

# Harbours Committee

## 8<sup>th</sup> 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

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**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 19<sup>th</sup> October 2021 and Cabinet on 8<sup>th</sup> 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, 19<sup>th</sup> 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.