Savings made by employing fewer seasonal staff
- There is an expectation that we will not use all of the budget allocated to Training
- Savings in energy costs based on reduced number of visitors but other areas remain relatively unchanged
- Further work on rates assessments has resulted in refunds.
- Expenditure against budget in relation to response maintenance is low and an underspend has been predicted.
- In recent years, it has been reported that there have been issues with the water and electricity supplies to the Peninsula. These are largely resolved, and we can better predict our true costs which is higher than budget estimates.
- Based on current expenditure and known commitments, it has been possible to predict savings against contracts, equipment and advertising budgets.
- On-going legal costs relating to the Harbour Revision Order work are being paid but were not in the budget.

4. Asset Management: In-Year Improvements £243,478 (F)

4.1 The Programme of Works for 2020/21 is an extract from the 25-year Harbour Asset Management Plan. The list of projects is attached at appendix 1C.

Table 1: Projects over £5,000

Table 2: Value of multiple projects individually less than £5,000

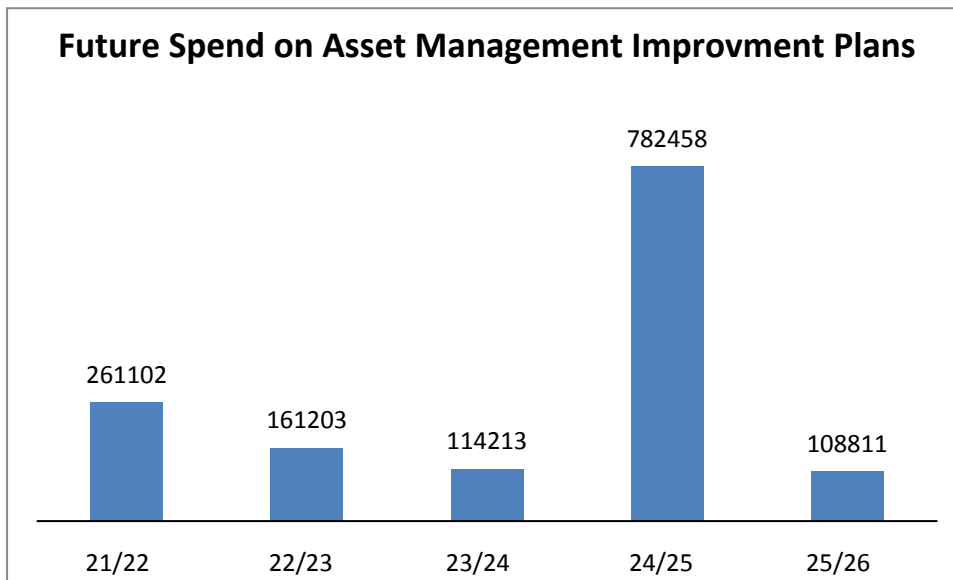
Table 3: Projects that have been deferred

The budget implications are as follows:

£483,570 was budgeted to fund an agreed programme of improvements works as follows:

In year costs	£409,427
C/F from 2019/20	£74,143
Value of projects deferred	(£243,508)
Total remaining	£240,062

- 4.3 There will need to be a thorough review of the Asset Plan. Our priority over the next few months is to gain a better understanding of the best utilisation of assets. We will be considering what we use our assets for, what jobs they are doing, are they still fit for purpose and can we be doing things differently.
- 4.4 The updated profile of spend for future years is shown in the chart below. These works can only be funded from the Harbour Reserve.



5. Opportunities and risks

Actual expenditure on response maintenance is currently low and predictions have been made to suggest a saving whilst leaving a reasonable budget to respond to response maintenance. Should anything major occur then that saving would need to be called upon.

6. Independent Reserves and Capital Schemes

- 5.1 The Independent Reserves and Capital Schemes summary given at the bottom of Appendix 1B shows the current position of the money being managed by Technical Services on harbour projects. This is currently separate from the Revenue Budget which does not cover Harbour Walls and Dredging.

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Appendix 1B
2020/21 Weymouth Harbour Budget Monitoring Report as at 31 October 2020
Harbours Committee

	2020/21 Full Yr Budget £	2020/21 Prediction £	Variance £	
Summary of Revenue Budget:				
Expenditure:				
Employees	440,929	431,367	9,562	(F)
Premises	170,660	159,197	11,463	(F)
Transport	1,116	608	508	(F)
Supplies and Services	151,930	148,598	3,332	(F)
Service Recharges (Non-controllable)	229,000	229,000	0	(F)
Asset Management: Improvements (includes c/f from 19/20 of £74,143)	483,570	240,092	243,478	(F)
			0	(F)
Total Expenditure	1,477,205	1,208,862	268,343	(F)
Income:				
Rents and Licences & Other Income Activities	(1,164,036)	(1,050,344)	(113,692)	(A)
Total Income	(1,164,036)	(1,050,344)	(113,692)	(A)
Reserves Movements:				
From Reserves - transfer from reserves for Asset Management: Improvements c/f from 19/20	(74,143)	(74,143)	0	(F)
From Reserves - transfer from reserves to balance budget	(239,026)	(239,026)	0	(F)
Total Reserve Movements	(313,169)	(313,169)	0	(F)
Net Budget (surplus) / deficit	0	(154,651)	154,651	(F)

Harbour Reserves Summary	Harbour Reserves
Balance b/f	1,390,775
Transfer to Revenue Budget for Asset Management Improvements c/f from 19/20	(74,143)
From Reserves - transfer from reserves to balance budget	(239,026)
Contribution to Quayside Regeneration Project	(100,000)
Year end favourable position	154,651
Predicted Year End Position	1,132,257

Independent Reserves (IR) & Capital Schemes (CS)

Harbour Walls Remediation Works (CS)	£
Original Budget	1,955,000
Opening Budget balance for FY19/20	1,872,643
Spend to date 19/20	(1,147,643)
Committed Spend	(191,000)
Budget remaining	534,000

Pleasure Pier Structural Maintenance Reserves (IR)	£
Balance b/f	66,551
2019/20 Contribution	0
Expected carry forward	66,551

Terminal Building Demolition	£
Balance b/f	250,000
Committed Spend	(230,000)
Budget remaining	20,000

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Appendix 1C Asset Plan 2020/21 Improvements for Weymouth Harbour

The asset and associated costs for 2020/21 are listed below.

No.	Table 1: Project value over £5k	Comments	Budget	Spend to date
20-001	Replace RIB engine		£6,498	£0
20-101 to 104	Replace electrical bollards on an annual basis:	Quotes in progress for North Quay pontoons.	£9,000	£0
16-201	Replace Cargo Stage decking	Deferred from 19/20. Own staff carried out works during 2018 to extend life of pontoons. Subject to annual review.	£9,498	£0
17-201	Replace North Quay Marina wooden decking	Main walkways replaced 19/20. Fingers still to be replaced.	£34,532	£7,838
16-202	Replace Custom House Quay decking	Deferred from 19/20.	£5,500	£0
20-201	Replace decking on Trinity Road pontoons		£30,000	£0
14-403	Replace access steps in Cove	Deferred from 19/20.	£7,105	£0
16-404	Installation of WiFi	Deferred from 19/20.	£7,696	£0
20-405	Improvement works to Harbour Buildings		£22,500	£369
20-402/406/7	Improvement works to harbour buildings	Decoration of Harbour office, ground floor inc shower facilities and NQ facilities	£16,001	£912
20-408	Replace low friction pile facings / schlegals	Annual programme of works to replace as required.	£6,000	£0
20-410	Replace Harbour Office CCTV		£10,000	£286
20-411 to 414	Refurbishment of railings	A rolling programme of works to re-paint and refurbish sections of the railings including Stone Pier, Town Bridge, Cargo Stage and Peninsular. Quotes in progress	£5,000	£2,783
20-501	Improvement works to Commercial Area Buildings		£7,500	£311
20-901	Harbour dredging		£15,000	£0
18-1001	Replace van	Deferred from 19/20.	£10,000	£0
	Totals		£201,830	£12,499

No.	Table 2: Projects less than £5K	Comments	Budget	Spend to date
	Multiple projects individually less than £5k	Covers works such as replacement signage, water hoses, ladders.	£38,260	£9,318

No.	Table 3: Project that are deferred until 2021/22	Comments	Budget
19-001	Replace Pilot Boat Melwey	Due to favourable out of water inspection.	£120,000
19-002	Replace Pilot Boat Melwey - engine	Due to favourable out of water inspection.	£10,000
19-003	Replace Pilot Boat Melwey - gearbox	Due to favourable out of water inspection.	£2,000
20-002	Replace Dory	To be reviewed in 2021.	£15,000
18-001	Replace Dory engine	To be reviewed in 2021.	£6,500
19-201	Replace X Arm on Westwey Road pontoons	Refurbishment works were carried out in 2004 to extend the life by 4 years, further works carried out in 2018 to extend life and consider replacement in 2019. Condition still favourable.	£50,000
20-416	Replace harbour oil containment boom	Condition still favourable	£20,000
20-701	Replace Cargo Stage crane	Dependent on Quayside Regeneration project. Deferred due to expected provision of new Fish Landing Quay on the Peninsula with new cranes.	£20,000
	Totals		£243,500

Appendix 2

Bridport Harbour Budget Monitoring Report Summary for 2020/21

1. Executive Summary

- 1.1 a. The Bridport Harbour Budget is predicted to return a year end overspend of £44,170 mainly due to income loss from the effect of COVID and additional Outer Harbour dredging costs
- b. The predicted year end position of the Harbour Reserve is £50,300, although we are expecting this to be reduced due to the final dredging cost not yet being received.

2. Revenue Budget Expenditure: Overall £44,170 (A)

- 2.1 The main variances to budget predictions are as follows:

Employees: £14,373 (F)

The Bridport Harbour Master has been covering both Bridport and Lyme Regis Harbours. These costs are now being split between the two harbour budgets.

Premises £2,713 (A)

Additional property costs such as cleaning contract costs and an increase in Crown Estate rent

Transport £3,049 (A)

Additional Fuel costs as Bridport currently has the fuel cost for Lyme which will be transferred across.

Supplies and Services £ 31,567 (A)

Outer harbour dredging is no longer supported by the Environment Agency and this resulted in a significant increase in expenditure this year - £75k was allocated from DC Contingency funds but the latest forecast is £103k

3. Revenue Budget Income: Overall £21,214 (A)

- 3.1 There is a forecast loss of income of £21,214 from the impact of COVID on fees & charges, although the income projection could be better or worse than currently forecast depending on the future impact of COVID and any future lockdowns.

Reserve Movements: £25,300 (F)

- 4.1 £25,300 is budgeted to transfer to the inner harbour dredging reserve for 2020-21. With a balance brought forward from previous years, the reserve is predicted to be £50,300 at the end of the year.

2020/21 Bridport Harbour Budget Monitoring Report				
Harbours Committee October 2020				
	2020/21 Full Yr Budget	2020/21 Predicted	Variance	
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Employees	123,231	108,858	14,373	(F)
Premises	9,772	12,485	(2,713)	(A)
Transport	3,856	6,905	(3,049)	(A)
Supplies and Services	115,742	147,309	(31,567)	(A)
Service Recharges (Non-controllable)	74,817	74,817	0	(F)
Third Party Payments (Contractors)	30,081	30,081	0	(F)
Total Expenditure	357,499	380,455	(22,956)	(A)
Income:				
Rents and Licences & Other Income Activities	(195,291)	(174,077)	(21,214)	(A)
Total Income	(195,291)	(174,077)	(21,214)	(A)
Reserve Movements				
To Reserves - Transfer for future Harbour Dredging	25,300	25,300	0	(F)
Total Reserve Movements	25,300	25,300	0	(F)
Net Budget (surplus) / deficit	187,508	231,678	(44,170)	(A)
Harbour Reserves Summary				
Balance b/f from 2019-20		25,000		
2020-21 Contribution to Inner Harbour Dredging		25,300		
Total of Harbour Reserves		50,300		

Appendix 3

Lyme Regis Harbour Budget Monitoring Report Summary for 2020/21

1. Executive Summary

- 1.1 a. The Lyme Regis Harbour Budget is predicted to be favourable at year end of £6,140.
- b. The predicted year end position of the Harbour Reserve is £71,289.

2. Revenue Budget Expenditure: Overall £1,061 (A)

- 2.1 The main variances to budget predictions are as follows:

Employees: £2,692 (A)

The Bridport Harbour Master has been covering both Bridport and Lyme Regis Harbours this is reflected in the current figures. Additional seasonal staff were required to cover the harbour for longer hours. There are some seasonal cost that need to be moved from Lyme Regis to Bridport for where staff were shared across the harbours. This along with additional effort to ensure fee collection has resulted in improved income from those visiting the harbour.

Transport: £3,925 (F)

Fuel cost for Harbour vehicles are currently on Bridport's budget and need to be transferred to Lyme's. Additional savings have been made with boat fuel due to events being cancelled and the shortened season.

Supplies & Services: £1,947 (A)

There have been some additional non-budgeted costs this year. This adverse position is due to the Lyme Regis Harbour share of the cost of the independent Designated Person from Marico Marine.

3. Revenue Budget Income: Overall £7,201 (F)

- 3.1 We are forecasting a favourable year end of £7,201 for this year, although the income projection could be better or worse than currently forecast depending on the impact of COVID and any future lockdowns.
- 3.2 With staffing and implementation of harbour dues many of the income lines are up compared to last year.
- 3.3 Increased commercial traffic paying overnight fees have contributed £12,442.50 to the income.

Reserve Movements: £0,00 (F)

4.1 This year's money allocated for dredging has been used dredging.

2020/21 Lyme Regis Harbour Budget Monitoring Report				
Harbours Committee October 2020				
	2020/21	2020/21	Variance	
	Full Yr Budget	Predicted		
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Employees	101,201	103,893	(2,692)	(A)
Premises	24,747	25,093	(346)	(A)
Transport	11,074	7,149	3,925	(F)
Supplies and Services	48,880	50,827	(1,947)	(A)
Service Recharges (Non-controllable)	74,686	74,686	0	(F)
Third Party Payments (Contractors)	11,560	11,560	0	(F)
Total Expenditure	272,148	273,209	(1,061)	(A)
Income:				
Rents and Licences & Other Income Activities	(163,998)	(171,199)	7,201	(F)
Total Income	(163,998)	(171,199)	7,201	(F)
Net Budget (surplus) / deficit	108,150	102,010	6,140	(F)
Harbour Reserves Summary				
	Harbour Reserves			
Balance b/f	71,289			
Transfer to reserve from revenue budget 20-21	0,00			
Total of Harbour Reserves	71,289			

Harbours Committee 9 December 2020 Harbours Budget and Fees and Charges 2021/22

For Decision

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): Cllr M Roberts, Harbours Committee Chair

Executive Director: J Sellgren, Executive Director of Place

Report Author: Jamie Joyce (Weymouth), James Radcliffe (Bridport and Lyme Regis)

Title: Harbour Masters

Tel: 01305 838386; 01308 423222

Email: Jamie.joyce@dorsetcouncil.gov.uk; james.radcliffe@dorsetcouncil.gov.uk

Report Status: Public

Recommendation: To approve the following related to budget requirements for the Harbours' Budgets for 2021/22 including:

1. Recommending the budget for 2021/22 to Full Council for Weymouth Harbour.
2. Approving the Fees and Charges for 2021/22 for Weymouth Harbour.
3. Approving the Asset Management Plan Improvements for 2021/22 for Weymouth Harbour subject to a mid-year review.
4. Recommending to Full Council the budget request for Bridport Harbour for 2021/22.
5. Recommending to Full Council the budget request for Lyme Regis Harbour for 2021/22.
6. Approving the Fees and Charges for 2021/22 for Bridport and Lyme Regis Harbours

Reason for Recommendation:

The Harbours Committee has the responsibility for the harbours' finances including budget setting, budget monitoring and the final outturn at the year end.

1. Executive Summary

The purpose of the report is to set out the budget requirement for the Harbour Revenue Budgets for Weymouth, Bridport and Lyme Regis Harbours for 2021/22 and beyond. This requirement includes fees and charges for all harbours and the Asset Management Plan Improvements for Weymouth

2. Financial Implications

The report covers the harbours' budgets.

3. Well-being and Health Implications

The Harbours' Budgets fund items that have implications for voluntary organisations, community safety and physical activity. It is recognised that looking after the Harbour infrastructure is vital for the safe and efficient use of the harbour for these purposes. The implications are considered for individual items when funding commitment is being approved.

Climate implications

The Harbours' Budget funds items that have implications for sustainability and climate change. In utilising future budgets every effort will be made where possible to consider how carbon output can be minimised and operations more sustainable.

4. Other Implications

Harbour issues are subject to regular consultation with customers, the Harbour Consultative Groups and the Harbours Committee.

The harbours' accounts form part of the Council's overall Statement of Accounts, which is considered and approved by the Audit Committee

5. Risk Assessment

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk:	Medium
Residual Risk:	Medium

The Harbours' Budget Monitoring and regular reporting to the Harbours Committee helps manage the risks of under or overspending the budget.

Many items of expenditure have a link to safety of customers and the general public.

6. Equalities Impact Assessment

There are no equalities implications arising from this report

7. Weymouth Harbour Budget 2021/22:

7.1 The 2021/22 budgets have been set based on current business reflecting mainly operational status quo. 2021 and beyond will see many welcomed significant operational changes for Weymouth. The key areas listed below have not been included in this current round of budget estimates but they will impact on future budget planning:

- A new harbours strategy for all 3 harbours is currently being considered and prepared. This will guide the future use of budgets, predict potential changes in income and refocus priorities for the future.
- The Quayside Regeneration Project will impact on many aspects of the harbour budget; these will become clearer as the project matures and evolves.
- Additional revenue and expenses linked to the areas defined by the Harbour Revision Order will come through to the respective harbour budgets. The financial management and detail of this is still being considered but is anticipated to be resolved for next financial year.

7.2 It is recognised that expenditure is greater than income and relies on the harbour reserve which is not sustainable. Careful consideration of the Asset Management Plan will be key to the financial success of the harbour. There will be a full review of the long-term plan with an intention to review how assets are being used, maximise the life of items, review the priorities and update budget estimates. An update will be reported back to this Committee.

7.3 Covid-19 has had a serious impact on the current budgets, there is a financial risk should Covid affect operations again in the 2021 season.

8. Weymouth Harbour Fees and Charges 2021/2022

8.1 The recommendation for 2021/22 fees and charges is to increase by 3% on the majority of prices from last year's rates to encompass rise in service costs and ensure continuous improvement in facilities.

- 8.2 Weymouth harbour fees are still competitively low, and the offer is a good value flexible berthing package. In general infrastructure and facilities require investment.

9. Bridport Harbour Budget 2021/2022

- Inflationary increases have been applied across all budget lines.
- The Supplies and Services budget has been increased to cover increased outer harbour dredging cost. £25k is still required to go to reserves for inner harbour dredging.
- Premises budget has been increased to cover Crown Estate and premises cleaning costs.

10. Lyme Regis Harbour Budget 2021/2022

- Inflationary increases have been applied across all budget lines.
- The Supplies and Services budget has increased to cover the additional dredging cost from £25k to £35k
- Premises budget has been increased to cover Crown Estate and premises cleaning cost.

- 10.1 For Weymouth, Bridport and Lyme Regis Harbours, the proposed budgets do not include any income or expenditure linked to land and buildings currently defined as, or likely to be defined as harbour assets in forthcoming Harbour Revision Orders planned for the harbours. Financial management of this additional income to the harbours is currently being considered by Dorset Council and will be reported at the next Harbours Committee.

11. Bridport and Lyme Regis Harbours Fees and Charges 2021/2022

The recommendation for 2021/22 fees and charges is to increase by 3% on the majority of prices from last year's rates to encompass the rise in service costs and contribute to improvements in harbour facilities at both Bridport and Lyme Regis. It is proposed to increase commercial fees by 10% as charges have remained comparatively low over the last few years.

12. Appendices

Appendix 1: Budget Summary 2021/22 for Weymouth

Appendix 2: Asset Plan for Weymouth Harbour

Appendix 3: Fees and Charges 2021/22 Weymouth.

Appendix 4: Budget Summary 2021/22 for Bridport Harbour

Appendix 5: Budget Summary 2021/22 for Lyme Regis Harbour

Appendix 6: Fees and Charges 2021/22 Bridport and Lyme Regis Harbours

13. Background Papers

None

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

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Financial Budget Summary 2021/22 for Weymouth Harbour

APPENDIX 1

	2020/21	2020/21 Predicted	2021/22
	£	£	£
Summary of Revenue Budget:			
Expenditure:			
Employees	440,929	431,367	445,216
Premises	170,660	159,197	174,642
Transport	1,116	608	949
Supplies and Services	151,930	148,598	170,389
Asset Management: Improvements	483,570	240,092	487,000
Service Recharges (Non-controllable)	229,000	229,000	229,000
Total Expenditure	1,477,205	1,208,862	1,507,196
Income:			
Rents and Licences	168,997	149,295	163,162
Recoverables	22,122	18,640	21,671
Commercial Activities	185,018	150,735	178,255
Leisure Activities	787,899	731,674	853,378
Total Income	1,164,036	1,050,344	1,216,466
Controllable Surplus / (Deficit)	(313,169)	(158,518)	(290,730)

	2020/21 Harbour Reserves General	2020/21 Harbour Reserves General Predicted	2021/22 Harbour Reserves General
Harbour Reserves Summary			
Balance b/f Surplus / (Deficit)	1,390,775	1,390,775	1,132,257
Peninsula Quayside Regeneration Project		(100,000)	
Controllable Surplus/Deficit	(313,169)	(158,518)	(290,730)
Total of Harbour Reserves	1,077,606	1,132,257	841,527
Asset Management Requirement	1,165,958	1,165,958	1,221,806
Current Funding Gap Surplus / (Deficit)	(88,352)	(33,701)	(380,279)

Independent Reserves (IR) & Capital Schemes (CS)

Harbour Walls Remediation Works (CS)	£
Original Budget	1,955,000
Opening Budget balance for FY19/20	1,872,643
Spend to date 19/20	(1,147,643)
Committed Spend	(191,000)
Budget remaining	534,000
Pleasure Pier Structural Maintenance Reserves (IR)	£
Balance b/f	66,551
2019/20 Contribution	0
Expected carry forward	66,551
Terminal Building Demolition	£
Balance b/f	250,000
Committed Spend	(230,000)
Budget remaining	20,000

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Appendix 2 - Asset Plan for Weymouth Harbour 2021/22

The asset plan and associated costs for 2021/22 are listed below.

No.	Project	Comments	Budget 2020/21
19-001	Replace Pilot Boat	Deferred from 19/20 and 20/21. To be reviewed in 2021 and reported to HC.	£120,000
19-002	Replace Pilot Boat engine	Deferred from 19/20 and 20/21. To be reviewed in 2021 and reported to HC.	£10,000
19-003	Replace Pilot Boat gearbox	Deferred from 19/20 and 20/21. To be reviewed in 2021 and reported to HC.	£2,000
21-001	Replace Regis (with engine)		£20,000
20-002	Replace Dory	Deferred from 20/21. To be reviewed in 2021 and reported to HC	£15,000
18-001	Replace Dory engine	Deferred from 19/20 and 20/21. To be reviewed in 2021 and reported to HC.	£6,500
21-002	Replace Regis Road Trailer		£2,000
21-101-104	Replacement electrical bollards	Annual rolling programme to replace electrical bollards	£9,000
21-107	Replace WWRd Gate Entry System		£3,500
19-201	Replace X Arm on Westwey Road pontoons	Refurbishment works were carried out in 2004 to extend the life by 4 years, further works carried out in 2018 to extend life and consider replacement in 2019. Deferred from 19/20 and 20/21. To be reviewed in 2021 and reported to HC.	£50,000
21-403	Improvement works to Harbour Buildings		£30,000
21-404	North Quay Toilets and Showers Replacement		£50,000
21-405	Harbour Office Toilets and Showers Replacement		£100,000
21-408	Replace Harbour Office Boilers		£20,000
21-409 - 413	Refurbishment of railings	A rolling programme of works to re-paint and refurbish sections of the railings on an annual basis	£9,000
20-416	Replace harbour oil containment boom	Deferred from 20/21. To be reviewed in 2021 and reported to HC.	£20,000
20-701	Replace Cargo Stage crane	Dependent on Quayside Regeneration project. Deferred in 20/21 due to expected provision of new Fish Landing Quay on the Peninsula with new cranes.	£20,000
	Totals		£487,000

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DORSET COUNCIL
FEES AND CHARGES 2020/21 WEYMOUTH HARBOUR inclusive of VAT
Per metre or part metre (unless stated other wise)
Please see full set of Fees and Charges for full Terms and Conditions

Appendix 3

(Rounded up to nearest 5p)

Moorings Westwey and North Quay Marina Berths (annual berthing unless otherwise stated)		Current	Proposed
Marina berths	Twin berths charged at 80% of the rate	£356.11	£366.80
Marina berths for residents not available to new or returning customers	Twin berths charged at 80% of the rate	£341.86	£359.45
Marina berths charity rate	20% discount	£284.88	£293.45
Chain and sinkers: vessels up to 3m	DT3/4/5 Residents only	£19.56	£20.15
Chain and sinker: vessels 3m and over (max 6.5m)	DT3/4/5 Residents only	£78.60	£81.00
PWC dock berth provided by Dorset Council	Complete price for the dock	£1,400.00	£1,450.00
PWC dock provided and fitted by berth holder		£356.11	£366.80
Marina berths temporary 1 April - 30 September	up to 5 weeks	£12.18	£12.55
	5 - 9 weeks	£9.72	£10.00
	9 - 13 weeks	£7.32	£7.55
Marina berths: winter berthing 1 October - 31 March		£132.92	£136.90
Key fob refundable deposit	Per fob	£15.00	£15.00
Electricity smartcard refundable deposit	Per smart card	£5.00	£5.00

Electricity smartcard standing charge	Per annum	£20.00	£20.00
Rate per unit (subject to change if supply price changes)		£0.19	£0.19
Berths reserved for customers are subject to a £100 deposit			
Commercial Berthing: (annual berthing unless otherwise stated)		Current	Proposed
Quayside berths		£145.38	£149.75
North Quay floating pontoon facility		£145.38	£149.75
Visiting commercial vessels under 100 gross tonne	Per 24 hours	£2.95	£3.05
Visiting commercial vessels over 100 and under 500 gross tonne	Per gross tonne, per 24 hours	£0.41	£0.42
Visiting commercial vessels over 500 gross tonne	Per gross tonne, per 24 hours	£0.27	£0.28
20% surcharge on visiting fishing vessels unloading			
Launching Fees and Permits:		Current	Proposed
Launch and recover per day		£11.00	£11.35
Parking of trailers per day		£7.00	£7.25
Launch and recover + trailer park combined			£18.00
Annual permit (does not include trailer park)		£150.00	£155.00
Unauthorised used of slipway, penalty charge		£75.00	£77.25
Permit for motorised watersports (PWCs (or jet-skis), water skis etc	Daily permit	£10.00	£10.30

	2 day permit (consecutive days)	£15.00	£15.45
	Weekly permit	£30.00	£30.90
	Annual permit - RYA PWC Certificate holder or equivalent	£75.00	£77.25
	Annual permit -not certificated	£100.00	£103.00
Visiting Leisure Vessels		Current	Proposed
Overnight stays (up to 24 hours)	April - September	£2.95	£3.05
	October - March	£2.25	£2.35
Short Stay (up to 4 hours)	Vessels up to 8m LOA	£7.00	£7.25
	Vessels 8m - 12m LOA	£9.00	£9.30
	Vessels over 12m LOA	£11.00	£11.35
Overnight stays (up to 24 hours) for registered charities	Not available in July and August	£2.35	£2.45
Overnight stays (up to 24 hours) for Dorset Council Marina berth holders	Not available in July and August	£2.65	£2.75
Overnight stays (up to 24 hours) for Weymouth Boatfolk annual berth holders	Not available in July and August	£2.65	£2.75
Regular visitor loyalty scheme - overnight and short stays	Free night must be part of a second visit in July and August	Collect 4 stamps and get the 5th night free	
Plug-in charge for electricity	16 amp supply	£2.50	£2.50
	32 amp supply	£5.00	£5.00
	63 amp supply	£10.00	£10.00

Winter Berthing - 1 October - 31 March		Current	Proposed
Marina berths		£132.92	£136.95
Winter berthing - outer harbour	With occasional access to vessel	£83.16	£85.65
Winter storage afloat - outer harbour berths	Storage only, use of vessel not permitted	£75.60	£77.90
Electricity charges	Refundable deposit	£25.00	£25.00
	Standing charge	£15.00	£15.00
	Rate per unit (subject to change if supply price changes)	£0.19	£0.19
Extended stay	1 - 30 April	£2.60	£2.70
Use of Boat Compound and other Landing Areas. Placing of boats shore for:		Current	Proposed
Storage, painting and / or repairs: first 4 weeks		£4.80	£4.95
Storage, painting and / or repairs: after 4 weeks		£3.24	£3.35
After 4 weeks: Discounted rate for Dorset Council annual berth holders		£2.16	£2.25
Use of emergency lift out area after 4 weeks without permission		£23.29	£24.00
Commercial Area/ Use of Berth 1		Current	Proposed
Hire of forklift	Per hour or part hour.	£71.66	£73.85
Hire of workboat and driver including towing	Per hour or part hour.	£71.66	£73.85
Use of Commercial Area for contracted lift out / approved work	Per 24 hours	£120.00	£123.60

Fishing gear storage at Commercial Area	per pallet per month up to 12 pallets	£1.86	£1.92
Fishing gear storage at Commercial Area	per pallet per month over 12 pallets	£3.72	£3.85
Miscellaneous:		Current	Proposed
Use of grid per day	Dorser Council berth holders FOC	£45.00	£46.35
Use of grid per day	if not pre-booked and pre-paid	£90.00	£92.70
Refundable deposit for electricity cable and key		£10.00	£10.00
Refundable deposit for water hose		£10.00	£10.00
Licencing of pleasure boats	Pleasure boats maximum 12 passengers	£107.50	£110.75
	Small boats, canoes, pedaloes or similar craft	£25.00	£25.75
Watermans licence	Initial Licence	£63.31	£65.25
	Renewal of Licence	£13.16	£13.55
Boat on trailer storage	per week or part of	£2.46	£2.55
Provision and recovery or beach bouyed channels	Per occasion or by negotiation	£100.00	£100.00
Events: Hire of quayside display area - no 4 berth	Single event up to 72 hours or by negotiation	£480.00	£480.00
Events: Hire of quayside display area - cargo stage	Single event up to 72 hours or by negotiation	£720.00	£720.00
Events: electricity, water and other services	as metered or estimated		
Arrest of vessels		£113.47	£116.90

Water - connection charge		£21.50	£22.15
Water (non Peninsula)	per cubic meter (including 10% admin)	£2.53	£2.65
Water and sewage (Peninsula charge)	per cubic meter (including 10% admin)	£3.98	£4.10
Port waste charge	Cargo and other Vessels per visit or week	£70.89	£73.05
	Sail Training vessels per visit or week	£21.27	£21.95
Pilotage: Vessels Navigating in Weymouth CHA Pilotage District		Current	Proposed
From Seaward limits of district to Weymouth Harbour or vice-versa			
Per Act of Pilotage		£114.69	£118.15
		+6.0p per GRT	+6.1p per GRT
Subject to a minimum charge		£130.00	£133.90
Pilot boat and landing Charges	Calculated as a percentage of Act of Pilot	40%	40%
Vessels navigating within Weymouth CHA Pilotage District with a valid exemption certificate	Proportion of Pilotage Dues including Boat and Landing Charges	20%	20%
Subject to a minimum charge		£70.00	£72.10
Use of Pilot Boat within Licensed Area	Per hour or part hour	£152.89	£157.50
Pilots travel expenses will be included in Pilotage			
Pilotage Exemption Certificates (PEC)	Issue of PEC by examination	£245.00	£252.35

	Re-examination for a PEC	£75.00	£77.25
	Annual renewal of PEC	£75.00	£77.25
Wharfage and Cargo Handling Charges payable in respect of Goods and other items shipped, unshipped or Transhipped in the Harbour		Current	Proposed
Rehandling all cargo	per tonne	£1.97	£2.03
Loading rates inclusive of handling per tonne sand	per tonne Sand	£5.74	£5.91
Mooring gang: unmooring included in mooring except call back after lying over - 50% of fee	Vessels up to 1000 GT/GRT	£74.06	£76.28
	Vessels over 1000 GT/GRT	£148.11	£152.55
	Vessel with Linkspan	£298.61	£307.57
	Midnight to 6am	Plus 100%	Plus 100%
Per passenger embarking and disembarking		£0.80	£0.82
Hire of gangway	Per day	£53.75	£55.36
	Per week	£203.06	£209.15

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Appendix 4

Bridport Harbour Budget Requirement 2021-22

	2020/21 Full Yr Budget £	2021/22 Draft Budget £	Variance Year on Year £	
Summary of Revenue Budget:				
Expenditure:				
Employees	123,231	127,500	(4,269)	(A)
Premises	9,772	11,600	(1,828)	(A)
Transport	3,856	3,800	56	(F)
Supplies and Services	115,742	134,600	(18,858)	(A)
Service Recharges (Non-controllable)	74,817	74,817	0	(-)
Third Party Payments (Contractors)	30,081	30,100	(19)	(A)
Total Expenditure	357,499	382,417	(24,918)	(A)
Income:				
Rents and Licences & Other Income Activities	(195,291)	(227,100)	31,809	(F)
Total Income	(195,291)	(227,100)	31,809	(F)
Reserve Movements:				
To Reserves – Inner Harbour Dredging	25,300	25,300	0	
Total Reserve Movements	25,300	25,300	0	
Net Budget (surplus) / deficit	187,508	180,617	6,891	(F)

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Appendix 5

Lyme Regis Harbour Budget Requirement 2021-22

	2020/21 Full Yr Budget £	2021/22 Draft Budget £	*Variance Year on Year £	
Summary of Revenue Budget:				
Expenditure:				
Employees	101,201	105,900	(4,699)	(A)
Premises	24,747	29,600	(4,853)	(A)
Transport	11,074	11,100	(26)	(A)
Supplies and Services	48,880	131,800	(82,920)	(A)
Service Recharges (Non-controllable)	74,686	74,686	0	(-)
Third Party Payments (Contractors)	11,560	11,600	(40)	(A)
Total Expenditure	272,148	364,686	(92,538)	(A)
Income:				
Rents and Licences & Other Income Activities	(163,998)	(173,700)	9,702	(F)
EA Grant Funding		(66,000)	66,000	(F)
Total Income	(163,998)	(239,700)	75,702	(F)
				(-)
				(-)
Net Budget (surplus) / deficit	108,150	124,986	(16,836)	(A)

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DORSET COUNCIL**PROPOSED HARBOUR DUES AND CHARGES 2021/22****Bridport & Lyme Regis Harbours**

Moorings per metre		Current 20/21
Private (April to September)		£86.50
Note: This may be extended outside of the summer season at the discretion of the Harbour Master, per month per metre		£14.50
Commercial (April to March)		£79.00
Temporary (April to September) per month		£22.00
Tender Outhaul		£79.00
Tender Rack Per Space		£80.00

Storage per metre		
Weekly		£40.50
Annually		£107.50
Summer		£94.00
	Trailers	£94.00
Winter		£60.50
Kayaks	(includes Licence)- Per space Summer/Winter	£80.00
Sailing Club and Sea School Members per space		

Commercial visiting craft fees		
Registered Fishing Vessels - overnight		£45.00
Landing catch - per landing		£45.00

Note: Both fees payable if vessel does both

Launching fees - All sizes		
Day launch for motorised vessels		£19.00
Day launch for sailing/ non- motorised vessels		£10.50
Day launch for sailing club members 20% discount		£5.50
Launch & moor (2 days + 1 night)		£48.50
Additional day & night		£29.50

Overnight fees pontoons - All sizes		
Season ticket holders - 1 night temp mooring		£10.50
Mooring holders - 1 night temp mooring		£10.50

Mooring holders that spend a minimum of 10 nights on the pontoon will receive 2 free

Slipway Launch Season Tickets		
General public season ticket		£182.00
Season launch for sailing/ non- motorised vessels		
Approved Gig Club season ticket		£160.00
Approved Lyme Regis Power Boat Club members season ticket (for use at Lyme Regis only)		£122.00
Approved Sailing Club members (dinghy up to 5.25m)		£50.00

Private visiting craft fees		
Overnight	Up to 10 meters	£21.00
	10-15 metres	£26.50

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Harbours Committee Forward Plan – December 2020
For the period 9 December 2020 to March 2021
(Publication date – 9 December 2020)

Explanatory Note:

This Forward Plan contains future items to be considered by the Harbours Committee and Dorset Council. It is published 21 days before the next meeting of the Committee. The plan includes items for the meeting. There are standing items for each meeting which are shown in the table below followed by decision for specific meetings.

Harbour Committee Members

Cllr Mark Roberts Chair
Cllr Rob Hughes Vice-Chair
Cllr David Gray
Cllr Louie O’Leary
Cllr Sarah Williams
Jim Clarke
Lee Hardy
Steve Pitman

STANDING ITEMS

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
Harbour Masters' Update/PMSC Issues Separate reports to consider the ongoing activity of the Harbour Offices and any Port Marine Safety Code issues. Key decision – No Public Access - Open	Harbours Committee	N/A	Designated Person and harbour users	None	Portfolio Holder - Cabinet Member for Highways, Travel and Environment <i>Lead Officers – Jamie Joyce, Weymouth Harbour Master</i> Jamie.Joyce@dorsetcouncil.gov.uk <i>James Radcliffe, Bridport and Interim Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk
Harbours Consultative Groups To receive key points from recent Harbour Consultative Group Meetings (Weymouth quarterly, Bridport & Lyme bi-annually in Oct and Mar). Key decision – No Public Access - Open	Harbours Committee	N/A	Weymouth, Bridport and Lyme Regis Harbour Consultative Groups	None	Portfolio Holder - Cabinet Member for Highways, Travel and Environment <i>Lead Officers – Jamie Joyce, Weymouth Harbour Master</i> Jamie.Joyce@dorsetcouncil.gov.uk <i>James Radcliffe, Bridport and Interim Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk
Budget Monitoring To provide an update on revenue and capital spend. Key decision – No Public Access - Open	Harbours Committee	N/A	Service Accountants	None	Portfolio Holder - Cabinet Member for Highways, Travel and Environment <i>Lead Officer – Ken Buchan, Head of Environment and Well-Being,</i> ken.buchan@dorsetcouncil.gov.uk
Harbours Assets and Infrastructure Update To provide an update of the engineering projects progress and issues. Key decision – No Public Access - Open	Harbours Committee	N/A	Dorset Council Engineering Team	None	Portfolio Holder - Cabinet Member for Highways, Travel and Environment <i>Lead Officer – Ken Buchan, Head of Environment and Well-Being,</i> ken.buchan@dorsetcouncil.gov.uk
Points/questions from Committee	Harbours	N/A	N/A	None	Portfolio Holder - Cabinet Member for

Members To discuss any concerns or issues raised by Committee Members. Key decision – No Public Access - Open	Committee				Highways, Travel and Environment <i>Lead Officers – Jamie Joyce, Weymouth Harbour Master</i> Jamie.Joyce@dorsetcouncil.gov.uk <i>James Radcliffe, Bridport and Interim Lyme Regis Harbour Master</i> james.radcliffe@dorsetcopuncil.gov.uk
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Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
Harbours Financial Future To provide details of the future management of harbour finances incorporating those areas not previously covered by the operational budgets including car parks, buildings etc. Key Decision - No Public Access - Open	Harbours Committee	17 March 2021	<u>Consultees:</u> <u>Means of Consultation:</u>	None	Portfolio Holder - Cabinet Member for Highways, Travel and Environment Portfolio Holder - Cabinet Member for Finance <i>Lead Officers – Ken Buchan, Head of Environment and Well-Being,</i> ken.buchan@dorsetcouncil.gov.uk <i>Chris Evans, Finance Service Manager - Place</i> chris.evans@dorsetcouncil.gov.uk
Draft Harbours Strategy To submit a draft harbour strategy for the harbours Key Decision - No Public Access - Open	Harbours Committee Dorset Council	17 March 2021	<u>Consultees:</u> <u>Means of Consultation:</u>	None	Portfolio Holder - Cabinet Member for Highways, Travel and Environment <i>Lead officer – Ken Buchan, Head of Environment and Well-Being,</i> ken.buchan@dorsetcouncil.gov.uk
Port Marine Safety Code Annual report for PMSC compliance by Designated Person Key Decision - Yes	Harbours Committee Dorset Council	17 March 2021	<u>Consultees:</u> Designated Person <u>Means of Consultation:</u>	Annual Report	Portfolio Holder - Cabinet Member for Highways, Travel and Environment <i>Lead Officers – Keith</i>

Public Access - Yes					<p><i>Howorth, Weymouth Harbour Master</i> keith.howorth@dorsetcouncil.gov.uk</p> <p><i>James Radcliffe, Bridport and Interim Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk</p>
<p>Harbours Financial Out-turn 2020/21 To provide details of the final out-turn position of Weymouth, Bridport and Lyme Harbours</p> <p>Key Decision - No Public Access - Open</p>	Harbours Committee	17 June 2021	<p><u>Consultees:</u></p> <p><u>Means of Consultation:</u></p>	None	<p>Portfolio Holder - Cabinet Member for Highways, Travel and Environment</p> <p><i>Lead Officers – Jamie Joyce, Weymouth Harbour Master</i> Jamie.Joyce@dorsetcouncil.gov.uk</p> <p><i>James Radcliffe, Bridport and Interim Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk</p>
<p>Setting of Harbours Scale of Charges for 2022/23 To approve proposed changes to the Harbours' Scale of Charges</p> <p>Key Decision - Yes Public Access - Open</p>	Harbours Committee	9 December 2021	<p><u>Consultees:</u> Lead officers Harbours Committee</p> <p><u>Means of Consultation:</u> Discussion</p>	None	<p>Portfolio Holder - Cabinet Member for Highways, Travel and Environment</p> <p><i>Lead officer – Ken Buchan, Head of Environment and Well-Being,</i> ken.buchan@dorsetcouncil.gov.uk</p>
<p>Harbours Budget Request 2022/23 To consider the Harbours Budget Requirements for 2021/22</p>	Harbours Committee Dorset Council	9 December 2021	<p><u>Consultees:</u></p> <p><u>Means of Consultation:</u></p>	None	Portfolio Holder - Cabinet Member for Highways, Travel and Environment

Key Decision – Yes Public Access - Open					Lead officer – Ken Buchan, Head of Environment and Well-Being, ken.buchan@dorsetcouncil. gov.uk
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Private/Exempt Items for Decision

Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the shadow council proposes:-
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

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Harbours Committee 9 December 2020 Renewal of Weymouth Gig Rowing Club Lease

For Recommendation to Council

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): Cllr M Roberts, Harbours Committee Chair

Executive Director: J Sellgren, Executive Director of Place

Report Author: Jamie Joyce

Title: Weymouth Harbour Master

Tel: 01305 838386 Email: Jamie.joyce@dorsetcouncil.gov.uk

Report Status: Exempt/Confidential

Appendix 2 is not for publication by virtue of paragraph 3 of Schedule 12A, Part 1 of the Local Government Act 1972, as amended. The public interest in maintaining the exemption, outweighs the public interest in disclosing it.

Recommendation:

1. To recommend to Full Council that the lease for the Weymouth Rowing Club be renewed for an interim period of 3 years from 25 March 2020.
2. To recommend to Full Council that the Harbours Committee be given delegated authority to determine further interim renewals of the lease if necessary.
3. To recommend to Full Council that the Harbours Committee be given delegated authority to determine whether to grant a full lease for a period of 25 years from 25 March 2020 once the Harbour Revision Order has been approved.

Reason for Recommendation: The Gig Rowing Club continue to be an integral part of the harbour and have an active membership. The renewal is a short-term temporary arrangement until a longer term lease can be considered once the Harbour Revision Order has been approved.

1. **Executive Summary** The purpose of the report is to seek the agreement of the Harbours Committee to recommend to Full Council that the lease for the Weymouth Gig Rowing Club be renewed for an interim 3-year period and such other interim periods as may be required. In addition, to recommend to Full Council that the Harbours Committee be given delegated authority to determine whether to grant a lease for a full term of 25 years. This interim lease is based on a proposed full lease for 25 years. The terms of the lease have been agreed with the Rowing Club on a subject to contract basis.
2. **Financial Implications** The financial implications of the lease are detailed in the confidential Appendix 2.
3. **Well-being and Health Implications** The Gig Rowing Club has a strong membership and is a frequent user of harbour waters. The support and activities provided to the Community by the Club impact positively on the well-being and health of its members.
4. **Climate implications** Gig rowing is a sport that has minimal impact on the climate
5. **Other Implications** There are no direct implications arising from this report
6. **Risk Assessment** Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Low
Residual Risk: Low
7. **Equalities Impact Assessment** There are no equalities implications arising from this report
8. The Rowing Club have a clubhouse and boat shed on the south shore of the harbour on Nothe Parade, a property that is under the jurisdiction of the Statutory Harbour Authority. The land is not required for any other harbour purposes. The rent belongs to the Statutory Harbour Authority and will be applied for harbour purposes.
9. Authority was given by the Statutory Harbour Authority (Full Council) on 22nd February 2018 to prepare and submit a Harbour Revision Order (HRO) to the Marine Management Organisation (MMO) in order to modernise and consolidate the current dated legislation relating to the Harbour operations. The latest estimate for approval of the HRO is January/February 2021 as there have been some further delays due to the

MMO raising additional queries. Once these have been resolved the approval will be dependent on when it can be laid before Parliament.

10. The Rowing Club have over recent years liaised with the Harbour Authority and Weymouth Sailing Club to refine the water access to the slipway and their pontoons, increasing the safety in the area.
11. Apart from the financial and other business details (such as rent, pontoon arrangements, use of slipways, restrictions on use and upkeep arrangements) which are set out in the confidential Appendix 2, the key points of the interim lease are as follows:

Rowing Club Lease Key Points	
1. CIO	Weymouth Rowing Club is a registered Charitable Incorporated Organisation with Company number CE006504 and with Charity number 1166755.
2. Term	The term is for 3 years from 25 March 2020.
3. Plan at Appendix 1	The land and buildings known as Weymouth Rowing Club buildings, Nothe Parade, Weymouth, Dorset, DT4 8TX are shown edged red on the plan.

12. Appendices

Appendix 1: Proposed plan of land to be leased

Appendix 2: Exempt Appendix 2 sets out financial and other business details proposed for the interim lease and full lease.

13. Background Papers

None.

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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