



Harbours Committee

Date: Wednesday, 8 December 2021
Time: 10.00 am
Venue: MS Teams Event

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, William Ellwood and Lee Hardy.

Chief Executive: Matt Prosser, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please telephone Democratic Services on 01305 224878 - denise.hunt@dorsetcouncil.gov.uk



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In accordance with the decision taken by Full Council on 4 May 2021, this informal meeting will take place virtually. Decisions will be made by the appropriate officer following a 'minded to' decision by members of the committee

Members of the public are welcome to access this meeting and listen to the debate online by using the following link: [Link to observe the meeting](#)

Members of the public wishing to view the meeting from an iphone, ipad or android phone will need to download the free Microsoft Team App to sign in as a Guest, it is advised to do this at least 30 minutes prior to the start of the meeting.

Please note that public speaking has been suspended. However, Public Participation will continue by written submission only. Please see detail as set out below.

Dorset Council is committed to being open and transparent in the way it carries out its business whenever possible. A recording of the meeting will be available on the Council's website after the event.

A G E N D A

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1 APOLOGIES

To receive any apologies for absence.

2 DECLARATIONS OF INTEREST

To disclose any pecuniary, other registerable or non-registerable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.

If required, further advice should be sought from the Monitoring Officer in advance of the meeting.

3 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 6 December 2021.**

4 CHAIRMAN'S REPORT

To consider a verbal report by the Chairman.

5 HARBOUR CONSULTATIVE GROUP MINUTES

To note the minutes of the Weymouth, Bridport and Lyme Regis Harbour Consultative Groups.

- | | | |
|----------|---|----------------|
| a | Lyme Regis HCG – 12 October 2021 | 5 - 12 |
| b | Bridport HCG - 28 October 2021 | 13 - 18 |
| c | Weymouth HCG - 10 November 2021 | 19 - 24 |

6 HARBOUR MASTER UPDATES 25 - 40

To receive the following updates from the Harbour Masters:-

- Weymouth
- Bridport & Lyme Regis

7 FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE 41 - 48

To consider a report by the Lead Manager - Flood & Coastal Erosion Risk Management (FCERM).

8 HARBOURS BUDGET, FEES AND CHARGES 2022-23 49 - 68

To consider a joint report by the Weymouth and Bridport & Lyme Regis Harbour Masters.

9 HARBOURS PARKING POLICY 69 - 72

To consider a report by the Head of Environment and Wellbeing.

10 FORWARD PLAN 73 - 78

To consider the Harbours Committee Workplan.

11 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.

12 EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph 3 of schedule 12 A to the Local Government Act 1972 (as amended). The public and the press will be asked to leave the meeting whilst the item of business is considered.

Lyme Regis Harbour Consultative Group (LRHCG) Meeting 12 October 2021 Lyme Regis Sailing Club 18:30		
Present		
David Brown	DB	Non-Commercial Moorings Rep
Ken Buchan	KB	Head of Environment & wellbeing
David Clayton	DC	Gig Club Rep
Karen Durham Diggins	KDD	Non-Boating water Activities Rep
Peter Fosh	PF	Non – Commercial Moorings Sub
Sally Holman	SH	Sailing Club Sub
Chris Joiner	CJ	Sea School Rep
Cllr Brian Larcombe	BL	Mayor – Lyme Regis Town council
Becky McGowan	BM	Harbour Admin – Note Taker
Nick Marks	NM	RNLI Rep
Steve Postles	SP	Commercial Fisherman Rep
James Radcliffe	JR	Harbour Master
Lee Roper	LR	Power Boat Club Rep
Cllr Mark Roberts	Cllr MR	Dorset Council Harbours Committee Chair
Chris Turner	CT	Consultative Group Chair
Nick Williams	NW	Boatmen/Charters Rep

1. Welcome & introductions	Action
CT – Welcomed everyone to the meeting, individual introductions were given.	
2. Apologies	
Apologies were given – Max Gollop – Harbour Traders Rep, Will Reed – harbour Traders Sub & Marcus Dixon - Gig Club Sub.	
3. Minutes of the previous meeting	
<p>Action Points-</p> <p>NM – Queried depth information on pontoons and outside buoys. JR – Responded, pontoon and outside buoy depths were recorded by us, depths surveys will also be done prior to dredging this year.</p> <p>GG – Queried the use of treated railway sleepers around the raised platform on the slipway. JR – This is answered in the HM report.</p> <p>LR – Queried if the pontoon by the slipway has been considered, he feels it is difficult to walk a boat along to the pontoon. JR – Responded, the extension to the pontoons had been completed.</p> <p>NW – Felt tender and rack fees were not taken seriously as some had not been paid for. JR – Responded, this is ongoing, tender racks and fees are audited regularly and invoices are raised accordingly.</p> <p>NW – Expressed concern over props being tangled up with pickup lines and asked if we can enforce the need to have lead weights on the lines. JR – Responded, new mooring ropes are leaded, link lines we supply in the Harbour office shop.</p> <p>LR – Would like to discuss PWC's for the power boat club and their management of a limited number of licences. MR – Mentioned Weymouth Harbour are collecting information and detail about how the PWC's fit into a working Harbour. Suggested speaking with the Weymouth Harbour Master for advice and guidance and he could be invited to a future meeting to discuss the issue. KB – Responded, there is no further movement on this yet however, work has been done this summer in Studland, Swanage and Weymouth for</p>	JR – KB

<p>zoning and licensing of the PWC's. We will need to look at how PWC's are managed and licenced at Weymouth Harbour, gather evidence, and bring back to Committee for discussion.</p> <p>CJ – Requested a notice to be circulated to remind people to place buckets on outboards in the Harbour.</p> <p>JR – Responded, a reminder was sent within the beginning of the season report and will be emphasised in further reports. Buckets can be purchased from the Harbour office shop.</p> <p>GG – Raised concerns over the risk to the tractor getting stuck and the trailer being hit on the sand bar when manoeuvring past the 3 abreast vessels. Taking the tractor closer to the wall is dangerous as there is a large dip past the cannons which has become worse since dredging.</p> <p>NM – Added, this situation had happened, the RNLI truck had become stuck.</p> <p>SP – Added, this had worsened for the fishermen as there seems to be large fishing vessels entering the Harbour, fishermen are having to wait until the evening to land due to space.</p> <p>JR – Responded, all mooring will be looked at during November.</p> <p>NW – Raised a health and safety concern regarding dog excrement around the Harbour, especially near fish landing and passenger areas It was added that no dog warden had been seen recently to warden the area in question.</p> <p>KB – Responded, Dorset Council do have dog wardens however isn't sure on the number of resource available. Will investigate this and inform the group.</p> <p>JR – Responded, contact has been made to environmental health regarding this issue, will get in touch again for clarity.</p> <p>NW – Suggested signs to be placed around the Harbour as previously requested by SP – Asked if the Harbour has the authority to place sign around the Harbour, particularly to say, Keep dogs on leads.</p> <p>JR – Responded, this is being dealt with currently.</p> <p>NW – Raised concern over damaged ladders around the Harbour and the ropes left draping around them occasionally.</p> <p>JR – Responded, these had been repaired however damaged again. This is an ongoing issue currently.</p> <p>NW – Mentioned the crab steps need attention as they seem to be crumbling. JR is aware and will report to engineers.</p> <p>NW – Expressed concern over the built-up debris from the Harbour projects around the ice room areas.</p> <p>JR – Responded, this had been cleared promptly.</p> <p>NW – Added he felt it wasn't cleared properly as there where train wheels and chain left behind and only cleared recently for the filming to take place.</p>	JR
4. Harbours Committee Chair's Update	
<p>Cllr MR – Expressed across all 3 Harbours, we had a better than expected season. Weymouth had had the best year for overnight moorings for several years.</p> <p>The Cobb is receiving a large sum of capital investment. An application will be going to the environment agency soon.</p> <p>The HRO is underway and is hoped to be complete by the next financial year. It was encouraged all members make comment on the Harbours Strategy survey. This has been tweaked from previous comments and is out</p>	

<p>online now for consultation for 8 weeks, the deadline for comment is 5th December.</p> <p>The Dorset Harbours draft Strategy Dorset Harbours Strategy website and survey Direct link to the survey</p> <p>It is extremely important to help guide what we will achieve over the next 10 years. The Harbour operational plans strategy is high level working towards a safe and working harbours as well as leisure.</p> <p>It was mentioned that Lyme Regis was not getting enough reference within the Harbours strategy and feel it's aimed more around Weymouth Harbour.</p> <p>Cllr MR – Responded, please make comment in the survey. This is being coordinated by Dorset Coast Forum not us and emphasised the importance of comment directly to the consultation.</p> <p>It was also mentioned that the language used within the information isn't clear. It was advised to also make comment of this within the survey and provide examples.</p> <p>It is hoped the Harbour will become self-sufficient and any income from this can be used for dredging funds for example.</p> <p>Flood and Coastal Erosion Risk management around Weymouth Harbour. The Weymouth Harbour walls also act as defences for the town, there is a 40-year scheme with a £140 million expenditure, some of which is match funded by Dorset but also provided by Harbour being self-sufficient.</p>	
<p>5. Harbour Masters Update</p> <p>HM update to be circulated with minutes.</p> <p>Harbour stores, builders have been appointed and works are hoped to start in spring however, there has been an increase in costs for materials and planning which has resulted in further funding being needed from the MMO. Applications can be put in from December.</p> <p>Phase 5 work on the Cobb – It was confirmed the start date given of 23/24 is still on track.</p> <p>It was confirmed that the stats within the report regarding visiting vessels are by volume not income.</p>	
<p>6. User Representative Reports</p> <p>LRPBC – Report to be circulated with minutes.</p> <p>LRSC – Report to be circulated with minutes.</p> <p>SH – Asked Could we have some assistance from the Harbour staff to keep clear the access point for launching patrol boats and reported the lock for the gate has also been broken.</p> <p>Non-Boating Water Activities – Report to be circulated with minutes.</p> <p>There was discussion about raw sewage discharge into the bay from the River Lyme and issues around SW Water's management of this. KDD encouraged those attending the meeting to sign a petition in relation to this issue.</p> <p>Action –</p> <p>Cllr MR – Is part of the Wessex regional southern coastal committee, the regional director of the environment agency often attends this meeting, Cllr MR to speak with the director regarding the concerns around sewage</p>	<p>JR</p> <p>Cllr MR</p>

<p>discharge.</p> <p>RNLI – Report to be circulated with minutes.</p> <p>BL – Town Council - Expressed a concern over the lack of social distancing around the area and will need to be monitored closely in the summer. They had enforcement officers out to try and enforce social distancing but failed and have invested in extra CCTV to help and are working alongside Dorset police. LRTC hired evening security staff to patrol the areas costing £10,000 and this proved to be a deterrent for anti-social behaviours, this will most likely be used again next year.</p> <p>It was asked if the dredging can be done nearer the time in previous years as there had been many complaints around this.</p> <p>Praise was given to the Harbour and Cobb staff members for supporting the towns events by interest and their contribution.</p> <p>SP – Commercial fisherman – The chairman has resigned from the fisherman’s association.</p> <p>They have heard numerous rumours which include the swing moorings being moved and the chain moorings being moved forwards? The fisherman would like clarity on this and whether the vessels in question are going to be moved?</p> <p>JR – responded, this is a winter project being looked at in November. The Harbour bed will be walked, and the layout of the moorings will be looked at, we will need to consider suitability of vessels being next to each other or draft needs to tides etc.</p> <p>JR – feels there are too many moorings and the fairways aren’t big enough. He asked the fishermen to please ignore any rumours or speculation.</p> <p>SP – Read out a small article from Fishing News paper that discussed the piling project at Bridport and forecast this to be a large project, a question was then raised, with such a large project to handle at Bridport harbour, will there be enough time to deal with these issues this winter?</p> <p>JR – Responded, this is a 5-day project that will not need to be monitored closely by himself, his time will be made available to deal with other issues this winter.</p> <p>SP - We feel someone from the Harbour authority should monitor the pontoons and fairways for paddle boarders and swimmers, more presence is needed.</p> <p>There has been a bad atmosphere amongst fisherman recently, without naming anyone, there has also been personal attacks.</p> <p>We have issues currently between the ice committee and Blue Marine regarding the lease for the ice building.</p> <p>The harbour can resolve this issue when the new ice building is complete however in the meantime, the Council need to agree we can still use the current building.</p> <p>KB – Explained that this area will come under Harbour estate through the HRO</p> <p>KB – Requested further information about Blue Marine, who are the liaising within property services? a discussion will need to be had around the transferability of the lease.</p> <p>DB – Non-Commercial Moorings – Has received some complains, but would like to report there is a need for more guidance on people putting their</p>	<p>KB</p>
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<p>mooring ropes out, is it 3m or 4m, leaded, controlled props or not? people need to be aware as some mooring lines aren't correctly placed.</p> <p>PF – Emphasised tenders need to be moored correctly, and suggested centre part of the pickup buoy would be best.</p> <p>There is a concern that some people will lose their time-honoured moorings in November when moorings are being looked at.</p> <p>PF – Offered his service by providing first aid to anyone who wishes to have it, at a small donation of £2 per head. This will be run on Saturday mornings, so please get in touch.</p> <p>Thanks, was given to Richard Quint, seasonal Harbour staff member. He is extremely helpful. All agreed.</p> <p>CJ – Sea School – We have had 1 year with no activity; we have managed to run for 4 weeks with 12 students with a ratio of 2-1 staffing. Working with JR and staff proved very helpful, and we managed to work a system where instructors know what they are doing. We didn't have many problems during the 4 weeks running.</p> <p>Financially, costs are cleared, and we made a small profit, but this will go towards other expenses.</p> <p>Nicky Williams stepped down from her role, we are thankful for her time over the last year and are sorry to see her go.</p> <p>Q – What is the reach of the Seas school?</p> <p>A – We do have students as far as Hong Kong, but we do try to get as many locals as possible. These are the ones that generally progress in the sector and do very well as their career progresses.</p> <p>DC – Gig Club, after the capsize, lessons have been learnt to pick up on changing weather. It is advised now to come straight in if weather changes rather than staying out.</p> <p>Members have picked up since COVID.</p> <p>We continue to have parking issues.</p> <p>Our thanks is given to JR for his continued support.</p>	
7. LRPBC Safety on the Water	
<p>LR – Due to gig club accident, this has raised thought for me and the club members, and raised the question what if this happened to us?</p> <p>It was felt that safety on the water should be advised however is unsure of the best advice to give.</p> <p>NM - RNLi can provide advice on safety on the water for members and provide something to read and understand.</p> <p>BL – Raised concerns over the paddleboarders and swimmers going through the Harbour, there is also concern that if PWC's can launch from the Harbour, this could pose extra risk.</p> <p>NW – Added that paddleboarders and swimmers need to be monitored closely.</p> <p>JR – Responded, signs are to be placed in these areas to help prevent this happening.</p> <p>JR – Added Kayaks and boards are permitted to go through the Harbour here in Lyme Regis but not Bridport (West Bay) this will be investigated.</p> <p>Further discussion continued around the room.</p> <p>KB – Suggested another meeting to be held with charts at hand to highlight all the zone's safety points within the limits of the Harbour to help manage this.</p> <p>All agreed. Date to be set.</p>	JR - KB

LR – Power Boat Club, the club is doing well across the bar. We are sharing facilities the BBA and working well.	
8. Winter Moorings – David Brown	
<p>DB – Asked if October month could be added to the season April to September.</p> <p>JR – Responded, this is available to all mooring holders however at a separate fee.</p> <p>SP – Suggested that we could have better use of the pontoon in the winter by bringing in and attach it to the wall.</p> <p>JR - Responded, agreed this could be a possibility.</p>	
9. Q&A's	
<p>Q – Are the swimmers in the Harbour and paddleboarders given guidance?</p> <p>A - JR made to point that paddle boarding is a fast growing sport and anyone can come to Lyme and launch from the beach without any guidance. Not everyone goes through the established paddleboard providers which make it difficult to manage. There are signs to suggest to swimmers not to swim, more effort will be made in future to manage this.</p> <p>Q – How have the larger 3 boats in question been allowed in the Harbour?</p> <p>A – JR had a meeting with the association last week, the vessel was larger than anticipated.</p> <p>SP – Stated Harbour policy re vessel changes.</p> <p>SH – Requested a discussion is to be held with us not just to make a plan without acknowledgment.</p> <p>Q – If there is an issue with someone bringing in a vessel not under your watch, if it isn't as it should have been, can they be asked to leave?</p> <p>A – Yes, we will be looking at the Harbour bottom first before making any decisions. Those people in question will be involved. Asking them to leave will be last resort.</p> <p>Q – Is anyone monitoring west east costal drift building up?</p> <p>A - The engineers will be monitoring with an eye to the phase 5 cobb. The next phase of work is due 2023 however it is always monitored. The scheme is to place sheet piles around the outside of the wall at the bottom of the wall toe, the surface will also be done, this is with English heritage.</p> <p>Q – In the Harbour Rules, it states there is located areas for storage, where are these?</p> <p>A – There isn't any in Lyme Regis, the Harbour Policy covers both Bridport and Lyme Regis Harbours.</p> <p>Q – Can we have more cleats on the pontoons?</p> <p>A – This is being looked into.</p> <p>Q -Can we have coloured bands for allocated or unallocated parts of the pontoon to easily identify?</p> <p>A – This is being investigated over the winter period.</p> <p>Q – What is the max strain the pontoons can take?</p> <p>A – Maximum 10m vessel size.</p> <p>Q – Has the metal been cleared this year that gets build up around the old</p>	

<p>tip? A – Yes, this is checked and dealt with accordingly by a contractor through DC Waste Services.</p> <p>Q - Car parks by stores, why has spaces been extended from 10 to 11 spaces. A – This will be investigated</p> <p>Q – Is there a procedure in the Rules and Regulations Policy regarding appeals? A - 9.0.4 Any appeal shall be made in writing and dealt with by the next higher management level.</p> <p>Q – Is the office shop taking staff away from the Harbour? A – No, the shop is covered as and when needed.</p> <p>Q – In the Harbour Policy it states there is a service manager available, who is this? A – Ken Buchanan is the service manager, you can also put any queries through Harbour Management which will be passed onto the relevant officer.</p>	
10. Any Other Business	
<p>User representative reports are now requested early for circulation prior to the meeting to save time.</p> <p>Thanks, was given to Richard Quint, seasonal Harbour staff member. He is extremely helpful. All agreed.</p> <p>Defibrillator locations where confirmed –</p> <ul style="list-style-type: none"> • At the rear of the Marine Theatre Church Street • End of the Cobb, outside the fishing college • Hallett Court, Queens Walk • Monmouth Beach • Outside the Lifeboat station on the Cobb <p>BL – Town Council, Car park machines were not working properly, there was a push for new machines and decided on one of each, cash, card, and phone.</p> <p>Chair - Suggested another meeting to be held end of November, early December to discuss mooring and what changes are to be expected.</p> <p>JR – Announced Mike Higgs resignation. Will be recruiting for new position in November time. Thanks, was given for his service..</p> <p>The meeting Concluded at 21:00</p>	JR

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Bridport Harbour Consultative Group (BHCG) Meeting 28 October 2021 The Salt House 18:30	
Present	
Aubery Banfield (AB)	Commercial Fishermen Sub
Gavin Brooking (GB)	Non-Commercial Mooring Rep
Ken Buchan (KB)	Head of Environment & wellbeing
Mark Cornwell (MC)	Commercial Fishermen Rep
Ben Harvey (BH)	Assistant Harbour Master
Simon Miles (SM)	Consultative Group Chair
Jason Mathews (JM)	Gig Club
James Radcliffe (JR)	Harbour Master
Cllr Mark Roberts (MR)	Dorset Council Harbours Committee Chair
Helen Sawyer (HS)	Harbour Traders Rep
Debbs Urch (DU)	Gig Club Sub

1. Welcome & introductions - Confirmation of Representatives and their Substitutes.	Action
SM – Welcomed everyone to the meeting, individual introductions were given.	
2. Apologies	
David Lohfink – Gig Club Rep Grant Butcher - West Bay Community Forum – No substitute able to attend Daryl Chambers – Town Council	
3. Matters arising from minutes of the previous meeting	
<p>Action points.</p> <p>MC – Queried whether any consultation was done on the draft. KB - Needed to check consultation requirements for the Bridport and Lyme Regis applications and will report back to the group.</p> <p><u>Harbour Revision Orders for Bridport and Lyme Regis</u></p> <p>The HRO is underway and is hoped to be complete for the next financial year. This is now in the hands of the MMO, and they will do a statutory 42-day consultation. This should be coming up shortly, and we will inform group members when it starts.</p> <p><u>Harbours Strategy</u></p> <p>MR - All members of the consultative group were encouraged to make comment on the Harbours Strategy survey. This has been tweaked from previous comments and is out online now for consultation for 8 weeks, the deadline for comment is 5th December.</p> <p>The Dorset Harbours draft Strategy Dorset Harbours Strategy website and survey Direct link to the survey</p> <p>MR - It is extremely important to help guide what we will achieve over the next 10 years. The Harbours strategy is high level working towards setting a general direction on how the Harbour is run. The legislation for Lyme Regis harbour is particularly outdated dating back to the late 1500s. For Bridport it is more recent, but the Harbours Committee took the opportunity to update the legislation through a joint Bridport and Lyme Regis application which has also saved costs of around £17,500.</p>	

<p>On a more logistical matter, GB questioned how the mooring holders that he represents on the group can get hold of him.</p> <p>BM – Will create a contact list of leisure mooring holders and circulated GBs contact details to them.</p>	
4. Harbours Committee Chairs update	
<p>Cllr MR – As the Chair of the Harbours Committee, reports will be across all 3 Harbours Weymouth, Bridport, and Lyme Regis.</p> <p>Under the HRO it is hoped the Harbours will become self-sufficient and any income generated by the harbour estate defined in the HRO can be used, for example extra income from car parks.</p> <p>Flood and Coastal Erosion Risk management around Weymouth Harbour. There is a huge infrastructure programme, a 100-year scheme with a £140 million expenditure, some of which is match funded by Dorset Council. This is part to wider long-term grant funding from the Environment Agency.</p> <p>Lyme Regis Harbour Cobb development plan Phase 5 – It was confirmed the start date given of 23/24 is still on track.</p> <p>MR – We would welcome comments on the Dorset Council Harbours strategy which is currently out to consultation.</p> <p>– Link to be circulated and can be found in comments of the minutes of the previous meeting.</p> <p>An abandoned fishing vessel has sunk alongside the quay at Weymouth. All efforts to find a new owner for the vessel failed and while the harbour was awaiting permits for the vessels removal the hull failed and the vessel sank. Plans are in place for its removal and this should happen in the next few weeks.</p>	BM
5. Harbour Masters update	
<p>HM update to be circulated with minutes</p> <p>Questions where raised from the report;</p> <p>Q – Does the Power boat racing bring in income? A - Yes, income is generated through event fees and car park charges. The surrounding local area also benefit as this event brings in people.</p> <p>Q – Does this event cause a nuisance? A – The event makes a busy day however no negative feedback has been received recently. It was mentioned that the event is run with great efficiency and is enjoyed by the locals.</p> <p>JR – Added that the model chase boats may return next year.</p> <p>AB – Noted that the Harbour commercial operations are at 100% however visiting commercial vessels are arriving. Concerns were raised over this re. overfishing, nets, and infrastructure. It was requested that communication be had with Harbour operators before making any changes.</p> <p>JR – Explained, we can't stop visiting commercial vessels coming to the Harbour, The Harbour legislation states that we have an open port duty. This is a requirement of all harbours.</p>	

<p>The Southern Inshore Fisheries and Conservation Authority SIFCA are responsible for managing the local fishery.</p> <p>MR is the Chair of the SIFCA and will bring this issue up.</p> <p>MR- Suggested looking at charges for their visits. JR – Responded, our fees are already high for their stay and landing.</p> <p>AB - Suggested charging per box landed rather than a set fee. JR – Responded, we rely on the fishermen to inform us of this and may be difficult to monitor. AB – Suggested giving a landing time slot. JR – Responded that this could interrupt local Harbour operators.</p>	<p>Cllr MR</p>
<p>6. User representatives reports</p>	
<p><u>Harbour Traders</u></p> <p>HS – Harbour Traders report to be circulated with minutes. HS – Added, the Harbour Traders are excited at the idea of a self-sufficient run entity and there are many views on what could be improved. KB – Commented, some issues raised within this report for example street furniture and lighting will be dealt with by highways and the Town Council. These will be shared amongst those other areas to make them aware of issues the traders are having.</p> <p><u>Commercial Fishermen</u></p> <p>MC – Not much to report from the commercial fishermen apart from some bickering and tension between some individuals. It was asked if there is anything the Harbour can do to monitor these behaviours. JR – Responded, this will be a police matter if it doesn't fall within the Harbour but advised to report anything even if it is deemed minor.</p> <p><u>Gig Rowing</u></p> <p>DU – Reported there has been some near misses on the slipway due to other users. One incident occurred where a trailer was unhitched and allowed to roll into the water endangering everyone around at the time who had to move swiftly out of the way. As a result, the club has updated their landing and launching procedure. BH – Responded, we do monitor the slipway area during busy times and this procedure is not permitted. Anyone spotted will be reminded of the correct procedure. JR – Added, perhaps we can provide a sign in the area to help prevent this and will promote more verbal communication by Harbour staff to anyone launching. If anyone witnesses these manoeuvres, please report to the office straight away so it can be dealt with immediately. In the meantime, I will think of ways to assist the Gig club whilst using the area.</p> <p>DU – Continued, throughout COVID we maintained 160 members to the club of all ages. Launch and recover can be an issue with some crews, because of this we would like to speak with JR about a potential mooring. We have 50 people on the waiting list.</p>	<p>KB</p> <p>JR BH</p>

<p>A discussion was held around the use of life jackets, the club do not use them however do provide a safety boat. This is something to look at soon. Perhaps discuss with other clubs including Weymouth. This can be bought up in the next meeting.</p>	
<p><u>Non-Commercial Mooring Holders</u></p>	
<p>GB – Asked how many mooring holders he represents? JR – Answered, 137 GB – Continued, he had not heard from one person and is finding it difficult to reach out to them. JR - Due to GDPR their contact details cannot be shared but will circulate GB contact details again and report in the end of season letter.</p>	<p>BM JR</p>
<p>Feedback was given re the slipway area being slippery when launching. Q – Can the slipway be ribbed at the bottom end to prevent this? A – JR - This area is cleaned regularly. The use of Hydrochloride has been stopped and a new environmentally friendly mix is being used that doesn't seem to be working as well. I will keep looking for other options.</p>	<p>JR</p>
<p>Administration - It was suggested that instead of invoicing seasonally for facility use, could there be one invoice raised for everything and paid monthly.</p>	
<p>AB – Asked, can we be invoiced for prereferral things, day to day fees like overnights stays as he feels telephone reminders can be a nuisance. Also, the receipts received upon payment do not hold VAT information. JR – Responded, these are placed on the till and calls are made when fees are accumulating. JR – Explained that we only have one business support staff member that deals with most administrative aspects of the Harbour, extra invoicing would be too time consuming.</p>	
<p>A new software was being investigated that would assist with these points raised however it is pricey and will need further investigating. KB – Our digital team are currently working on the systems at Weymouth and we will be looking at transforming these systems across the harbours in the future which should make things much easier to manage for the harbour and for customers. This should also take care of the VAT receipt issue when it happens.</p>	<p>JR</p>
<p><u>Town Council</u></p>	
<p>DC – Provided a report from the Town Council to be circulated with minutes. JR – JR to discuss with Daryl chambers point 3 in the report.</p>	
<p><u>Commercial Passenger carrying vessels</u></p>	
<p>SM – Reported on behalf of the Commercial passenger carrying vessels, report to be circulated with minutes.</p>	
<p>Pontoon space issues where raised, JR will look at this for next season.</p>	<p>JR</p>
<p>GB – Asked if there was any chance to extend the pontoons, JR – Responded, there is too much swell on east pier to consider this, but we were going to replace and extend one of the pontoon fingers, but the amount purchased wasn't as we thought.</p>	

We also considered clearing out the other side by timbers and the rocks to place pontoons there for commercial operators to run from, however this is only in discussion and will require significant funds to accomplish.

Dredging

JR – Responded, due to the weather conditions the contractor prefers to work in March, if done earlier we run the risk of down time due to poor weather conditions and this incurs costs when no work is being done.

There are issues with anglers casting lines across the inner harbour and harbour entrance

JR – Responded, this continues to be an issue and is reported regularly. We are monitoring this, and signs are in place for angler's acknowledgement.

Kayaks and privately owned paddleboards are also an issue with inexperienced users getting in the way of motorised vessels.

JR – Responded, this is a growing sport, similar issues have been raised in Lyme Regis and we are looking at options to help prevent this safety issue.

7. Q&A's

Q – Do new mooring holders get attention with regards to advice on how to moor correctly?

A – The Harbour staff will show mooring holders how to get on and off their moorings safely. Further assistance is available at a chargeable hourly rate.

Q – Have mooring lines changed, they are either not linked or have no pickup buoy?

A – No change, hours have been spent in the Harbour tying up however this seems to change by the time a mooring holder arrives. These are checked at the end of and beginning of every season.
Buoys get washed out during stormy weather.

Q – There isn't enough parking, is there a way of securing a parking space?

A – Parking is available, but this is first come first serve, early arrivals have better chance of getting a space.

Q – Is there Fresh water on the pontoon.

A – There is a tap at the top, hose is 40m long.

Q – Are there plans for placing pontoons in the inner harbour?

A – This has been discussed, true costs would have to be investigated however there would likely be a drop in the number of available spaces to moor compared to the current situation.

Q – The waiting list has reduced over the last few years, is there concern of filling the Harbour?

A – The waiting list has improved and is managed better, there is no concern.

Q – How many relinquishments where there last year?

A - between 18 and 20

Q – Can the dredging be used to replenish the beach?

<p>A – There are sediment movement surveys being done to understand the transport of sediment along the coast. This will feed into the beach management plan and will help determine if this is possible. Currently dredge material is pumped onto a small beach beyond West Beach.</p> <p>Q – Can the flower boats be put out to sponsorship? A – The Town Council provide the flowers and the Harbour provides the soil. We could ask the local traders for sponsorship.</p> <p>Q – Can the CCTV be extended around the harbour more? A – CCTV could be better, but this comes at a cost. This is a future project to be investigated. Discussions have been held around a system upgrade however we will need to apply for funding and seek other revenues for fund raising.</p> <p>Q – The dingy pull out area seems to be full of lines, are you aware? Who is responsible for the ropes? A – The mooring holder is responsible for their own ropes; we do supply these at the Harbour shop.</p> <p>Q – Can a discussion be had with the Town Council regarding parking, e.g. vans being left in the layby? A – JR will raise with Town Council and relevant departments.</p> <p>Q – Who controls the sluice gates? Are they left open? A – The Harbour open and close the gates according to the weather.</p>	JR
8. Any other business	
<p>SM – Will present these minutes at the December Harbours Committee meeting.</p> <p>The next consultative Group meeting will be in April – date to be confirmed. Please provide group reports early when requested to circulate with the meeting agenda.</p> <p>The meeting concluded at 20:10</p>	

Weymouth Harbour Consultation Group (WHHCG)
Wednesday 10th November 2021 (Teams, 19:00-21:00)

Present

Ken Buchan	KB	Head of Environment and Wellbeing
Cllr Mark Roberts	MR	Chair of Harbours Committee
Cllr Colin Huckle	CH	Weymouth Town Council
Jamie Joyce	JJ	Weymouth Harbour Master
Andy Sargent	AS	RNLI Representative and Chair
Dave Caddy	DC	Harbour Traders Representative and Vice Chair
Terry Studley	TS	Fishermen & Charter Boat Representative
Tim Day	TD	Clubs of Weymouth Representative
Dave McCune	DM	Inner Harbour User Substitute Representative
Steve Goodwin	SG	Commercial Passenger Carrying Vessels Representative
Dave Brown	DB	Dorset Marine Police
Rob Gray	RG	Commercial Passenger Substitute
Neil Bedwell	NB	Boatfolk Mooring Representative
Dawn Heath	DH	DC Highways Team Lead Representative
Christopher Peck	CP	DC Highways Cycling and Walking Representative
Sarah Johnston	SJ	Minute Taker

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

AS welcomed everyone and opened the meeting.

Mary Harris apologies received unable to attend.

Dave McCune attending as substitute for Inner Harbour Users, apologies from Kathy Claydon unable to attend.

2. DECLARATIONS OF INTEREST

None declared.

3. MINUTES AND MATTERS ARISING

AS confirmed no comments had been received regarding the previous minutes that were circulated and they were then presented to the Harbours Committee Meeting by Dave Caddy in September.

MR confirmed that Highways were asked to attend, **DH** and **CP** were then welcomed to the meeting.

Regarding the lack of attendance from a representative of the Training and Education Schools to these meetings – **KB** confirmed that the Terms of Reference state that the HCG can then decide on approaching other organisations to obtain a substitute. **AS** to contact Callum Seggie and the Harbour Office to support with contact other organisations to look to get a substitute.

4. WEYMOUTH HARBOUR UPDATE

It has been a particularly busy period following the end of the holiday season where we have been completing repairs, dealing with unexploded ordnance brought into the Harbour and hosting the MCA who have conducted audits on the Harbour with regard to our oil spill response capabilities. And the commencement of our key regeneration at the peninsular.

- Commercial Road electrical bollards – They are now complete and operational, electric smartcards can be purchased from the Harbour Office if required.
- Cosens Quay Car Park – Reviewed the Loop car park and Cosens Quay for extension. Work in Cosens Quay is complete resulting in:
- 7 x extra parking bays exclusively for the use of Loop car park permit holders. 3 x extra spaces for public use.
- Commercial Road bin - We were requested to look at bin capacity in the Commercial Road area. On reviewing CCTV and speaking with Waste partnership it was apparent that a large number of general members of public were utilising the bin, which is dedicated to the Commercial Operators. Therefore, a cover and lockable keypad has been put in place to ensure that the bin is only utilised by the commercial operators. The padlock code has been issued to all Commercial Operators.
- Fishing Landing Quay – The wire cable and hook has been replaced following an inspection by Zurich which revealed that the cable was showing signs of deterioration.
- Marina Trolleys – Kathy requested that the marina trolleys were looked at and along with two marina trolleys purchased in August a further two trolleys have been purchased with the larger pneumatic wheels. The two trolleys that were damaged have been repaired and put back into service, totalling in 6 available trolleys.
- Marina Facilities - The Gents facilities at North Quay is undergoing refurbishments with two shower cubicles to be replaced and both hand dryers to be replaced along with the lights being rewired.
- The waiting pontoon is now fully accessible with the cessation of the RHIB charter rides.
- A request from an operator to place a barrier at the bottom of the ramp at North Quay to prevent accidental falls at this location has now been put in place.
- A light audit is being conducted to replace any non-working lights and the team will also be working through the winter repairing any loose planking and fibreglass boards on NQ and WW Rd pontoons.
- We are working with Contractors to improve the water delivery system to the Marinas and berths and looking to install new pipework throughout the Harbour.
- The hot water facilities at Custom House Quay will also be replaced with new pipework and a new boiler system this December.
- Quay Regeneration Development - The peninsula project construction phase has commenced with surveys along the Commercial berths at the entrance to the Harbour. The first stage of the construction is to repair any damage, replace safety ladders and fendering. Once complete they will move onto the Fish Landing Quay and other areas, more updates will be given when the contractors have completed their surveys and firmed up their construction timelines.
- Fish equipment storage on pontoons – A couple of emails have been circulated with regard to ensuring that fishing equipment on pontoons is stored in a safe and proper manner, which is stated within the Berthing Conditions: Storage of equipment must be contained within 2 x 227 litre tubs and ensuring a 1m wide walkway is available at all times. 90% of the operators have complied with this and we've just got 10% which we just need to ask to have a really good look at the pontoons and clean those areas up. We do acknowledge that at the moment, with the peninsular development, there is access issues with the peninsula and that the proposed self-storage fish equipment area, which forms part of the key regeneration project, will certainly ease this situation in the future, but for the time being we just ask you to work with ourselves.

- Sunken Fishing vessel Gitte - As you may be aware the Fishing vessel Gitte berthed near the entrance to Harbour, had a catastrophic failure and sank within 3 minutes on the 1st October. This vessel had been an abandoned vessel and as such a contractor had been appointed to wreck the vessel in the beginning of summer and had been awaiting a permit from the Environment Agency to conduct this work. A new methodology of retrieval has been submitted to Environment Agency and a permit based on this has been issued by the agency. The vessel is due to be lifted from the water this week and then wrecked on the quayside. The costs associated to this retrieval and wrecking are the subject of an insurance claim. Outcomes to be provided when the project is finalised.

5. CONSULTATIVE GROUP UPDATE

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- **AS – RNLI.** Quiet last month, a steady year with spikes and troughs. Mainly leisure and a couple of Commercial breakdowns. 4 Paddleboards had to be rescued without proper gear for the area and an increase with despondent persons on the sea front. Vessels running well, 85 running well though yet to be named – hopefully will happen in the Spring 2022
- **NB – Boatfolk.** Boatfolk are part of a group called TYHA working towards a clean marina award, I'm looking at our environmental credentials and our sustainability's. The main part of it, and that's something that we're working on.
- **SG - Commercial Passenger Carrying Vessels.** Nothing to report.
- **DC - Inner Harbour Users.** Nothing to report.
- **JP - Charter Boat Associations.** Not present.
- **CS - Training & Education Schools.** Not present.
- **TD - Clubs of Weymouth.** Sailing and rowing clubs still going. Rowing club had their pontoons out for maintenance. Sailing club keeps racing until Boxing Day and then there will be a series of lift outs including the buoys in the bay. A 3 foot in diameter buoy with a large F on it has gone missing from the Bay if anyone sees it please let them know.
- **TS - Fishermen & Charter Boat.** Issues with work on the quay side when trying to access vessel and loading. Bass fishing good but shellfish is not good, Far East markets not good currently.
- **DC - Harbour Traders.** Nothing to report, generally a busy summer with things now slowing down. Access issues as well.
- **DB – Dorset Marine Police.** Currently there has been a lot of thefts of large outboard engines along the coast, very organised and targeted though requires access for vehicles to load them into. Locally 7 thefts reported in the Poole and Portland area with 3 thefts reported in Weymouth Harbour. County Lines may turn to the boating industry as transport for bringing drugs in as has been hit hard on the roads. Anything suspicious or out of place please report so they can investigate it. As a previous vessel collision proved to be very interesting as the owner was known but not for having a vessel. All information is key for intelligence. A PCSO was assaulted along the harbour recently but appears to be okay and is now back at work. Planning for next year has started so assistance can be provided for any campaigns please get in touch to arrange a meeting.
- **MR – Harbour Committee.** Committee update for all 3 harbours. The Harbour Revision Order is in place now for Weymouth. But at a slightly later stage with the ones that Bridport and Lyme, currently with the MMO and will shortly come out for public consultation. I think it's eight weeks for that one, and if anyone has any interest in those two harbours, they may well want to have a look at that. The visitor numbers and leisure berths have been much better than expected in view of the pandemic at all three harbours and the commercial numbers have been very constant. The infrastructure at Weymouth regarding the piling wall at the end of

the peninsula, has deteriorated fast and the replacement cost somewhere around 6/7 million but the Environment Agency have agreed that it can be part of Dorset Council's contribution to the whole 140 million Harbour Walls program. It was scheduled as part of that for a few years hence, and the Environment Agency has signalled that they're happy for us to bring it forward. So, with one or two cabinet members, I am looking at ways of where we can get the capital budget to come from to start the works on this as a full replacement rather than a repair. The COB at Lyme Regis has survey work going on and there's going to be some considerable work starting probably in 2023. And works at West Bay, the timber piling on the eastern side of the harbour will be replaced. They were purchased from Bournemouth from the old groins there, so they've been sitting in the railway yard waiting to go in. The Harbours Strategy, which you've been consulted on that's now out for public consultation until the end of November. Please, if you've got anything further to add, please do, it's online and you can add it to a sheet with primers and pointers of things you might like to comment on and to fill out. At the December meeting we will be considering the pricing and fees for the coming year. Another point from one of the other consultative meetings, the question of sewage outfall and into the sea came up and the other day I was out in Poole Harbour where the oyster fishery and the clam fisheries had had to cease for several days due to the high levels of sewage due to the excessive rainfall nearly two weeks ago. I will be taking this up with a couple of the MPs and the Environment Agency and if anyone got any comments on how sewage might be affecting their business, I'd be very grateful to receive those.

- **SJ – Weymouth Harbour Watch** – update read out on behalf of MH. Confirmation that the services of the gentleman who has done Poole Harbour Watch Website have been secured as has the domain Weymouth Harbour Watch.org.uk. Sherrins the printers have done a fabulous logo and the next step is to contact the Marine Police upon Mary's return to confirm the rest of the content and appropriate contact numbers for the website. A full update will be provided to AS once MH is back.

6. AGENDA ITEMS FROM MEMBERS

- **SG** – Confirmation of point of contact for Council Licensing, waiting lists, their use/misuse/penalties. **JJ** confirmed the Harbour Office is the guardian of the waiting lists and when a licence becomes available the lists will be honoured. Those persons without a vessel at that point will not be offered a licence and asked if they want to remain on the list or go to the bottom of the list. Every 3 months the lists are checked and the persons on the list contacted for an update. If those licenses do come up, then they need to have all the vessel qualifications and commercial tickets and insurance in place to take out those licenses, otherwise they get moved to the end of the list. Operating Licences – These refer to particular locations within the harbour, though most of the license areas are in Outer Harbour and the licenses are applicable for passing trade. So, they can pick up trade as they come past the other operators should just be operating on an adhoc basis from that area and picking up people through websites, phone calls. Due to recent events time has been given to allow businesses to recover from the COVID impact but in the forthcoming season they will be reviewed to ensure that everyone is abiding by the licence agreements. **JJ** confirmed that the vessel raised in question of its site fees is operating within its licence and was moved to a pontoon berth due to safety requirements. Other items raised to be covered in a face to face meeting with **JJ**.

- **DC** – No contact or communications with regards to work outside Kingfisher Marine or CHQ. Representative of Highways to attend HCG. Update on the situation regarding the communication over the last week, including Facebook exchanges and a meeting. Confirmed that the work was not making the progress hoped and a second team has now joined them. **CP** confirmed that the letters went out at the end of September to residents and businesses. (A copy is to accompany these minutes) Acknowledged that they could have done a better job and new boards will be going up to confirm that businesses are open along CHQ. Boards were delayed due to awaiting final approval by committee. They are running a bit behind schedule but will be completely off site and the road will be open during of the Christmas period. **DC** raised that there are no “Businesses Open” signs along the sea front. **CP** confirmed the large dot matrix signs at the northern end of the Esplanade will have something on them as well as the “Road Closed” signs being removed over the Christmas period (13th of December for 3 weeks). **TS** advised how difficult it has been for the fishermen accessing their businesses. **DH** requested contact details to pass on to DC Liaison Officer Andrew Bradley to try to ease the situation. Harbour Office to pass on TS’s contact details.
- **AS** – Update RNLI access on Trinity Road. **AS** confirmed that new signage and sounds have been put together with help from **JJ** and **DH** to improve access for RNLI members when on a shout. **AS** thanked **DH** for tremendous help given. They should be in place before the next season.
- **MH** – Requests an update on the “temporary” outdoor seating in Trinity Road, what is the justification for this to continue? Why have these licenses been extended? They were meant to finish on the 25.09.21. **DH** confirmed that the sitting out area licences go through to February 2022, the 25th of September was the date for 2020. The Government brought this temporary legislation in during COVID and are currently looking at the sitting outlaws at the moment. It is what people are allowed to do, so Dorset Council have accommodated that but are not sure which way they Government will go. They should know sometime just after Christmas. And then obviously we can work moving forward once we know what the government is bringing in. But at this present point in time they are licensed till February of next year.
- **MH** – Intended works on Nothe Parade – Have they been postponed, if so until when? **DH** confirmed that she did not have an update on this and will check and report back. **JJ** confirmed that he had spoke to the engineers and it is likely to be January 2022.

7. ANY OTHER BUSINESS

- **TS** – Sitting out – DH confirmed that it will still be in place until February 2022.
- **TD** – Removal of the fuelling pontoon on Cove Pass. **JJ** confirmed that Mr Curtis has removed them in advance of wall works as he was advised they would be need to in November. Once complete Mr Curtis will review the situation and we will provide an update on it.
- **DH** – Advised that there will be a Toy Run along the harbour on the weekend of the 11th/12th of December where a local business owner has organised with DC for the motor bikes doing the run to go into the closed off area of the road. The Toy Run is for Dorset County Hospital for an hour and a half in the morning.

- **AS** – Will put a note out to see if any requirements for an informal meeting in the New Year – 2022.

8. DATES FOR FUTURE MEETINGS

Harbour Consultative Group

- 16 February 2022

Harbours Committee

- 8 December 2021
- 16 March 2022

Weymouth Harbour Report

Harbours Committee
8th December 2021



Jamie Joyce,
Weymouth Harbour Master

Weymouth Harbour Statistics as of end of October 2021

Current situation

	2018	2019	2020*	2021*
Number of marina berths let (out of 403)	263	254	261	313
Number of commercial berths let (out of 109)	86	83	84	89
Number of visiting leisure vessels nights	4,646	5,126	1,597	5,081
Number of bridge lifts	1,226	1,105	835	1,176
Number of vessels transiting bridge	6,801	6,026	5,958	6,731
Number commercial visiting fishing vessels	309	209	225	110
Slipway income (£)	£6,375	£6,168	£15,816	£12,478
PWC income (£)	£3,340	£3,454	£6,967	£6,872
Number of acts of Pilotage	1	0	0	0

*Both years impacted by Covid restrictions

Port Marine Safety Code:

Safe and efficient port marine operations:

- Defect and incident reporting:
 1. Defects: The team to date have received 227 defect notices and on average the defects are consistently being rectified within a 48hr period. The number of defects we are experiencing is directly proportional to the age of the infrastructure and it is anticipated as the infrastructure is replaced the amount of recorded defects will decrease.
 2. Incidents: We have received 148 incident reports. Within this reporting period, of note is that Harbour staff have responded to an incident of unexploded ordnance being discovered on a berth holders' pontoon in the private marina. This was a good example of a multi-agency response involving Harbour, Marina staff, Police, Dorset Council Emergency Planning and EOD. All persons were evacuated to a safe distance and cordons maintained whilst awaiting EOD arrival to make the ordnance safe.
 3. Meetings have been held with the Commander of the Dorset and Wiltshire Fire and Rescue Service – Weymouth & Portland to discuss Memorandums of understanding with regard to emergencies and incidents within the Statutory Harbour Area.
 4. Project has been commenced with Ocean Electronics to consider improvements in Weymouth Local Port Traffic service provision, incorporating Automatic Identification system, Radar, Live weather information and CCTV.
 5. We have been successful in our application to Marine Management Organisation to secure funding to replace the Harbour entrance navigation lights with Solar LED's, incorporating a battery backup supply. This system includes Navmoor AtoN Companion IoT monitoring box inside the solar power unit, monitoring lantern status, battery voltage and solar panel charging which can be remotely monitored via the Navmoor web portal. I appreciate the determination of the Harbour business support team and guidance from Martin Sutcliffe (Aquaculture and Fisheries Development Officer) in achieving this grant.

Open Port Duty:

- Midas have commenced Quay regeneration work at Commercial Berth 1 and Berth 4, which has restricted the number of alongside berths available at this location. This work is expected to proceed through the winter months and be complete for the holiday season in 2022.

Staff Training and competency:

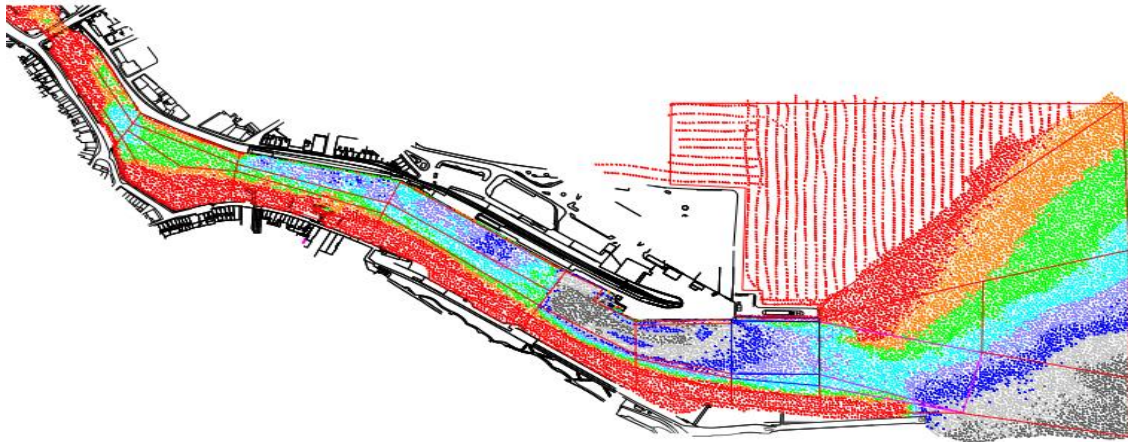
- 4P Oil Spill exercise – Torquay
- 3 x staff members Maritime First Aid course
- 3 x staff members Professional Practices and Responsibilities – Commercial Vessel Endorsement.

Conservancy:

- A section volume plan has been determined for the two sections of Outer Harbour (Shown below) which had been chosen to create control depths for the Harbour entrance and along Commercial berth 1.
- This information has been provided to dredging contractors to prepare quotes for completing this part of the Harbour dredging strategy.



Further section volume plans are in development to cover the rest of the Harbour:



Environmental Duty:

- The MCA conducted an Oil pollution preparedness, response and Co-ordination audit on Thursday 28th October, and we received a complimentary audit report as summarised in the following extracts:

INCIDENT RESPONSE STRUCTURE

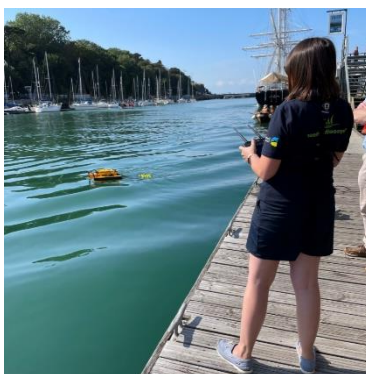
The incident response structure was well tested during the sinking of the 17 metre LOA French fishing boat GITTE on 2 October. The response appears to have been textbook.

CONCLUDING REMARKS

The new Weymouth Harbour Master demonstrated good incident preparedness at audit, which ensured a good response by Weymouth's responders during and following the sinking of FV GITTE.

The Harbour Master and staff prepared well for the audit.

- Harbour staff have been testing different methods of waste collection to find the best and most economical methods of retrieving litter. Trials will progress through the Winter months to determine the best solution for Weymouth. Pictured below is staff using a remotely operated vehicle named 'Waste Rover'.

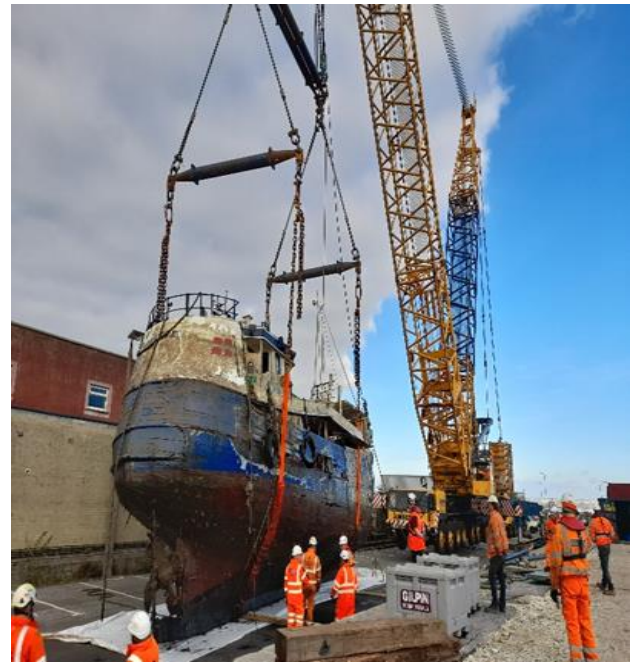


FV Gitte – Sunken Fishing vessel

- On Saturday 2nd October the FV Gitte berthed alongside the Commercial Area, had a catastrophic failure and was observed to sink within 3 minutes.
- The Harbour tier one oil spill response plan was activated and containment booms along with absorbent booms were deployed to mitigate pollution and debris associated with the vessel sinking. This was conducted in adverse weather of approximately 30kt winds and driving rain.



- All agencies were informed through the Marine Coastguard Agency POLREP and subsequently updated on progress as the recovery method was formulated.
- A demolition contractor had been appointed in July to remove the vessel and was awaiting a plant mobilisation permit from the Environment agency to progress the wrecking of this vessel.
- The contractor re-submitted method plans to the Environment Agency who issued a permit for wrecking at the end of October.
- Due to the location a specialist lattice boom crane was required, and this was booked at the earliest opportunity on the 9th of November. Following two days of installation the crane successfully lifted the wreck on the 11th November.
- The process has demonstrated the efficiency and skills of the tier 1 Weymouth Harbour responders and are a credit to the organisation given the adverse weather and working conditions that staff experienced through this process.
- The process of removal was discussed and agreed upon at the commencement of the decision to wreck the vessel with our insurance provider. All costs associated with the sinking, raising and subsequent scrapping of FV Gitte have been approved by the Councils marine insurance loss adjusters and will be met by the Councils Marine Insurers. The claim is subject to the policy excess of £5,000 which will be initially met by the council subject to subrogation.



Aids to navigation:

Trinity House conducted its annual audit of Aids to Navigation (AtoN) on 13th October and concluded the following:

- All was found in good order at the time of the audit.
- Availability for IALA category 3 AtoN was recorded at 99.96% against a target of 97%
- The authority is well versed in its obligations for AtoN management and reporting to Trinity House.

Pilotage:

Nil acts of pilotage have taken place during this reporting period.

Weather:

- Weymouth harbour infrastructure has fared well throughout this reporting period.

Harbour Works

Marinas

- Both of the male shower cubicles will be replaced at the North Quay facilities.
- Both of the Marinas have undergone a light audit to ensure that all lighting and electrical bollards were operational. 12 lights were found to be defective on Westwey Road Marina and replacements have been ordered.
- 4 x new trolleys have been purchased to increase the number of trolleys held at the Marinas.

Outer Harbour

- Work was commenced to consider replacement of decking on the Cargo stage and Custom House Quay pontoons as per the Asset Management programme. On examination of the pontoons, it was determined that the structures were nearing the end of their working life (approx. 20years plus) and that expenditure on re-decking would not extend the life span. Therefore, this budget has been rolled into future asset management budgets for this infrastructure and a tender process will commence to look at replacement of these pontoons following the 2022 holiday season.

Peninsula Development

As stated in the Open Port Duty Section, Midas Construction are now on site at the Peninsula and have commenced their ground investigation works.

Harbour Walls

See Engineering Report.

Asset Management update

Weymouth Harbour Asset Management Plan: In year spend 2021/2022

Item	Estimated cost	Project Type	Procurement route	Internal staff input	Funding Source	Updates
Replace Indirect hot water cylinders: Harbour Office	£2,500	A, B, C1	P2	M	X	Work ordered £2500.00
Replace boilers - Harbour office	£20,000	A, B, C1	P2	M	X	Work ordered £18 586.84
Break tank: North Quay. Request condition survey possible replacement	£10,000	A, B	P2	L	X	Survey complete suggest change to pipework
Break tank: Cargo Stage.	£10,000	A, B	P2	L	X	As above
Replace Oil Spill containment boom	£10,000	A, B	P2	M	X	Ordered £9268.80

Environment improvements -Sea Hive habitat/Safety signage	£4,500	A, C1	P2	M	X	£4500.00
Cargo Stage visitor berths - replace wooden decking	£25,000	B, C11	P2	H	Y	Budget allocated to replacement of pontoons in 2022
Custom House Quay - visitor berths - replace wooden decking.	£20,000	B, C11	P2	H	Y	As above
Replacement steps (ferry steps). Request condition survey	£30,000	A,B	P2	M	X	Engineer reports good to fair condition. Roll over funds to next year.
Replace concrete steps: Cove area. Request condition survey	£10,000	A,B	P2	M	X	Engineer reports good condition. However Stone Pier steps require remedial work, quotes requested.
Replace wooden Steps onto Nothe steps onto beach	£2,250	A,B	P2	M	X	Completed £2250.00
Maintenance Dredging	£50,000	A,B, C1	P2	H	Y	Establishment of control depths £1500.00
TOTAL	£194,250				Spend to date	£38605.64

Project Type:

Type A Normal Harbour Operations

Type B Safe and Legal

Type C 1 Improved Service to customers - break even

Type C 11 Improved Service to customers - profit

Procurement:

Type P1 In-house resources only

Type P2 External resource needed

Internal staff input High, Medium, Low (to be defined)

Funding

X Revenue budget

Y Harbour reserve

Z Other (Grant funding, Corporate budget)

Maritime and Local Events

From September the following events were able to be supported by the Harbour:

- Swim rafts retrieved.
- Motocross.
- November 5th firework displays.

Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Committee
8th December 2021



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

Bridport Harbour Statistics as of 01 November 2021

- Season tickets, day launches and visiting boat nights have not increased since last reporting but have increased compared to previous years.

	2017	2018	2019	2020	2021
Season Tickets	98	118	108	74	85
Single Launches	513	415	454	504	525
Visiting Boats Nights	136	138	183	67	167
Boat Lifts (New 2018)		62 £8,804	76 £9,463	63 £7715.35	28 £3,397.00
Quay Side Parking	£3,690	£4,566	£6,015,42	£5,617.52	£9,213.76
Shop (New 2018)		£7,917	£21,042.01	£15,943.90	£24,696.00
Diving Air Fills	£19,455	£18,352	£15,522.68	£13,006.26	£11,111.69
Boat Repairs (New 2018)		£411	12,517.06	£6,292.08	£13,001.50
Waiting List – Leisure	36	40	14	31	35
Commercial				6	6
Leisure Moorings	141	141	139	139	137
Commercial Moorings	22	22	25	24	26

- The shop and boat repairs continue to increase, a lot of the stock for the shop remains on back order this includes serviceable parts for the boat repairs.
- Our suppliers offer extra discounts in October, and we take full advantage of this. Stock has been ordered for next year.
- The diving compressor continues to be well used by commercial divers from both harbours, although leisure use has seen a reduction this year.
- The waiting list for leisure has increased, this will help us towards our goal of achieving 100% occupancy for next season.
- Mooring occupancy is 96% for private and 100% for commercial.

Lyme Regis Harbour Statistics as of 01 November 2021

	2017	2018	2019	2020	2021
Season Tickets	51	63	39	54	61
Single Launches	165	180	217	213	211
Visiting Boats Nights	210	340	223	185	375
Boat Lifts	68	75	76 £11,248	61 £7450.33	68 £8,307.76
Quay Side Parking		£250	£4,066	£4828.33	£14,073.23
Shop (New July 2021)					£3,455.63
Waiting List – Leisure	28	20	28	24	32
Commercial				11	11
Leisure Moorings	206	208	177	193	195
Commercial Moorings	36	36	37	34	35

- Season tickets, day launches and visiting boat nights have not increased since last reporting but are comparable to previous years.
- Visiting boat nights has seen a large increase this year. Pontoons and visitor buoys were full on many occasions.
- Quayside parking has been a great asset to the harbour this year and has been well used.
- The waiting list remains strong, mooring offers are set to go out soon to replace any relinquishments already made from this year.
- Mooring occupancy is 92.5% for private and 100% for commercial.

Harbour Works

Both Harbours

- The pontoons have been removed for the winter, The new platform at Lyme has meant we have been able to completely remove the pontoons from the water and store them on land ready for their winter maintenance.
- The Dredging programme is being worked on and licences applied for in readiness for next year.

Lyme Regis

Harbour and Fishermen's storage building:

- The builder has been appointed.
- There has been an increase in costs due to changes to plans and rising material cost which has meant we need to apply for further funding. We will be applying to the Fisheries and Seafood Scheme which is administered by the MMO on behalf of Defra.
- We are still working closely with the Blue Marine Foundation to assist and accommodate the Fishermen with their cold room and ice making equipment.
- We are also working with Western Power, they are due to upgrade an existing Sub Station within the site of the new store and we hope to tie the works in together.

Bridport Harbour

Timber piles:

- The works have been scheduled for early December and are planned to last no more than 2 weeks.

- West Bay Days will install the Christmas tree on the green and hold their switch on ceremony on November 28th
- Bridport round Table are planning to go ahead with their Boxing Day swim.
- Bookings for 2022 events are already starting to be received

Lyme Regis

- The bonfire and fireworks went ahead as planned on November 6th and was very well attended.
- The Lyme Lunge is scheduled to go ahead on New Year's Day.
- Bookings for 2022 events are already starting to be received

Harbours Committee 8th December 2021 Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

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

Local Councillor(s): All Councillors

Executive Director: J Sellgren, Executive Director of Place

Report Author: Matthew Penny

Title: Lead Manager – Flood & Coastal Erosion Risk Management

Tel: 01305 252290

Email: matthew.penny@dorsetcouncil.gov.uk

Report Status: Public

Recommendation: Review report and comment upon progress of current works.

Reason for Recommendation: Update and Consult with Harbours Committee.

1. Executive Summary

The purpose of this report is to provide an update and consult with Harbours Committee on the Flood and Coastal Erosion Risk Management (FCERM) engineering works being undertaken within all three Dorset Council Harbours.

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 cabinet 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

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

8. Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

8.1 Lyme Regis Harbour:

Dredging:

APBmer was appointed to consult on and manage the licensing application. The license is expected to be granted January/February 2022. Parallel to this process, FCERM engineers are in negotiation with two possible contractors to deliver the works. Works are intended to be complete by end of March 2022.

Inspections:

On target for completion by end November 2021.

Repairs:

We are continuing to monitor The Cobb structure and repair the surface as necessary.

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

The project team is now focused upon applying for and obtaining flood defence grant-in-aid from DEFRA and are currently developing a business case to apply for funding. FCERM Engineers intend to seek cabinet approval for the business case in February 2022, and Environment Agency approval in March 2022.

Key Milestones:

Task	Programme
Outline Business Case	Autumn 2021 to March 2021
Stakeholder engagement	Winter 2021 – end of works
Permits and Licences determination	Spring 2022 onward
Proposed Construction start	Autumn 2023

8.2 West Bay Harbour:

Dredging:

APBmer was appointed to consult on and manage the licensing application. The license is expected to be granted January/February 2022. Parallel to this process, FCERM engineers are in negotiation with two possible contractors, for delivering the works. Works are intended to be complete by end of March 2022.

Inspections:

On target for completion by end November 2021.

Repairs:

Specialist consultants PCRM completed the condition assessments of the eastern basin walls/walkways in May 2021. Their report made a number of recommendations regarding potential remediation works to the walls and further site investigations required to inform future design work.

The site investigation works are to be carried out w/c 15th November and are expected to take 5-7 days. This will involve excavating trial pits in the footpath behind the walls, CCTV drainage and installing further monitoring points. Some concrete bags will also be placed in the void under one of the walls. The site investigation report will hopefully be received by year-end. Given the need for repairs, procurement routes for the design works are being considered now.

8.3 Weymouth Harbour:

Inspections:

On target for completion by end November 2021.

Capital Remedial works (see location plan in appendices):

Weymouth Harbour & Esplanade FCRM Scheme Phase 1:

This is a proposed multi-million-pound scheme that intends to replace and repair the harbour walls up until 2040 and improve the flood defence standard of protection to reduce the impact of climate change. The proposed scheme will also investigate the level of risk from multiple forms of flooding within Weymouth.

The proposed scheme is detailed in the Weymouth Harbour & Esplanade FCRM Strategy document that was agreed to by cabinet in November 2020:

<https://www.dorsetcouncil.gov.uk/emergencies-severe-weather/flooding/pdfs/weymouth-fcrm-strategy-dc-report-v4.0-final-compressed.pdf>

The Council FCRM engineering team have engaged support from specialist consultant and the project team have recently finalised the strategic outline case (SOC) for the scheme. The SOC gained Council Cabinet approval in June 2021 and Environment Agency (EA) assurance in September 2021.

We have now engaged the same specialist consultant to deliver the Outline Business Case (OBC) - they are currently drafting their proposal. The OBC will also require the approval of the EA and we have been working closely with them to deliver this.

Key Milestones:

Task	Programme
Stakeholder engagement	March 2021 - end of works
Permits and Licences determination	Spring 2023 - Spring 2024
Outline Business Case	Winter 2021 - Summer 2023
Design period	Summer 2023 - Spring 2024
Proposed Construction start	Autumn/Winter 2024

Harbour Wall C (Slipway Nothe Parade):

We are now working closely with a contractor to finalise the programme and we are due to start construction in the new year. Local residents and businesses are being communicated with on a regular basis in order to minimise disruption.

Key Milestones:

Task	Programme
Stakeholder Engagement	October 2020 – end of works
Permits and Licences determination	May – November 2021
Construction Works	January 2022 - March 2022

Harbour Walls E&9 Repair Works (Peninsula):
Construction works are to start imminently and will be run in conjunction with the Weymouth Quay Regeneration Project (WQRP).

Key Milestones:

Task	Programme
Stakeholder Engagement	November 2020 – end of works
Permits and Licences determination	December 2020 - November 2021
Construction Works	November 2021– May 2022

Harbour Walls F&G (Peninsula):

Risk Management measures have now been in place since June 2021, and they include a 5m exclusion zone for pedestrians and 10m for vehicles and weekly inspections of the capping beam, footpath and car park surface.

8.4 Portland Harbour:

Portland Harbour North West Shoreline:

This project is an extensive 5-year monitoring study for part of the coastal slope of Portland Harbour North West Shoreline (frontage to Wyke Regis area). A cliff management strategy will be produced at the end of the study.

Council FCERM Engineers have successfully obtained a further £80,000 of local levy funding to cover higher than expected supplier costs. The project budget is now £250,000 (all externally funded).

FCERM engineers have procured the services of a specialist geotechnical engineering consultancy to support development of a cliff monitoring plan and installation of monitoring equipment. Installation of the equipment will commence this winter.

Key Milestones:

Task	Programme
Cliff Monitoring Plan development	November-December 2021
Monitoring equipment installation	Winter 2021/22
Cliff inspection updates	Annually until 2026
Cliff Management Strategy	Winter 2026

9. Appendices

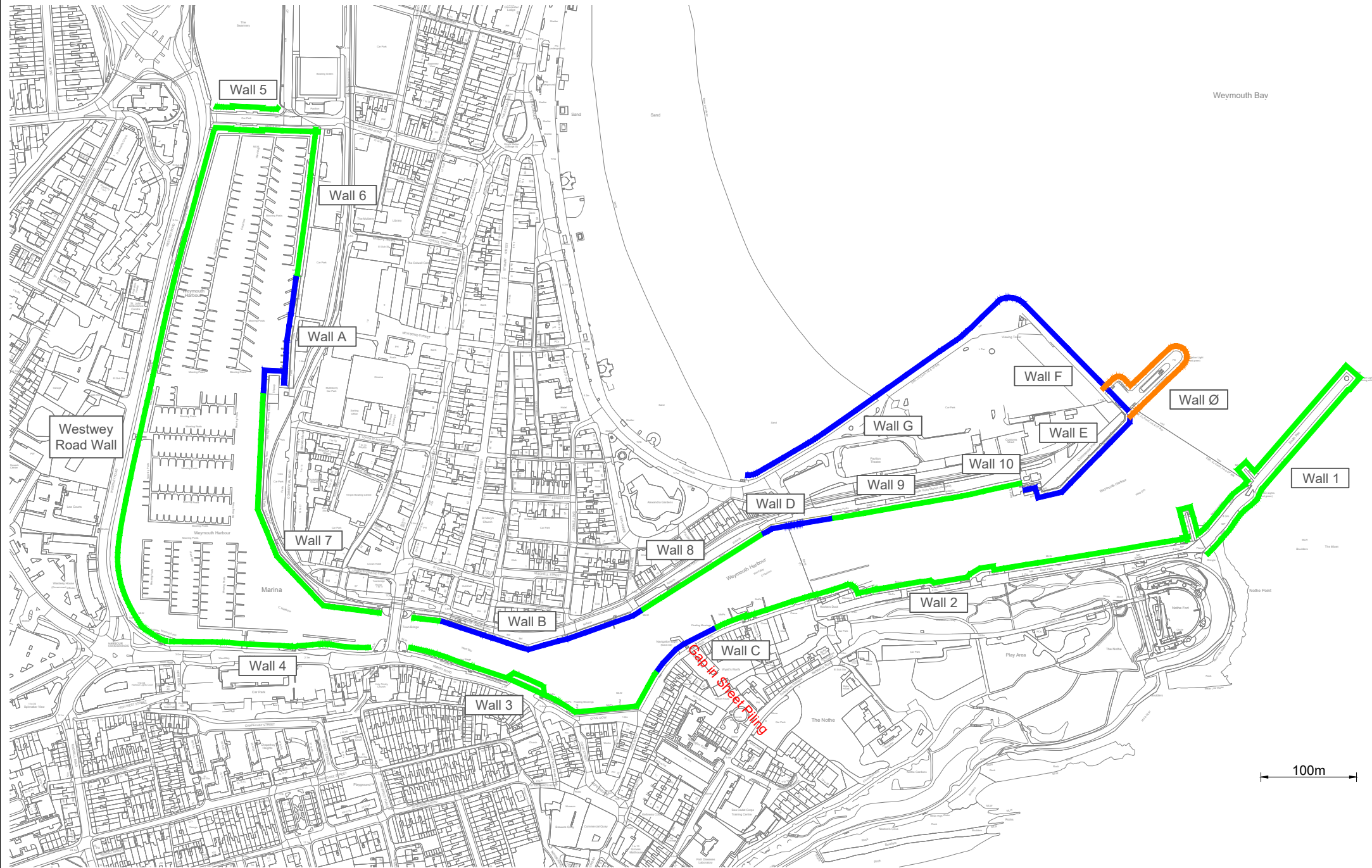
Weymouth Harbour Wall Locations Sept 2021

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.



Date	Issue / Purpose	Approved

Notes

Key to existing walls

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

Revision	Amendments / Revisions	Checked	Date

Assets & Property

Dorset Council

South Walks House,
South Walks Road,
DORCHESTER,
Dorset.
DT1 1UZ
Tel: 01305 251010

Weymouth

Weymouth Harbour Walls Remediation Project Wall Location Plan

Drawn by : DW / PJS	Checked by : MP	Approved by : MP
Date : 20/09/21	Scale : 1 : 5000 (A3)	
Drawing File Reference : Wall Locations 220620.dwg		
Drawing Number :		Rev. :

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Harbours Committee 8th December 2021 Harbours Budget, Fees and Charges 2022/2023

For Decision

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

Local Councillor(s): **All Councillors**

Executive Director: J Sellgren, Executive Director of Place

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

Title: Harbour Masters

Tel: 01305 8382423, 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 2022/23 including:

1. Approve the fees and charges for 2022/23 for Weymouth Harbour
2. Approve the Asset Management Plan for 2022/23 for Weymouth Harbour subject to a mid-year review
3. Approve the fees and charges for 2022/23 for Bridport and Lyme Regis Harbours
4. Recommend to Full Council the budget request for 2022/23 for Weymouth Harbour.
5. Recommend to Full Council the budget request for 2022/23 for Bridport Harbour.
6. Recommend to Full Council the budget request for 2022/23 for Lyme Regis Harbour.

Reason for Recommendation:

The Harbours Committee has the responsibility for the harbour finances within a budget set by the Full Council.

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 2022/23 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 harbour 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.

4. 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.

5. 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

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 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.

7. Equalities Impact Assessment

There are no equalities implications arising from this report

8. Weymouth Harbour Fees and Charges

- 8.1 Weymouth Harbour fees and charges have been benchmarked against seven harbours and marinas geographically close to Weymouth and who offer similar services. This exercise demonstrated that Weymouth Harbour fees are competitive. The annual berthing packages for marina berths represent a flexible and good value package. Whilst the benchmarking provided a good starting point with regard to raw data for prices, we have also taken into account the differing facilities and services that the other harbours offer and historic price increases when considering Weymouth's pricing structure. We need to ensure we have confidence that any price increase reflects the service provision and facilities on offer.
- 8.2 Dorset Councils Corporate minimum expectation for price increases is 2.5%. This can be higher where there is evidence and justification for this.
- 8.3 The recommendation for 2022/23 fees and charges, in general terms, is an increase by 3% for annual berth holders and an increase of 10% for visiting commercial and recreational fees. This will ensure the harbour remains competitively priced, encompass rises in service costs and ensure continuous improvement in facilities.
- 8.4 It is recommended that due to the volatility of utility prices that a caveat be written within the scale of charges, that these prices will be subject to change, should supply costs change. A change in price is expected on 1 October each year.
- 8.5 The scale of charges has been rationalised to meet the emerging trends of our customers and to simplify our pricing. This will also reduce the workload placed on staff when trying to calculate multiple pricing elements for a single transaction.
- 8.6 There is also a recommendation to introduce charges in relation to deployment of oil spill response equipment, so that these can be re-charged to customers or insurance companies in the event of an incident.
- 8.7 A full set of proposed changes to fees and charges for Weymouth Harbour can be found at appendix 1 for approval.

9. Asset Management Plan Improvements Weymouth Harbour Budget:

- 9.1 Below is a list of planned in-year projects for 2022/23 for approval. The programme of works is an extract from the 25-year Harbour Asset Management Plan.
- 9.2 Careful consideration of the harbour's assets is key to the financial success of the harbour and to protect and improve income. This is continually assessed both in the short and long term to review how assets are being used, to maximise the life of items and to review the priorities.
- 9.3 The projects for 2022/23 are to be funded as follows:
- £330,000 from harbour reserves
 - £139,250 from revenue budgets

Weymouth Harbour Asset Management Plan: In Year spend 2022/23					
Item	Estimated cost	Project Type	Procurement route	Internal staff input	Funding Source
Port Traffic Signal: refurbish mast and replace control cabinet	£3,250	A, B, C1	P2	M	X
Cargo stage works (following relocation of FLQ): To include works to crane removal, resurfacing, fencing, benches	£51,000	A, B, C11	P2	M	X
Provision of local traffic service and weather station	£25,000	A, B, C1	P2	M	X
New oil spill provisions	£10,000	A,B	P2	M	X
Replace Pleasure Pier railings	£30,000	A,B,C1	P2	M	X
Works to Pleasure Pier Buildings	£20,000	A,B,C1	P2	M	X
Works to be funded from revenue budgets	£139,250				
Maintenance dredging	£50,000	A, B, C1, C11	P2	H	Y
Pontoon replacement for visiting vessels No 4 berth - Custom House Quay	£280,000	A, B, C1, C11	P2	H	Y
Works to be funded from Harbour Reserves	£330,000				
TOTAL	£469,250				
Project Type:					
Type A	Normal Harbour Operations				
Type B	Safe and Legal				
Type C 1	Improved Service to customers - break even				
Type C 11	Improved Service to customers - profit				
Procurement:					
Type P1	In-house resources only				
Type P2	External resource needed				
Internal staff input	High, Medium, Low				
Funding					
X	Revenue budget				
Y	Harbour reserve				
Z	Other (Grant funding, Corporate budget)				

10. Weymouth Harbour Budget

- 10.1 The 2022/23 budgets have been set based on current business reflecting mainly operational status quo. 2022 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 three harbours is currently being finalised. Once approved 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.
- 10.2 Other factors and assumptions are as follows:
- Proposed changes to fees and charges as set out in this report are approved
 - The Asset Management Plan In-year spend is approved
 - Increased staffing levels and training to ensure that the harbour team can comply with the Port Marine Safety Code effectively and to improve on service delivery
 - Expenditure previously funded from Corporate budgets has been included in estimates: Pilots Pension Deficit and Employees Superannuation deficit
 - Insurance and energy costs expected to rise, included is a 10% increase
 - Investment in marina facilities with an increased budget to allow for an improved response to repair of defects and response maintenance
 - Savings on contracts re sale of pilot vessel and reduced number of buildings in the commercial area
 - Termination of a garage lease considered surplus to requirements
 - Occupancy rates for marina berthing remain stable
 - Numbers of visiting leisure craft based on a 3-year average (excluding 2020 Covid year)
 - There has been no adjustment made for any future impact on any restrictions for Covid.
- 10.3 The financial picture for Weymouth Harbour has improved and can now predict an operational budget that is forecast to return a surplus. The budget summary is at appendix 2. However, there is still on-going pressure on the harbour budgets and the reserve balance; the reserves are fully committed to fund future pontoon replacement schemes.

- 10.4 The Harbour Revision Order 2021 (HRO) for Weymouth Harbour came into effect on 17th February 2021, accounting changes are implemented from 1st April 2021 as a result. The HRO has the effect of drawing a line geographically around the harbour area and stating that financial transactions within that area should be reflected initially in the harbour account (rather than in the accounts of other council services)
- 10.5 The HRO clarify the car parks which are located inside the harbour estate. The income generated by these car parks is required to be used for harbour purposes. The net income generated by the car parks will be transferred to the harbours to assist with harbour expenditure. Finance and Parking Services have provided an update on forecast budgets which is shown at appendix 2.
- 10.6 Pleasure Pier Reserves – there is an historic allocation of £20,000 per annum to fund basic maintenance to the Pleasure Pier, with the main aim to maintain the structure so that it can still be used for the purposes of berthing small to medium sized vessels and for members of the public to walk safely along the top. The last major works were undertaken in 2016 to the value of about £65,000. The current balance of the reserves is £86,551. The intention for 2022 is to engage with the Council's engineering team to consider the condition and use of the Pleasure Pier to confirm that the current level of contribution is appropriate to fund future works. Any future annual costs would need to be funded from harbour reserves.

11. Bridport and Lyme Regis Harbours Fees and Charges

- 11.1 Bridport & Lyme Regis fees and charges have been benchmarked against five harbours who offer similar services.
- 11.2 Dorset Councils Corporate minimum expectation for price increases is 2.5%. This can be higher where there is evidence and justification for this.
- 11.3 The recommendation for 2022/23 fees and charges, in general terms, is an increase by 3% on leisure moorings, 5% on commercial moorings, 5% on commercial activity such as staff assistance and the harbour engineer, 0% on launching fees and harbour use. This will ensure the harbour remains competitively priced.
- 11.4 A full set of proposed changes to fees and charges for Bridport & Lyme Regis can be found at appendix 3 for approval.

12. Bridport Harbours Budget

- 12.1 The Bridport Harbour budget monitoring figures are given at Appendix 5.
- 12.2 Expenditure Overall - £5,407 (A)

12.3 The main variances to the budget predictions are as follows:

- Pay Related Cost - The Bridport Harbour Master is covering both Bridport and Lyme Regis Harbours creating a saving in pay cost for both harbours.
- Premises Related Cost – Higher electricity cost and rents
- Transport Cost – higher JCB repair cost due to age of machine, this has now been replaced
- Supplies & Services – Increase cost in materials and PPE & cost of Marico Marine.

12.4 Revenue Budget Income - £9,401 (F)

- Increase in car park income
- Increase in shop sales
- Increase in overnight stays
- Bad Debt provision offsetting additional income

12.5 Reserve Movements

- The budgeted transfer to reserves is currently predicted to be £29,294

13. Lyme Regis Budget

13.1 The Lyme Regis budget monitoring figures are given at Appendix 4.

13.2 Expenditure Overall - £16,808 (A)

13.3 The main variances to the budget predictions are as follows:

- Pay Related Cost - The Bridport Harbour Master is covering both Bridport and Lyme Regis Harbours creating a saving in pay cost for both harbours.
- Transport Cost – The boat lifter required refurbishment, this included replacing the hydraulic rams and making modifications to fit the new ones external to the lifting arms.
- The JCB has had major electrical faults making diagnosis difficult, this has now been rectified.
- Supplies & Services – cost of Marico Marine and PPE
- Private Contractors - The cost of refurbishment to the office to convert the space into the shop.

13.4 Revenue Budget Income - £59,606

- Increase in car park income
- New shop income

- Increase use of Kayak storage
- Increase in Visiting vessels
- Warner Bros Filming “Wonka”

13.5 Reserve Movements

- The budgeted transfer to reserves is currently predicted to be £42,799

14. **Appendices**

- Appendix 1 Weymouth Harbour Proposed Fees and Charges
- Appendix 2 Weymouth Harbour Financial Summary
- Appendix 3 Bridport and Lyme Regis Harbour Proposed Fees and Charges
- Appendix 5 Bridport Harbour Financial Summary
- Appendix 4 Lyme Regis Harbour Financial Summary

15. **Background Papers**

None

DORSET COUNCIL FEES AND CHARGES 2022/23 WEYMOUTH HARBOUR

Moorings: Westwey and North Quay Marina Berths		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Marina berths per metre or part metre Plus 20% for multi-hull if taking up more than 1 berth Twin berths where available charged at 80% of rate Charity rate available on request	Annual rate, minimum period 6 months. Owners leaving before the end of the agreement year will be charged £30 administration fee	£366.80	£377.80	V	3.0	Minimum period previously 4 months. If customer relinquishes at 6 months, they will pay the higher rate
	6 monthly rate 1 Apr - 30 Sept		£245.00	V		NEW - based on 65% of the annual rate. Better value than monthly rate by 25%
	Monthly rate 1 Apr - 30 Sept		£50.00	V		Monthly and 6 monthly replaces previous weekly rate
	Monthly rate 1 Oct- 31 March		£25.00	V		Replaces previous winter storage
Chain and sinker: vessels up to 3m per metre or part metre	DT3/4/5 Residents only	£20.15	£20.75	V	3.0	
Chain and sinker: vessels 3m and over per metre or part metre (max 6.5m)	DT3/4/5 Residents only	£81.00	£83.45	V	3.0	
PWC Dock per dock	Annual rate, minimum period 6 months	£1,450.00	£1,495.00	V	3.1	Minimum period previously 4 months. If customer relinquishes at 6 months, they will pay the higher rate
PWC Dock per dock	6 monthly rate 1 Apr - 30 Sept	£0.00	£970.00	V		Based on 65% of the annual rate. Better value than monthly by 25%
PWC Dock per dock	Monthly rate 1 Apr - 30 Sept		£202.00	V		NEW
PWC dock provided and fitted by berth holder per length of each dock	Not available to new berth holders from 2022	£366.80	£377.80	V	3.0	
Pontoon key fob		£15.00	£15.00	O	0.0	Previously as refundable deposit
Electricity smartcard		£5.00	£5.00	O	0.0	Previously as refundable deposit
Electricity smartcard standing charge per annum		£20.00	£37.00	V	85.0	
Rate per unit (subject to change if supply price changes)		£0.19	£0.19	V		Price change due 1 October
Visiting Leisure Vessels		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Overnight stays (per 24 hours, arrival and departure 12:00 noon per metre or part metre) Charity rate available on request	April - September	£3.05	£3.40	V	11.5	
	October - March	£2.35	£2.60	V	10.6	
Short Stay (up to 2 hours only) price per short stay visit	Only available until 7pm	£5.00	£5.50	V	10.0	Previously different rates based on different LOA. Reduced from 4 hours to 2 hours
Plug-in charge for electricity for up to 24 hours (subject to change if supply price changes)	16 amp supply	£2.50	£2.75	V	10.0	
	32 amp supply	£5.00	£5.50	V	10.0	
	63 amp supply	£10.00	£11.00	V	10.0	
Launching Fees and Permits:		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Launch and recover per day		£11.35	£12.50	V	10.1	
Parking of trailers per day		£7.25	£8.00	V	10.3	
Annual slipway permit	1 April - 31 March	£155.00	£162.50	V	4.8	Based on 13 uses per annum
Annual trailer park permit	1 April - 31 March	£100.00	£105.00	V	5.0	Based on 13 uses per annum
Permit for motorised water sports	Daily permit	£10.30	£10.50	O	1.9	
	Weekly permit	£30.90	£50.00	O	61.8	Based on 65 % of 7 daily rates
	Annual 1 April - 31 March	£103.00	£136.50	O	32.5	Based on 13 uses per annum
	Annual 1 April - 31 March RYA PWC certificate holder or equivalent	£77.25	£120.00	O	55.3	Approx 10% reduction, previously 25%
Unauthorised use of slipway, penalty charge		£77.25	£100.00	O	29.4	In discussion with Parking / Enforcement teams about this issue
Winter Berthing		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Marina berths per metre or part metre	Monthly rate 1 Oct- 31 March		£25.00	V		Replaces previous winter storage
Outer harbour per metre or part metre	Monthly rate 1 Oct- 31 March		£21.50	V		Replaces previous winter storage rates
Electricity standing charge (including loan of meter)		£25.00	£25.00	V		
Rate per unit (subject to change if supply price changes)		£0.19	£0.19	O		Price change due 1 October

Commercial berthing: for licenced commercial / registered fishing vessels:		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Annual commercial berths - quayside location: Commercial Road, Custom House Quay, Trinity Road berths, North Quay Floating pontoons. Per metre or part metre Plus 20% per annum for multi-hull if taking more than 1 berth	Annual rate, minimum period 6 months. Owners leaving before the end of the agreement year will be charged £30 administration fee	£149.75	£155.00	V/Z	3.5	
Visiting commercial /registered fishing vessels under 100 gross tonne. Per 24 hours		£2.54	£2.80	Z	10.2	
Visiting commercial /registered fishing vessels over 100 and under 500 gross tonne. Per gross tonne, per 24 hours		£0.35	£0.40	Z	14.3	
Visiting commercial /registered fishing vessels over 500 gross tonne. Per gross tonne, per 24 hours		£0.28	£0.35	V/Z	25.0	
Visiting commercial / registered fishing vessels will be charged 20% surcharge when using the fish landing quay for loading /unloading						
In order to secure relief from VAT at zero rate for harbour dues under VAT Act 1983, schedule 5, group 10, item 6a as well as being for commercial purposes, a ship must be one whose gross tonnage is not less than 15 tonnes						
Commercial Area/ Use of Berth 1		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Hire of forklift and driver. Per hour or part hour		£73.85	£82.00	V	11.0	
Hire of workboat and driver . Per hour or part hour		£73.85	£82.00	V	11.0	
Commercial area for contracted lift out		£123.60	£135.00	V	9.2	
Use of Commercial area approved work. Per 24 hours		£123.60	£135.00	V	9.2	
Fishing gear storage at Commercial Area per pallet per month up to 12 pallets		£1.92	£2.00	V/Z	4.2	
Fishing gear storage at Commercial Area per pallet per month over 12 pallets		£3.85	£4.00	V/Z	3.9	
Licencing:		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Licencing of pleasure boats	Pleasure boats maximum 12 passengers	£110.75	£125.00	O	12.9	
	Small boats, canoes, pedaloes or similar craft	£25.75	£30.00	O	16.5	
Watermans licence	Initial Licence	£65.25	£75.00	O	14.9	
Pilotage: Vessels Navigating in Weymouth CHA Pilotage District		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
From Seaward limits of district to Weymouth Harbour or vice-versa						
Per Act of Pilotage		£118.15	£130.00	Z	10.0	
		+6.1p per GRT	+6.7p per GRT			
Subject to a minimum charge		£133.90	£150.00	Z	12.0	
Pilot boat and landing Charges		40% of pilotage fee	40% of pilotage fee	O		
Vessels that fail to meet their reported ETA or ETD or fail to give sufficient notice may be liable to penalty payment of		25% of pilotage fee	25% of pilotage fee	V/Z		
Vessels navigating within Weymouth CHA Pilotage District with a valid exemption certificate	Proportion of Pilotage Dues including Boat and Landing Charges	20%	20%	V/Z	0.0	
Subject to a minimum charge		£72.10	£80.00	Z	11.0	
Use of Pilot Boat within Licensed Area, per hour or part hour		£157.50	£175.00	O	11.1	
Pilots travel expenses will be included in Pilotage						
Pilotage Exemption Certificates (PEC)	Issue of PEC by examination	£252.35	£280.00	O	11.0	
	Re-examination for a PEC	£77.25	£85.00	O	10.0	
	Annual renewal of PEC	£77.25	£85.00	O	10.0	
Wharfage and Cargo Handling Charges payable in respect of Goods and other items shipped, unshipped or transhipped in the Harbour		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Mooring gang: unmooring included in mooring except call back after lying over - 50% of fee	Vessels up to 1000 GT/GRT	£76.28	£84.00	V/Z	10.1	
	Vessels over 1000 GT/GRT	£152.55	£168.00	V/Z	10.1	
	Midnight to 6am	Plus 100%	Plus 100%	V/Z		
Rehandling of cargo and loading rates available on request						

Miscellaneous		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Boat on trailer storage per metre per month	Available all year round	£11.48	£12.50	V	8.9	
Provision and recovery or beach bouyed channels	Per occasion or by negotiation	£120.00	£135.00	V	12.5	
Arrest of vessels		£116.90	£130.00	V	11.2	
Water - connection charge - standpipe		£22.15	£25.00	V/Z	12.9	
Water (non Peninsula)	per cubic meter (including 10% admin)	£2.65	tbc	Z		Await info from Property Services
Water and sewage (Peninsula charge)	per cubic meter (including 10% admin)	£4.10	tbc	Z		Await info from Property Services
Stand pipe refundable deposit		£100.00	£100.00	O	0.0	
Stand pipe hire per week		£50.00	£55.00	V	10.0	
Port waste charge	Cargo and other vessels per visit or week	£73.05	£80.00	Z	9.5	
	Sail Training vessels per visit or week	£21.95	£25.00	Z	13.9	
Vessels embarking and disembarking passengers	Per passenger minimum price of 6 passengers	£0.82	£1.00	V	22.0	
Hire of gangway	Per day	£55.36	£65.00	V/Z	17.4	
	Per week	£209.15	£230.00	V/Z	10.0	
Re charge of labour per hour, enhanced rates apply out of hours			£65.00	V		New charge
Oil Spill Response		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Inflatable boom, per metre, per day			£6.00	V		
Lamor foam filled boom (25m), per day			£150.00	V		
Absorbent boom (12m), per unit deployed			£120.00	V		
Vessel and two operators, per hour or part of hour			£125.00	V		
15kg Anchor, per day			£10.00	V		
30kg Anchor, per day			£20.00	V		
Use of Boat Compound and other Landing Areas. Placing of boats shore for:		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Storage, painting and / or repair per metre or part metre per week		£4.95	£5.45	V	10.0	A lower rate of £3.35/£2.25 per metre per week was previously applied. This has been removed
Boat on trailer storage per metre per month	Available all year round	£11.40	£12.50	V	9.6	
Contracted lift out		£123.60	£135.00	V	9.2	
Use of emergency lift out area after 4 weeks without permission, per metre or part metre		£24.00	£26.50	V	10.4	
Use of Inner Harbour Grid		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Use of grid per day	Dorset Council berth holders FOC	£46.35	£51.00	V	10.0	
Use of grid per day	if not pre-booked and pre-paid	£92.70	£105.00	V	13.3	
Refundable deposit for electricity cable and key		£10.00	£10.00	O	0.0	
Refundable deposit for water hose		£10.00	£10.00	O	0.0	
Events and support		2021/22 inc VAT where applicable	PROPOSED PRICE	VAT	% INCREASE	Comments
Events: Hire of quayside display area - no 4 berth	Single event up to 72 hours or by negotiation	£480.00	£550.00	V	14.6	
Events: Hire of quayside display area - cargo stage	Single event up to 72 hours or by negotiation	£720.00	£800.00	V	11.1	
Events: electricity, water and other services	as metered or estimated					
Provision or recovery of beach bouyed channels	Per occasion or by negotiation	£120.00	£132.00	V	10.0	
Weymouth Town Council charges: Support for bay fireworks	2 x crew and vessel loading in commercial area per event	£300.00	£330.00	V	10.0	
Weymouth Town Council charges: Swim raft deployment	Per year	£600.00	£660.00	V	10.0	
Weymouth Town Council charges: Swim raft storage and maintenance	Per year	£600.00	£660.00	V	10.0	

VAT included **V**
Standard VAT not included **A**
Zero rated **Z**
Outside scope **O**

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Appendix 2
Financial Budget Summary 2022/23 for Weymouth Harbour
Harbours Committee December 2021

	2021/22 Full Yr Budget £	2021/22 Forecast £	2022/23 Estimate £
Summary of Harbour Operational Budget:			
Expenditure:			
Employees	445,216	450,771	540,942
Premises	174,642	150,217	152,370
Transport	949	949	911
Supplies and Services	170,389	170,263	171,177
Asset Management: In-year projects	487,000	100,000	139,250
Asset Management: routine maintenance		29,500	64,500
Maintenance dredging		50,000	
Service Recharges (Non-controllable)	229,000	229,000	229,000
Total Expenditure	1,507,196	1,180,700	1,298,150
Income:			
Rents and Licences	163,162	178,313	183,601
Recoverables	21,671	26,903	30,565
Commercial Activities	178,255	222,853	212,862
Leisure Activities	853,378	920,850	975,759
Total Income	1,216,466	1,348,919	1,402,787
Operational Net Budget Surplus / (Deficit)	(290,730)	168,219	104,637
Net car parking income	344,927	414,552	349,460
Harbour Reserves Summary			
Balance b/f		1,483,860	1,942,047
Predicted transfer to reserves at year end: Operational budget		168,219	
Predicted transfer to reserves at year end: Parking income		414,552	349,460
Sale of assets		70,416	
Contribution to Quayside Regeneration Project		(100,000)	
Capital works Pontoon replacement		(45,000)	(280,000)
Maintenance dredging		(50,000)	(50,000)
Predicted Year End Position		1,942,047	1,961,507
Pleasure Pier Reserves Summary			
Balance b/f		86,551	86,551
Predicted Year End Position		86,551	86,551

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Dorset Council Bridport and Lyme Regis Harbours
PROPOSED HARBOUR DUES AND CHARGES 2021/22

Moorings per metre		Current 20/21	Proposed 22/23	Percentage increase
Private (April to September)		£89.00	£91.50	3
Note: This may be extended outside of the summer season at the discretion of the Harbour Master, per month per metre		£14.90	£15.50	3
Commercial (April to March)		£87.00	£91.50	5
Temporary (April to September) per month		£23.00	£23.50	3
Tender Outhaul (per m)		£81.50	£84.00	3
Tender Rack (per space)		£82.50	£85.00	3
Storage per metre				
Weekly		£42	£43.00	3
Annually		£110.50	£114.00	3
Summer		£97	£100.00	3
	Trailers - Bridport	£97	£100.00	3
	Kayaks (includes Licence) - Both Harbours	£82.50	£85.00	3
	Kayaks (Monthly Charge)	£20	£20.50	3
Winter		£62.50	£65.50	5
Sailing Club Members Per Boat Per Season Summer/Winter		£75.00	£85.00	
Sea School Per Boat Per Season Summer/Winter		£110.00	£110.00	
Commercial visiting craft fees				
Registered Fishing Vessels - overnight		£45.00	£45.00	0
Landing catch - per landing		£45.00	£45.00	0
Note: Both fees payable if vessel does both				
Launching fees - All sizes				
Day launch for motorised vessels		£19.50	£19.50	0
Day launch for sailing/ non- motorised vessels		£11.00	£11.00	0
Day Launch for Sailing/Non Motorised Vessels Approved Sailing/Sea School Club members		£5.00	£6.00	20
Launch & moor (2 days + 1 night)		£50.00	£50.00	0
Additional day & night		£30.50	£30.50	0
Overnight fees - All sizes				
Season ticket holders - 1 night temp mooring		£11.00	£11.00	0
Mooring holders - 1 night temp mooring		£11.00	£11.00	0
Mooring holders that spend a minimum of 10 nights on the pontoon will receive 2 free				
Slipway Launch Season Tickets				
General Public Season Ticket		£195.00	£195.00	0
Season Ticket for Sailing/Non Motorised Vessels		£110.00	£110.00	0
Season Ticket for Sailing/Non Motorised Vessels Approved Sailing Club Members		£50.00	£60.00	20
Season Ticket for Approved Gig Club Members (GIG)		£156.00	£156.00	0
Season Ticket for Approved LRPBC Members (for use at Lyme Regis only)		£156.00	£156.00	0
Season Ticket for Sailing/Non Motorised Vessel for Approved Sea School Members		£0.00	£0.00	0
Private visiting craft fees				
Overnight	Up to 10 meters	£21.50	£22.50	5
	10-15 metres	£27.50	£29.00	5

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Appendix 4**Lyme Regis Harbour Financial Summary****Harbours Committee 8th December 2021**

	2021/22 Full Yr Budget	2021/22 Forecast	Variance	R
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	74,686	74,807	(121)	(A)
Pay Related Costs	120,900	108,439	12,461	(F)
Premises Related Costs	29,600	27,351	2,249	(F)
Transport Related Costs	11,100	27,210	(16,110)	(A)
Supplies and Services	131,800	135,217	(3,417)	(A)
Third Party Payments (Contracted Out)	11,600	23,470	(11,870)	(A)
Total Expenditure	379,686	396,494	(16,808)	(A)
Income:				
Government Grants	(66,000)	(66,000)	0	(F)
Reimbursements & Contributions	0	(565)	565	(F)
Fees and Charges	(173,700)	(232,741)	59,041	(F)
Internal Charges (Income)	(15,000)	(15,000)	0	(F)
Total Income	(254,700)	(314,306)	59,606	(F)
Total Lyme Regis Harbour	124,986	82,187	42,799	(F)

Harbour Reserves Summary:

	£
Balance b/f from 2020-21	109,644
2021-22 Budgeted Contribution to Reserves	0
2021-22 Forecast Underspend to Reserves	42,799
Total of Harbour Reserves	152,443

**Budget
requirement
2022/23
£**

74,686
109,900
29,700
11,100
132,320
11,600

369,306

(66,000)
0
(178,100)
0

(244,100)

125,206

Appendix 5**Bridport Harbour Financial Summary****Harbours Committee 8th December 2021**

	2021/22 Full Yr Budget	2021/22 Forecast	Variance	R
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	75,817	75,937	(120)	(A)
Pay Related Costs	142,500	130,072	12,428	(F)
Premises Related Costs	11,600	13,012	(1,412)	(A)
Transport Related Costs	3,800	9,278	(5,478)	(A)
Supplies and Services	176,000	186,825	(10,825)	(A)
Third Party Payments (Contracted Out)	30,100	30,100	0	(F)
Total Expenditure	439,817	445,224	(5,407)	(A)
Income:				
Reimbursements & Contributions	(26,600)	(27,950)	1,350	(F)
Fees and Charges	(217,600)	(225,651)	8,051	(F)
Internal Charges (Income)	(15,000)	(15,000)	0	(F)
Total Income	(259,200)	(268,601)	9,401	(F)
Total Bridport Harbour	180,617	176,623	3,994	(F)

Harbour Reserves Summary**£**

Balance b/f from 2020-21	25,000
2021-22 Budgeted Contribution to Reserves	25,300
2021-22 Forecast Underspend to Reserves	3,994
Total of Harbour Reserves	54,294

**Budget
requirement
2022/23
£**

75,817
134,200
11,700
3,800
181,810
30,100

437,427

(23,200)
(233,600)
0

(256,800)

180,627

Harbours Committee 8th December 2021 Harbours Parking Policy

For Decision

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment
Local Councillor(s): **All Council Members**
Executive Director: J Sellgren, Executive Director of Place

Report Author: Ken Buchan
Title: Head of Environment and Well-Being
Tel: 01305 225132
Email: ken.buchan@dorsetcouncil.gov.uk

Report Status: Public

Recommendation:

Harbours Committee agree that charges for car parks within the Dorset Council Harbours estate align to other Dorset Council car parks as presented in the report to Place and Resources Overview Committee on 19th October 2021 and Cabinet on 8th November 2021 with the exception (where it applies) of vehicle and trailer parking that relates to slipway use and existing allocated parking for commercial fishermen and harbour traders.

Reason for Recommendation:

There has been an extensive piece of work done in considering how parking charges and regulations should be transformed across Dorset following the convergence of the predecessor councils. This has been done with significant stakeholder engagement and comparative parking charge benchmarking. It is important that charges for car parks which are located inside the Dorset Council Harbours estate align with other Dorset Council Car parks as this standardisation will provide consistency of charging within our coastal towns and reduce confusion and inconvenience for our customers.

1. Executive Summary

Dorset Council Cabinet has recently agreed to:

- Align the day rate in the main tourist locations car parks during peak and low season
- Align charges in all other car parks (rural and town locations)
- Align on-street parking charges in areas that already have on-street pay & display
- Withdraw all current public car park permits and introduce a long stay and short stay car park permit for residents and workers in the Dorset Council area.

The Weymouth Harbour Revision Order which came into effect in February 2021 and the recently submitted Harbour Revision Orders for Lyme Regis and Bridport Harbours clarify the car parks which are located inside the harbour estate. The income generated by these car parks is required to be used for harbour purposes. Going forward, Dorset Council Parking services will continue to manage these sites and the net income generated by the car parks will be transferred to the harbours to assist with harbour expenditure.

As the car parks are in the harbour estate it is within the authority of the Harbours Committee to set parking fees. However, Dorset Council Parking Services have recently gone through a wide-reaching detailed study and consultation process and have proposed a more consistent approach to car parking charges across the County. As a result of this process, charges have become standardised as have the parking regulations. This provides clarity on what is permitted in car parks for customers making consistent enforcement easier to deliver and reduces the possibility of customers receiving Penalty Charge Notices.

Parking charges are presented in three levels in the recently approved car park tariffs. The harbours are all located in level 3 areas described as Dorset's main tourist destinations. Tariffs are split into short and long stay across low and peak seasons and time limits are the same across all car parks. Motorhomes and campervan bays are charged at a higher rate.

	Short Stay					Long Stay	
	30	1	2	3	4	4	10
	mins	hour	hours	hours	hours	hours	hours
Low Season	£0.50	£1.00	£1.50	£2.20	£3.50	£3.50	£6.00
Peak Season	£1.00	£2.00	£3.00	£4.00	£5.00	£5.00	£10.00

Changes to harbour car park charges will be implemented at the same time as others across the county and it is proposed that harbour car park charges continue to align with other level 3 tariffs.

At Lyme Regis and Bridport Harbours there are large areas used for parking vehicles and trailers associated with slipway use. These are not public car parks, but they play an important role in attracting leisure boat users to the harbours by providing a convenient and safe location to park large trailers with adequate space to manoeuvre. Likewise, there is historical allocated parking for commercial fishermen and harbour traders. Because of this unique provision it is proposed that the harbours continue to set their own charges for these facilities.

2. Financial Implications

The proposed changes to parking charges will increase income from the harbour estate car parks which will contribute to the ongoing costs of running the harbours.

3. Well-being and Health Implications

Due to the increase in parking charges, residents may choose to use active forms of transport rather than vehicles. This could lead to an increase in the feeling of well-being and could significantly improve a person's health.

4. Climate implications

Research has shown that reducing the number of cars on the road helps the climate by reducing harmful emissions. Locations that see an increase in parking charges may show positive climate impact, as the public may be persuaded to use green transport rather than using their vehicles and pay for parking. However, should drivers choose to drive around in search for cheaper/free parking then it could cause an increase in pollution thus have a negative impact on climate.

5. Other Implications

None

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

A full Equalities Impact Assessment was completed for the Phase 2 Parking Charges Transformation Project report to Place and Resources Overview Committee. This assessment would also apply to harbour estate car parks. The assessment found that there were no negative impacts on Dorset Council residents with protected characteristics.

8. Appendices

None

9. Background Papers

Phase 2 Parking Charges Transformation Project – Place and Resources Overview
Committee, 19th October 2021

[Phase 2 Parking Charges Transformation Project.pdf \(dorsetcouncil.gov.uk\)](#)

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.



**Harbours Committee Forward Plan – September 2021
For the period December 2021 – March 2022
(Publication date – 30 November 2021)**

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
Cllr Mary Penfold
Lee Hardy
William Ellwood

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 Members To discuss any concerns or issues raised by Committee Members. Key decision – No Public Access - Open	Harbours Committee	N/A	N/A	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
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Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
Final Draft Harbours Strategy To submit a draft Harbours Strategy following public consultation for final approval Key Decision - Yes Public Access - Yes	Harbours Committee Dorset Council	March 2022	<u>Consultees:</u> Harbours Committee and Committee working group Harbour Consultative Groups Key stakeholders General public <u>Means of Consultation:</u> Direct communications with regulators and key stakeholders Wide harbour user consultation through members of the Harbours Consultative Groups. Widely publicised public consultation	Consultation report	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
Pilotage Review for Weymouth and Bridport Harbours To consider the ongoing requirement for pilotage at both Weymouth and Bridport harbours	Harbours Committee Dorset Council	June 2022	<u>Consultees:</u> Lead Officers Portfolio Holder Harbours Committee <u>Means of Consultation:</u>	Pilotage review by Marico Marine	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

New General Directions for Weymouth Harbour To consider new General Directions to replace existing outdated bylaws and regulations	Harbours Committee Dorset Council	June 2022	<u>Consultees:</u> Lead Officers Portfolio Holder Harbours Committee <u>Means of Consultation:</u>	Draft General Directions	Portfolio Holder - Cabinet Member for Highways, Travel and Environment <i>Lead Officers – Jamie Joyce, Weymouth Harbour Master</i> Jamie.Joyce@dorsetcouncil.gov.uk
Harbours Business Plans To consider new business plans for Weymouth, Bridport and Lyme Regis Harbours Key Decision – Yes Public Access - Open	Harbours Committee	September 2022	<u>Consultees:</u> Lead Officers Portfolio Holder Harbours Committee <u>Means of Consultation:</u>	A Business Plan for Weymouth Harbour 2014-2019 and beyond	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

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.