



Harbours Advisory Committee

Date: Wednesday, 12 June 2024
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 3)

Rob Hughes (Chair), Sarah Williams (Vice-Chair), Mike Baker, Ray Bryan, Peter Dickenson and Sally Holland

Independent Members: Mark Saxby, Richard Tinsley and Philip Thicknesse.

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

For more information about this agenda please contact Democratic Services Meeting Contact joshua.kennedy@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda.

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Agenda

Item		Pages
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	MINUTES	5 - 10
	To confirm the minutes of the meeting held on 6 March 2024.	
3.	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.

4. PUBLIC PARTICIPATION

Representatives of town or parish councils and members of the public who live, work, or represent an organisation within the Dorset Council area are welcome to submit either 1 question or 1 statement for each meeting. You are welcome to attend the meeting in person or via MS Teams to read out your question and to receive the response. If you submit a statement for the committee this will be circulated to all members of the committee in advance of the meeting as a supplement to the agenda and appended to the minutes for the formal record but will not be read out at the meeting. **The first 8 questions and the first 8 statements received from members of the public or organisations for each meeting will be accepted on a first come first served basis in accordance with the deadline set out below.** Further information read [Public Participation - Dorset Council](#)

All submissions must be e-mailed in full to joshua.kennedy@dorsetcouncil.gov.uk by 8.30am on Friday 7 June 2024.

When submitting your question(s) and/or statement(s) please note that:

- You can submit 1 question or 1 statement.
- a question may include a short pre-amble to set the context.
- It must be a single question and any sub-divided questions will not be permitted.
- Each question will consist of no more than 450 words, and you will be given up to 3 minutes to present your question.
- when submitting a question please indicate who the question is for (e.g., the name of the committee or Portfolio Holder)
- Include your name, address, and contact details. Only your name will be published but we may need your other details to contact you about your question or statement in advance of the meeting.
- questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.
- all questions, statements and responses will be published in full within the minutes of the meeting.

5. CHAIR'S REPORT

To consider a verbal report by the Chair.

6. HARBOUR CONSULTATIVE GROUP MINUTES

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

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| 7. | HARBOUR MASTER UPDATES | 35 - 54 |
| | To receive updates from the Weymouth and Bridport & Lyme Regis Harbour Masters. | |
| 8. | FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE | 55 - 70 |
| | To provide an engineering update for Weymouth, Bridport and Lyme Regis harbours. | |
| 9. | HARBOURS BUDGET MONITORING REPORT 2024-25 | 71 - 84 |
| | To consider a report by the Weymouth and Bridport & Lyme Regis Harbour Masters. | |
| 10. | HARBOURS YEAR END BUDGET REPORT 2023/24 | 85 - 100 |
| | To consider a report from the Harbours Manager and Harbour Master. | |
| 11. | FORWARD PLAN | 101 -
104 |
| | To consider the Harbours Advisory Committee forward plan. | |
| 12. | URGENT ITEMS | |
| | To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes. | |
| 13. | 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 x 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. | |
| | There is no scheduled exempt business for this meeting. | |

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HARBOURS ADVISORY COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 6 MARCH 2024

Present: Cllrs Mark Roberts (Chairman), Rob Hughes (Vice-Chairman), Mary Penfold, Sarah Williams

Independent Members Present: Lee Hardy, Mark Saxby, Richard Tinsley and Philip Thicknesse

Apologies: Cllrs Dave Bolwell and Louie O'Leary

Also present: Cllr Ray Bryan

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

Lara Altree (Senior Lawyer - Regulatory), Ken Buchan (Head of Environment and Wellbeing), Ed Carter (Weymouth Harbour Master), Claire Connolly (Harbour Office Manager), Kate Critchel (Senior Democratic Services Officer), Anna Eastgate (Corporate Director - Place Services), Joshua Kennedy (Democratic Services Officer), Matthew Penny (Service Manager - Flood & Coastal Erosion), James Radcliffe (Bridport and Lyme Regis Harbour Master) and Kirstie Snow (Business Partner - External Affairs)

41. Minutes

The minutes of the last meeting held on 22 November 2023 were confirmed and signed.

42. Declarations of Interest

Cllr Roberts declared a non-pecuniary interest as the holder of a mooring at West Bay Harbour, a member of the LGA Special Interest Group – Wessex Regional Flood and Coastal Committee and Chairman of Southern IFCA.

Richard Tinsley declared a non-pecuniary interest as he holds a mooring in Weymouth Harbour.

Cllr Penfold declared a non-pecuniary interest as the Chairman of SCOPAC (Standing Conference on problems associated with the Coastline) and as a member of the Special Coastal Interest Group.

43. Public Participation

There was no public participation.

44. **Chairman's Report**

The Chairman delivered a verbal report to the committee, he welcomed Tim Day to the committee as the new Chair of Weymouth Harbour Consultative Group and thanked Andy Sargent for his work as Chair. He thanked Cllr Penfold for her contributions to the committee over the past few years. He congratulated Ed Carter on his new role as Harbours Manager and thanked Ken Buchan for his contributions to the committee.

The Chairman noted the success of the establishment of the Harbour Watch Scheme in Weymouth and looked forward to the launch of the scheme in Bridport and Lyme Regis in April.

45. **Harbour Consultative Group Minutes**

The Bridport Consultative Group minutes for the meeting held on 29 January 2024 were presented by Gavin Brooking.

The Lyme Regis Consultative Group minutes for the meeting held on 01 February 2024 were presented by Nick Marks, the Consultative Group Chair.

The Weymouth Harbour Consultative Group minutes for the meeting held on 31 January 2024 were presented by Tim Day the Consultative Group Chair.

46. **Harbour Master Updates**

The Bridport and Lyme Regis Harbour Master reported the updates for the respective harbours. He noted that three members of staff had undertaken a Harbour Master training course and they were currently in the process of recruiting a new Assistant Harbour Master. Dredging had started in both Bridport and Lyme Regis Harbours and was expected to be completed on time. In Bridport the Harbour Team were working to increase the capacity of the bins to address littering issues. It was explained that enforcement training would be rolled out to the Harbour Teams at Bridport and Lyme Regis, following the successful training in Weymouth.

The Harbours Manager presented the update for Weymouth Harbour. He presented the statistics for the year to date, noting that commercial berths had a nearly 100% occupancy rate. The harbour had fared well over the winter, due to its favourable geographical position and preventative maintenance that had taken place. The Harbours Manager reported on several incidents that had occurred since the last meeting of the committee. A week of pre-season training had been attended by all staff, and the two Assistant Harbour Masters had recently completed the Harbour Masters & PMSC course. The Harbour works that were ongoing, included the repair of Wall 4, the Quay Regeneration Project and the Town Bridge Maintenance works.

In response to questions from the committee, the Harbours Manager provided the following responses:

- An incident that occurred involving a person climbing the Pavilion Theatre building fell outside of the jurisdiction of the Harbour and therefore was not reported to the Harbour Team directly.
- Following a bathymetric survey of the harbour in December 2023, dredging was not required in Weymouth Harbour, as depths remained good in the navigable channels and berthing areas. The next annual survey was scheduled for later in the year.
- There was no testing of the water quality for the Christmas Day swim, however it was considered within the risk assessment, and it was advised that people don't swim in the sea after heavy rainfall.

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

The Service Manager for Flood and Coastal Erosion presented the engineering update to the committee. Inspections were scheduled to take place in the summer of 2024 and repairs would follow after. In Bridport work was being done to combine the repair works for Harbour Walls A and B to reduce overall construction costs. In Lyme Regis repairs had been carried out on the Cobb, following damage from Storm Ciaran in November 2023. In Weymouth Harbour, Harbour Walls F and G were in need of repairs and funding for this was coming from the Levelling-Up Fund, with any shortfall being made up by Dorset Council. Construction on Harbour Wall 4 had commenced.

48. **Harbours Budget Monitoring Report 2023/24**

The Harbour Master presented the budget monitoring figures for Bridport and Lyme Regis. In Bridport the overall expenditure was expected to be £103,000 adverse, this was explained as being due to an overspend on parking management, staffing costs, travel budgets and a significant overspend on supplies and servicing, due to dredging taking place twice within the financial year. The expected movement to reserves was £62,000.

In Lyme Regis there was an overspend on staff costs and an increase on the transport budget, due to the maintenance of a JCB. Income was reported as £31,000 favourable and there was no movement to the reserve fund, but the predicted underspend of around £4000 would be returned to Dorset Council.

In response to a question from one member, the Harbour Master explained that the installation cost of the ANPR system, to control the slipway area in Lyme Regis was the cause of the high internal management fee.

The Harbour Office Manager presented the budget monitoring figures for Weymouth, who reported that the budget forecast for Weymouth remained healthy, with a predicted surplus of £97,000 to be added to the reserve fund. There had been an overspend in insurance and energy costs and the pay award had increased salary costs. There had been an underspend on business rates and marketing.

In response to a question from one member, the Harbours Manager assured the committee that a review would be conducted into the Regeneration Programme and any results would be brought back to the committee.

The committee noted the budget monitoring figures for 2023/24.

49. Monitoring and Review of the Marine Safety Plan

The Harbours Manager presented the review of the Marine Safety Plan, he noted that as requested by members, an independent audit had been added to the Marine Safety Plan. Work was ongoing in standardising the incident and accident reporting system in the three harbours and work had already been conducted in Weymouth to make it easier for members of the public to report incidents.

50. Weymouth Harbour General Directions

The Harbours Manager presented the report for the Weymouth Harbour General Directions, outlining the reason that the powers of General Direction were being brought into force.

Proposed by Cllr Penfold and seconded by Cllr Williams.

Decision: That the Harbours Advisory Committee recommend that the Portfolio Holder for Highways, Travel, and the Environment approve the Weymouth Harbour General Directions to be brought into force.

51. Weymouth Harbour - Future Development and Open Port Duty

The Harbours Manger presented the report to the committee, he noted that in order to support the implementation of the Harbours Business Plan, it would be beneficial to amend the Open Port Duty, by way of a Harbour Revision Order. It was explained that for the future development ambitions (outlined in the recently approved harbour business plan), to be met, and for the wider Peninsula to be developed, the Open Port Duty needs to be amended by way of a Harbour Revision Order.

Members felt positively that the users of the harbour were being consulted before general consultation and approved of progressing with a Harbour Revision Order to amend the Open Port Duty.

Proposed by Cllr Penfold and seconded by Lee Hardy.

Decision: That the Harbours Advisory Committee recommends that the Portfolio Holder for Highways, Travel, and the Environment gives authority for the Weymouth Harbour Consultative Group to be consulted on the proposal to apply for a Harbour Revision Order to restrict the Open Port Duty.

52. Forward Plan

The forward plan was presented by the Head of Environment and Wellbeing, he noted that in addition to the standing items, a report on the Weymouth Quay

Regeneration Project, the consultation on the Harbour Revision Order and an update on the Harbours Business Plan, would come to the next meeting.

53. **Urgent Items**

There were no urgent items.

54. **Exempt Business**

There was no exempt business.

Duration of meeting: 10.00 - 11.40 am

Chairman

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Agenda Item 6

Bridport (West Bay) Harbour Consultative Group (BHCG) Meeting 29 April 2024 The Salt House 18:00		
Present		
Aubery Banfield	(AB)	Commercial Fisherman Sub
Emma Bourne	(EB)	Non-Boating Water Activities Rep
Gavin Brooking	(GB)	Non-Commercial Moorings Rep
Ed Carter	(EC)	Harbours Manager – Weymouth Harbour Master
Benjamin Harvey	(BH)	Assistant Harbour Master
Becky McGowan	(BM)	Admin Officer – Note Taker
Simon Miles	(SM)	Commercial Passenger Carrying Vessels Rep
James Radcliffe	(JR)	Harbour Master
Cllr Mark Roberts	(MR)	Dorset Council Harbours Advisory Committee Chair
Andrew Taylor	(AT)	Community Forum Rep

1. Welcome & introductions	Action
SM – Welcomed everyone and round the room introductions were given.	
2. Apologies	
Mark Cornwell David Boyland	
3. Minutes of the Previous Meeting	
<p>It was raised, some individuals of the group didn't receive the draft notes from the previous meeting and emphasised to circulate them in good time, within 1 week.</p> <p>BM – The notes are sent for comment to the Chair SM and Cllr MR prior to circulation to the group, depending on their commitment's delays can occur.</p> <p>AB – Queried the previous FOE request by DB regarding car parking fees. Information was unable to be provided as it is believed that it is exempt from disclosure under Section 31(1)(a) of the FOIA, pertaining to prejudice to the prevention or detection of crime.</p> <p>The response didn't provide any information to statistically compare data.</p> <p>SM – Bridport Business Chamber also sent out FOE request and received a response, there is some information available regarding this.</p> <p>MR – Asked if the subject is specifically Harbour car parks or all DC car parks?</p> <p>AB – It is all car parks however West Bay car parks are in conjunction and are deemed expensive also.</p> <p>SM – Emphasised that West Bay locals are struggling due to this impact.</p> <p>MR – Car parking fees are set centrally within Dorset Council. It was advised the issue needs to be discussed with the Elected member Dave Bolwell, who is also part of the Harbour Committee.</p> <p>Public car parking fees aren't Harbours responsibility however it has been discussed in the recent Harbour Advisory Committee meeting and passed onto the Cabinet Member.</p> <p>AT – Stated, without statutory information there can be no policy.</p> <p>MR – New machines have been placed in April, at this point there is not enough information gathered to compare to previous data.</p> <p>EC – Added, this isn't the correct forum do discuss parking fees however we will feedback into the Harbours Advisory Committee and onto the Cabinet Member. We understand that there are some elements of data that is exempt, EC hasn't seen the FOE request and asked SM to send this file to him to investigate.</p> <p>EB – Asked, what is the remit of this committee? Harbour traders for example are here to discuss trade in the Harbour and are all directly impacted by parking fees. They are taking a hit because of parking fees, and this is an issue to discuss at this committee.</p> <p>AB – Added, any issues raised should be investigated.</p> <p>MR – Reiterated that things should be presented to the Cabinet Member.</p> <p>SM – Asked MR to stress this fact going forward.</p> <p>AT- Added that the new forming West Bay Community forum will involve a Cllr as they have now been mandated to attend.</p> <p>MR – Added he would be happy to attend if he received an invitation.</p> <p>EB – Harbour Watch launch has taken place.</p>	<p>SM – EC</p> <p>MR</p>

<p>SM - Thanks were given to EB for all her assistance, and to JR and the team. The launch went well, and we had great weather. JR - Will catch up with Amanda in near future. EB – Suggested inviting the Marine Police Jamie Thornton to future meetings to report updates. SM - Will send information and sticker to the WhatsApp group. EB – Would like banners personal to each harbour, stating you are entering a Harbour Watch area, along with other details for example the Harbour channel etc. Will seek a sponsor for funding banners. All agreed this would be a good idea.</p>	<p>BM SM</p>
<p>4. Harbour's Advisory Committee Chair's Updates</p>	
<p>Harbour watch launches, it was great to see all the other bodies that turned up, Border Force, Lifeboat, and marine Police. A big thank you to Nina Garcia for her performance on the day. Levelling up fund, Dorset Council have secured 19.5 million for Weymouth regeneration schemes.</p>	
<p>5. Harbour Masters Update</p>	
<p>JR – Gave an overview of the HM report. Launch stats are down, the weekend has been very quiet. Boat lifts look down however there are lifts still to be booked. Quayside parking and fisherman's permits have gone up. Shop is down compared to previous year and is a result of having no mechanic. Diving air has increased. Waiting list, we have offered to all, we are currently down on private and commercial take up, moorings are available, and we have been advertising. There are around 20 leisure moorings available, all sizes but mainly 5-6m. EC – Added Weymouth is very similar with vacancies for smaller vessels more prevalent. JR - We will be offering from the commercial mooring waiting list over the next week. AB – Reports used to include incomes and costs; can we have this reported? MR – These figures are available at Harbours Advisory Committee documents. AB – Are there any visiting commercial figures? JR – These figures are included in the overall figure and not separated; JR is happy to get these figures to report. If there are concerns with the visiting commercial vessels, these need to be reported to IFCA. Mechanic, SM – Asked, do they have one in Weymouth? EC – responded, no but we will look at this going forward, however market for jobs is difficult at this time. SM – Asked if this role could be split between all 3 harbours? EC - Will look at options going forward. AB – Suggested discussing a deal with Rob Perry for emergency responses for example. The tow of wall has been completed ahead of schedule, kiosks opened early, and now they are looking at Sept, Oct start for the next phase, There was a lot of movement after the initial works, but it has slowed down now.</p>	<p>BM JR JR – EC</p>
<p>6. User Representative Reports</p>	
<p>GB – Ropes on tenders by Bridport arms need to be checked, trawlers parking alongside and needs policing and contact with the users for correct use. JR – Responded, the ropes will be removed during the winter going forward. The weather began to improve 3rd week of April, we can begin moving commercial</p>	<p>JR – BH</p>

<p>vessels and we can look at the ropes that have been cut.</p> <p>GB- Contact with non-commercial users is still low. It was suggested again to perhaps have an opt in/out system on renewals.</p> <p>EC – We are looking at a new Harbour system that will allow us to manage mailings lists more effectively. Harbour admin can contact the users on GB behalf either by telephone or email.</p> <p>EB – There is a new swimmer’s action group recently formed who will work together to fight surface against sewage for designated bathing waters for east beach.</p> <p>EB – Asked what is happening about the demolition of the boat? There seems to be debris falling into the Harbor.</p> <p>JR – Responded, there isn’t anything washed into the Harbour, any bits are metal, however it will be gone on Wednesday.</p> <p>EB – Asked for a follow up regarding confusing dog signs.</p> <p>JR - Will follow up with Daryl Chambers.</p> <p>EB – Asked about the vessels with 28-day notices.</p> <p>JR – They are both under legal retention orders, we can’t do anything with them at the moment.</p> <p>EB - Beach wheelchairs gave thanks for moving their shipping container, can matting go down before 7th?</p> <p>BH – If the weather allows, we have had communication.</p> <p>AB – Commercial vessels when out in storage are now being charged. This wasn’t bought to the group for proposal and levied up with no communication. It’s the opinion LR users aren’t charged.</p> <p>EC – Some decisions are operational and do not require consultation, however it is noes that more communication on this matter would have been preferred.</p> <p>JR – LR users have always been charged, it was an oversight that WB users were not.</p> <p>AB – Had a discussion with JR regarding the fees however it needs to be communicated more efficiently.</p> <p>JR – Information is distributed in several ways, we share information via meetings, end of and start of season reports, emails and on our website which is updated regularly.</p> <p>GB – Asked if the notes of the meetings can be circulated to the group members.</p> <p>EC – We must abide by GDPR rules, operational emails can be shared but we need to be mindful of oversharing.</p> <p>AT – Added local parishes approve minutes and then display them on their notice boards, could we display our notes for example Cornish Bakery?</p> <p>GB – Asked, how do we remind users?</p> <p>BH – Suggested adding the links to the notes on social media, Facebook.</p> <p>EC – We will take comments back and discuss them amongst the team to look at better options for getting information out going forward.</p> <p>AT – Asked if the desired dredging works for the inner Harbour had been achieved?</p> <p>JR – The vessel had broken down so didn’t make it. We have been trailing the area ourselves and have managed to move the top layer of silt, we are looking at other options going forward.</p> <p>Dredging budget is £135000 for the outer Harbour for WB only, and all this budget is used.</p>	<p>JR</p> <p>BH EC – JR</p>
<p>7. Representatives and Subtitutes</p>	
<p>3.8 - Any nominated member that misses two consecutive meetings without good reason (as determined by the group) shall be required to leave the group and the nominating body will be asked to nominate a new representative</p> <p>3.9 - Where an organisation sends a representative to fewer than 50% of meetings each year, the Consultation Group is entitled to review that organisation’s</p>	

<p>membership of the Group and may ask the organisation for an explanation before taking further action.</p> <p>JR – We have non-attending groups, Sea Angling Club. SM – Will speak with the Sea Angling Club to determine their intentions.</p> <p>AB will take place of MC Commercial Fisherman Rep. MC is standing down as Vice Chair. Commercial Fisherman Sub is to be sought.</p> <p>SM stands down as Chair but will continue his role as Commercial Passenger Carrying Vessel Rep. JR – Admin will send out forms of interest prior to the next meeting.</p> <p>DC is standing down for Town Council Rep, discussions are going ahead with WA to put forward a Cllr to represent.</p>	<p>SM</p>
<p>8. Q&As</p>	
<p>9. AOB</p>	
<p>GB – Would like to raise a concern regarding Harbour services. It is felt staff can come across intimidating as a group and have received comments from users that attitudes are rude at times. There is an understanding that staff are under pressure during this difficult time, the Harbour is behind on schedule for legitimate reasons e.g. the weather, however customer service should always be at the centre.</p> <p>EC – Responded, Dorset Council have a Code of Conduct that all staff should follow, and actions should be taken to any concern otherwise. Please raise these with JR or me to follow up.</p> <p>EB – Mentioned the telephone system, it is difficult to get hold of staff. JR – Responded, the system is shared on teams, for example, a call to JR doesn't get picked up, it diverts to BH and then to the office. EB – Perhaps a voicemail service should be added.</p> <p>MR – Gave thanks to the group, it has been a pleasure being part of the team and would like to continue however this depends on the election results.</p> <p>Meeting concluded 20:20</p>	

Lyme Regis Harbour Consultative Group (LRHCG)
Meeting 09 May 2024 Lyme Regis Sailing Club 18:00

Present

David Brown	(DB)	Non-Commercial moorings Rep
Ed Carter	(EC)	Harbours Manager – Weymouth Harbour Master
Karen Durham Diggins	(KDD)	Non-Boating Water Activities
Peter Fosh	(PF)	Non-Commercial Moorings Sub
Max Gollop	(MG)	Harbour Traders Rep
Sam Harding	(SHA)	Assistant Harbour Master
Sally Holman	(SH)	Sailing Club Rep
Brian Johnson	(BJ)	Sailing Club Sub
Katherine Kinnersley	(KK)	Gig Club Sub
Rob King	(RK)	Boatman's/Charters Rep
Jo Law	(JL)	Sea School Trust Rep
Nick Marks	(NM)	RNLI Rep – HCG Chair
Becky McGowan	(BM)	Harbour Admin – Note Taker
Steve Postles	(SP)	HCG Vice Chair
James Radcliffe	(JR)	Harbour Master
Will Reed	(WR)	Harbour Traders Sub
Lee Roper	(LR)	Power Boat Club Rep
Mat Styles	(MS)	Commercial Fisherman Rep
Dan Williams	(DW)	Dorset Coast Forum

1. Welcome & introductions	Action
NM – Welcomed everyone to the meeting, round the room introductions were given	
2. Apologies	
No attendance from Town Council	
3. Minutes of the previous meeting	
The ongoing concern regarding dogs on the Cobb where fishermen unload. JR – Environmental Health did visit, they are now seeking further information, will follow up.	JR
EC – New role introduction was given.	
Phase 5 – DW on behalf of Dorset Coast Forum gave the engineer's update in AOB	
Signage for non-boating water users. KDD – Has provided a logo for Plastic Free Lyme Regis partnered with Town Council, so this is being pushed forward. Will request an update.	KDD
Car parking for non-commercial moorings. Mooring Holders providing evidence can now apply for Flexi Permits from Dorset Council.	
The Harbour office will send out an email outlining whose tenure is coming to an end. Actioned.	
SH – Asked for the minutes to be amended to 'Reported that Professor Dennis Brunnsden had passed away recently. On behalf of the Consultative Group, we express our condolences. Prof Brunnsden worked from Lyme Regis Phase 1 of the Coastal Defence works, all the way through. He was also the driving force behind the application which achieved World Heritage Site designation for the Jurassic Coast.'	
4. Harbours Advisory Committee Chair Updates	
Cllr Mark Roberts (MR) had lost his seat during the recent local elections. The results mean we have a new administration with the Liberal Democrats holding the majority of seats (42). We are waiting to hear who the new Cabinet Member and Councillors are, and who will be the new Chair of the HAC.	

<p>There are now a series of councillor induction sessions which will take place over the next couple of weeks. The first meeting of the new Full Council will place on Thursday 16 May. Cllr Ray Brians seat remained however we believe there may be a change in Cabinet Member.</p> <p>NM – Requested information be circulated once confirmed.</p> <p>EC – I have no update on behalf of the Advisory Committee but on behalf of Cllr MR from his previous report at Bridport HCG meeting, the harbour Watch launch went well, it was well attended, and we had great weather. It was good to see the likes of David Sidwick PCC, Marine Police and Border Force. Border Force covers over 11,000 miles of mainland coastline, operating in and around small ports and marinas. It raises vigilance and awareness of suspicious behaviour which may be linked to terrorism or other serious crime. Project Kraken is a joint law enforcement operation tackling maritime border crime. The fishing community are more likely to spot any warning signs, so reporting is important.</p> <p>NM – It was felt more presence from members of the HCG would have been positive. KDD - Sent her apologies. DB – Had attended and did a DNA on his vessel, it was agreed by Amanda Anderson (Dorset Police) this is available to all boat owners and will attend later in the season if there is interest. LR – Attended, but for passers by it was felt not enough information on what the event was about was available. NM – Added that the event was posted on social media, there was a press release, and stickers were handed out. SH – Complimented the new Harbour flag.</p> <p>JR – Added that Cllr MR did attend the BHCG meeting and passed his thanks on to all and he thoroughly enjoyed being part of the team. I'm sure he would have liked to thank the LRHCG members also. SH – Replied, on behalf of the group, we would like to thank Cllr MR for his time. NM was asked to write to MR to this effect.</p>	<p>BM</p> <p>NM</p>
<p>5. Harbour Masters Update</p>	
<p>Dredging works were on time however the storms bought material back. We have been working on the Medina area this week and completed today.</p> <p>Pontoons are mostly out, tomorrow we will work to get out the rest so we can start maximising use. We do have additional pontoons now; the Fisherman's Association has handed back their 40m section and it is now operated by Harbours.</p> <p>Harbour Store is progressing, the floor and foundations went down this week and the steel frame will be in place by next week. We can look to remove the containers soon.</p> <p>NM – Asked what the mooring occupancy is? JR – We have lost few through winter, however we are still offering to newcomers on the waiting list, and we have seen an increase in take up recently.</p> <p>LR – Asked what the normal level of sand is by the north wall? JR – Responded its similar to what it is now.</p> <p>EC – Added that coastal risk engineers have completed some studies and have data to look at different options.</p> <p>MS – Asked if another company will be used for the dredging works? JR – Yes, we have had some issues however it will still under a tender process. EC – Added, we have been liaising with Smals to understand what the issues were. They had agreed to come back and rectify issues at WB but this will be considered going forward.</p>	

<p>LR – Asked if dredging was done by the pontoons? JR – Replied, no due to issues with the chains. SP – Mentioned depths of 1.3m by the steps 100mtrs out by the marker buoy marking one of the anchor points was of 0.6m SH – Asked if there was any impact from this? JR – Responded no, the buoy is a marker point. EC – Added, there have been many Cliff falls recently, and this may impact the sediment movement. We are working alongside Coastal Risk Engineers closely and continually.</p> <p>SP – Asked if the pontoon steps can be put back in. JR – Agreed.</p> <p>The timber on the north wall and Victoria piers are due to be replaced this year.</p>	<p>JR-SHA</p>
<p>6. User Representative Reports</p>	
<p>Reports received and circulated with notes prior to meeting.</p> <ul style="list-style-type: none"> - Harbour Masters report - Lyme Regis Gig Club report - Lyme Regis Sailing Club report - Lyme Regis Sea School report - Non-Boating Water Activities report - Non-Commercial Moorings report - RNLI report <p>Sea school Please let us know if there are problems when we are operating, we have lots of youngsters still learning and we would not like to cause any issues with other users.</p> <p>Non-Boating water Activities Plastic free Lyme Regis litter pickers have mentioned they collect lots of tape and rope from the dinghy park. They asked if everyone can be mindful of checking the area before they leave. It was reported 2 dogs had picked up mackerel hooks which resulted in surgery and unfortunately one had to be put down. JR – Added that there is a bin at the entrance. SH – Added, the November storm brought in a lot of debris which covered the dinghy park and up to the chalets, it still washed up and needs regular cleaning.</p> <p>We have had the 3m aluminium bottom for our water polo goal posts stolen on two occasions. We have ordered 2 more from the Lyme Splash funds but the impact of floating ability is reduced when fixing these. The Lyme Splash funds give to charity and therefore impacts donations also. We are looking at storing them elsewhere.</p> <p>Susan Calman by the Seaside film crew arrive May bank holiday, Sunday and Monday and looking to film around high tide 8:30 and 9:00 They are showing other activities that go on around the area other than fishing. Our goal posts will be up, apologies if they get in the way. If you are interested in supporting us, please come along in your swim gear Saturday 18th May 11:45 to be filmed. More information will be shared once filming times are finalised. NM – Added that Saving Lives at Sea producers are also likely to be filming soon.</p> <p>Non-Commercial Moorings DB – Asked if we could formally let the Harbour users know and include out of town Harbour users about parking permits.</p> <p>DB – Raised the subject of opening times of harbour toilets. JR – We have been in touch with the facilities team regarding the toilets. Harbour staff will now be opening these in the mornings throughout the summer. During the week they will be open from 8am and on the weekend 7am</p>	<p>BM</p>

<p>JR – Depth boards are here and will be fitted soon. NM – Asked if they are set to local chart datum? JR – Yes.</p> <p>JR – Has had a meeting with SH regarding trolleys near access to tenders, they now have a marked area to use along with the gig club.</p> <p>PF – Mentioned people have had punctures from scrap metal left behind from boat maintenance, and debris building up underneath boats, please can we ask people pick up and sweep up behind them. BM – To add to season report.</p> <p>DB – Signage, high activity of dogs paddling in the harbour, it is felt a sign needs to be placed there. JR – No dogs should be on beach this time of year and there is a sign there currently.</p> <p>Sailing Club The area allocated for the trollies is now in use.</p> <p>The youth regatta will be held on 15 July.</p> <p>Can we ensure the tide gauge references to the local chart datum and clearly is visible.</p> <p>It was reported there is a lack of weighted lines and pick up buoys and we are willing to assist with Harbour staff to locate those areas.</p> <p>The seaman sailor crossing the Channel will be stopping at Lyme Regis.</p> <p>Lifting dates, it was asked if these will be earlier again? JR – The vessels in the water are restricted by the SC not Harbours however the vessels on land are. This can be arranged at the time.</p> <p>Thanks were passed on to Cllr Mr and Officer KB for their time.</p> <p>Power Boat Club For advance information and further to the rejection of our PWC usage proposal, the LRPBC wish to continue to push for PWC usage out of Lyme. We await alternative suggestions from the council as to how this may proceed.</p> <p>Where are we with the HRO as this may hold up our proposal? JR – Advise from our legal team is to wait until the HRO has gone through before we further propose the use of PWCs. EC – We do not know when this will be signed off. There are currently 13 waiting for sign off. It is currently being looked at to change the powers of authorisation from the MMO to Secretary of State to make this quicker.</p> <p>EC – The biggest concern from our perspective is once launched, they are immediately outside the Harbour remit and what effect this would have on other areas. There is still more to investigate and consult. LR – A lot of effort has gone into the proposal for the PBC to run a trial, but the powers seem to fall with DC (Dorset Council) EC – The power of authorisation if things go wrong falls to the Harbours, so essentially this would be best. EC – Added, he is available to speak with anyone regarding this matter and would like to have full idea of things before going forward.</p> <p>RNLI Gave an overview of the report received to be circulated with notes.</p> <p>Commercial Fisherman There are requests for lines in the car park.</p>	<p>JR</p> <p>BM</p>
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<p>JR – These will be done after the completion of the store including lighting and an entry system which we are getting quotes for currently. In the meantime, we will place discs down temporarily.</p> <p>KDD – Can you confirm with Darren from the Tackle Box if he is on the waiting list for a permit. JR – Will check this.</p> <p>The green crab steps need fixing and can we keep an eye on algae build up. JR – Engineers are aware.</p> <p>Harbour Traders No report but it has been quiet so far for traders.</p> <p>Thanks were passed to those supporting us on BBA open day. We will be launching our new Clinker boat on 4th June 3pm.</p> <p>Gig Club Masters Regatta will be held on 19th August. LR - Asked how did Lyme Regis do in the last event? Men's best came 9th place. Woman's 70th and 77th place.</p>	
7. Representatives and Substitutes	
<p>RK – Is now Boatman/Charters Rep, a Sub is to be sought.</p> <p>A Sub is to be sought for Commercial Fisherman.</p> <p>SH – Is now Sailing Club Rep. DR Brian Johnson is Sub.</p> <p>NM – Still has 1 year's tenure as Chair and will continue as RNLI Rep.</p> <p>SP – Standing down as Vice Chair</p> <p>Expressions of interest for Vice Chair will be circulated after minutes have been agreed and circulated.</p>	BM
8. Q&As	
<p>KDD – Are there any rules regarding fishing off the sandy beach when people there? EC – Only Bass regulations regarding the size of catch but no law currently in place. If someone causing harm, then police need to be notified.</p>	
9. AOB	
<p>DW – Dorset Coast Forum reported.</p> <p><u>Lyme Regis Environmental Improvements Phase 5 -update</u></p> <p>Leading Project Officer James Mitchell.</p> <p>An Outline Business Case (OBC) was previously prepared by JBA Consulting, which included five main elements of work to the Cobb. The purpose of an Outline Business Case is to develop potential options to a sufficient level of detail to allow construction cost estimates to be provided. The 5 main elements are:</p> <ol style="list-style-type: none"> 1) Scour protection to the inner and outer harbour walls, 2) Repair / void infilling to the inner and outer harbour walls, 3) Surfacing repairs, 	

- 4) Surfacing improvements to provide an accessible path and improved fisherman's quay.
- 5) Upgrade the services infrastructure.

The OBC was approved in 2022, and funding secured for the project, this included £2.7million construction costs which were estimated by an experienced construction contractor in 2019. As part of the pre-construction phase works which are currently being undertaken, two further contractors have provided updated budget costs for the works, the updated costs are circa £6.9million, with £4.7million for the structural repair works alone. The increase in cost estimates is largely associated with UK inflationary pressures experienced since 2020.

The project team are working on value engineering and finding further funding avenues to address this funding shortfall. At this time £2.7million is secured for the structural repair elements of the scheme, value engineering design of these elements is progressing. The external wall structural works value engineering design is seeking to remove the need to undertake construction from the Cobb or from temporary marine access such as a causeway both of which come with significant technical challenges and associated high cost. Design is seeking to minimise.

- impact on protected habitats,
- visual impact,
- construction programme
- cost

Likewise, the internal harbour wall value engineering design is seeking to remove the need to undertake construction from the Cobb and minimise disruption to commercial users and the public. It is worth noting that some easements or temporary closures of the Cobb walkway cannot be ruled out at this time. The internal wall design is seeking to minimise:

- footprint into the harbour,
- impact on moorings,
- impact on protected species,
- visual impact,
- construction programme
- cost.

The design team is seeking to include utilities diversion within the proposed inner harbour wall structures. Pre-application engagement discussions are occurring with Dorset Council, Historic England, and Natural England.

Detailed designs will be presented to commercial and recreational users in due course at consultation events expected in Autumn 2024. These events will also explore how and when commercial users in particular access the Cobb and how access can be reasonably maintained – this information can hopefully help find the least disruptive solution.

License and consent application submissions to facilitate construction are currently programmed for Spring 2025, with construction commencement anticipated in Autumn 2025.

The funding which has been secured through the outline business case is to ensure the continued coastal protection function of the Cobb. Funding for the surfacing repairs, accessible path and landing quay improvements is more uncertain, and these works may therefore need to be completed later. The project team are

looking to submit an expression of interest to the Heritage Lottery Fund for the surfacing works.

A Heritage Lottery Funded project will include:

- consultation on surfacing,
- community engagement events designed to explore the heritage of the Cobb.
- heritage interpretation panels

The first step, the Expression of Interest is a thousand-word document – which provides a basic outline of the project. If successful, the development phase of the project can be up to a year and during this time there would be significant amounts of consultation with key stakeholders like the Harbour Consultative Group and your members.

To strengthen the application, we are seeking approval in principle from key stakeholders – including the Harbour Consultative Group, the RNLI, the fishing college & the aquarium. Dorset Coast Forum are leading on the expression of interest and working closely with the project team. So far, we have spoken to the Lyme Regis Society and the Aquarium, with meetings planned with the Marine Theatre, the Town Council. We are also reaching out to the Museum.

RK – Mentioned it has been 20 plus years for these plans of resurfacing. There are concerns that Lyme Regis will get to a point where it cannot be reinstated and written off. This has happened previously with another Harbour and there are concerns with the status of the Cobb.

DW – Suggested a further conversation with JR to summarise key issues and the details provided through the public consultation will also be added for expression of interest.

NM – thanked DW for his update and asked that he take back to Dorset Coast Forum the HCG's concern for the future of the Cobb and the need to secure the necessary funding to allow the structural repair work of the Phase 5 project to start next year.

Date of the next meeting 17th October.

Meeting concluded 19:40

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Present

Tim Day	TD	Chair and Clubs of Weymouth Representative
Ken Buchan	KB	Head of Environment and Wellbeing
Ed Carter	EC	Weymouth Harbour Master
Cllr Rob Hughes	RH	Chair of the Harbours Advisory Committee
Dave Caddy	DC	Vice Chair and Harbour Traders Representative
Andy Alcock	AA	Commercial Fishermen Representative
Alan Hale	AH	Boat Owners Inner Harbour Representative
Colin Thomas	CT	Substitute for Boat Owners Inner Harbour Representative
Will Holmes	WH	Weymouth Beach / Leisure Users Representative
Simon Kershaw	SK	RNLI Representative
Dan Bell	DB	Commercial Passenger Carry Vessels Representative Substitute
Cllr Kate Wheller	KW	Weymouth Town Council
Sara Cornick	SC	Training and Education Schools Representative Substitute
Jamie Pullin	JP	Charter Boat Representative
Mary Harris	MH	Harbour Traders Representative Substitute and Weymouth Harbour Watch
Jamie Thornton	JT	Dorset Marine Police
Amanda Anderson	AA	Dorset Police Resilient Communities Coordinator
Sarah Johnston	SJ	Minute Taker/Admin Support

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

TD opened the meeting and apologies received from Paul Swain and Callum Seggie both unable to attend. Introductions around the room were made with new members present.

2. DECLARATIONS OF INTEREST

Declarations of Interest compiled by **SJ** was distributed to members present for review. Online participants to receive document separately. Once confirmed will be added to the documentation and can be updated if required.

3. MINUTES AND MATTERS ARISING

TD asked if anyone had any points from the previous minutes.

- **SK** raised the 4-knot speed limit in the harbour as listed in the General Directions. The Lifeboat struggles to maintain that limit whilst manoeuvring on and off her berth. **EC** confirmed that the speed limit listed in the General Directions was taken under advice to ensure continuity of the speed limit in the harbour and the bathing area inside the white buoys in the bay. Larger vessels with a higher tick over, being driven with care and caution would be not seen to seek action against. **AH** asked about the No Wash signage at the pier heads – **EC** confirmed that a lot of signage is still be replaced where required. **AA** asked about enforcement with JetSkis within the harbour, once

they launch at the Slipway, they do doughnuts and speed but then slow down by the time they travel past the Harbour Office. **DB** also added that they are speeding once round the knuckle at the Linkspan. **EC** will follow up with the AHM's and confirmed that with the new CCTV at the Commercial Area will enable better identification of speeding vessels. **AH** raised about rules of the road for all harbour users, especially JetSkis. **DB** also raised that when the firework displays are on and persons on Jetskis going out into the bay to view them often return in the dark with no navigation lights on. **EC** confirmed more night shifts will be happening during the firework nights and Dorset Marine Police will be asked if they would like to attend as well.

4. HARBOUR MASTER UPDATE

1.0 Harbour Use

1.1 The marina berth numbers have closely mirrored the past two years, interest from new customers this year hasn't been as strong as previously seen. This has particularly affected the small boat market of 6m and below category. We are still taking enquiries and we are filling vacancies wherever possible. We're still holding a waiting list for bigger vessels of 10m and above. With the cost-of-living pressures, it's probably likely that interest in small vessel berthing is going to remain low for the time being. Where people are able to take their boats ashore saving money they will.

After a full review of our commercial berths and where there was rafting, we have reduced them to 84 commercial berths with 91% let, out of the remaining 7 spaces there are a couple that are referred to as non-income berths. For example, one is next to the slipway to provide a free berth to tie up on when launching and another is too shallow and one too small, until the vessel next to it changes, we are unable to do anything with it. We have been doing some adjusting and seeing where we can get people in of the remaining berths where possible, the vessels that are on the waiting list, simply too big to go into them. But generally, the picture is pretty good.

Harbour usage at the beginning of the year has again been characterised by really heavy rain, at times strong winds with Easter coming so early this year. It has also made activity in the harbour remained very low. The fishing fleets has been making the most of any weather window that they can, but there has been lot of days when they've been confined to port. The reports across all three of the Dorset harbours show the business for the Charter and trip boat sector and the shoreside traders is generally quiet.

With the weather is sort of warming up, we know we are seeing on sunny days that there are plenty of people around and on days when it's showers, the town in general is extremely quiet. Again, I think with the cost of living and that people are being quite economical with their spending at the moment and being quite choosy where they go and how much they spend. The weather is improving, and we have hosted some really big yacht rallies. In particular, we had a rally in mid-April of 54 vessels from the Junior Offshore Group which took up almost of all of our visitor pontoon space in one go.

It was really nice to hear them comment that Weymouth is the best organised and with the best radio etiquette of all the harbours we visit, they love coming here. It's all carried out with efficiency, and they look forward to coming back. It's certainly nice to

receive such high praise and I'm immensely proud of the job the team did on that weekend. You know, it was 54 boats all rafted up in one go was nothing short of spectacular.

JP - raised concerns about the narrowing of the channel in the harbour where the vessels were rafted on B7/8 and **AA** raised the issue with the shorelines for the outside vessel was not kept tight and the vessels swung out. **EC** to review with team to ensure future rallies do not restrict narrow points within the harbour and are moored to minimise swing in all weather conditions.

On May the 14th, to mark the 200th anniversary of the Royal National Lifeboat Institution, we had a parade of sail. It was closer to 70 vessels in the end that took part, including the Weymouth lifeboats, classic sailing boats, modern power and sail craft, and a host of smaller vessels. Crowds lined the harbour side to watch the parade and it was really good to hear all the applause and cheers of support for the lifeboats crew as well. It was a really good event. The conditions in the Bay were not as we would have wished. It was very, very choppy out there and while we did have instruction and saying to people that when you go on the parade you get to the entrance, please go out into the Bay with that didn't really happen and everyone immediately tried to turn around and then come back in. So, it did get extremely congested down towards berth two. We had our boats out there and while things did get congested, though everyone was travelling so slowly and being very careful with what they were doing, and I certainly didn't see will have any collisions reported or incidents happening or anything like that. So yes, it was definitely tight at times. It was very well received and again really, glad to be involved in these events.

SK - expressed thanks from the RNLI for the support that the harbour gave and indeed all the users who supported it.

2.0 Incidents

2.1 The Harbour team have recorded 25 incidents since the last meeting, including:

- A couple of tows due to mechanical failure
- A couple of reports of potential theft
- Antisocial behaviour and reported graffiti.
- 9 reports of diesel on the water
- Missing life rings
- One report of excessive wash

We have gone out to 9 reports of diesel on the water over the last period, all have been investigated and have a suspicion of them coming from the storm drains into the harbour around ASDA area. When reports are made with no immediate source then the drains will be check. Please pass onto all the boat users in the harbour to be careful with their bilges or if they have an accidental spillage to let us know, as we have the staff and equipment to clean it up, accidents happen.

AA – commented on an increase in vehicle accidents at the ASDA junction where fuel spills will then be washed into the drains. Noting accidents could lead to identifying the source of fuel being in the harbour. **JP** advised about an incident at the Swannery Car Park by a fishing platform in Radipole lake where the remaining

clear up equipment is still there. **AH** confirmed as a Bailiff covering Radipole lake the RSPB report to the Environment Agency when incidents happen there.

3.0 Operations

3.1 General Directions

Following the adoption of the Weymouth Harbour General Directions at the March meeting of the Harbours Advisory Committee, the directions did come into force on Monday the 25th of March. The directions have been given for the purpose of promoting and securing conditions conducive to the ease, convenience or safety of navigation, the safety of persons and the protection of property, flora and fauna in Weymouth harbour, as prescribed in the harbour revision order in compliance with the order. We put formal notice of the General Directions in physical locations around the harbour, online and in the Dorset Echo, and there is a copy available to view at the Harbour Office should anyone wish.

We're trying to get the information out there as much as possible and again looking at our signage review. This is one of the places where we are looking at updating any signage where we can refer to the bylaws. There are a lot of old signs of bits and pieces that need replacing. But generally well received, which is a good thing.

3.2 Oil Spills & Response

While we have had a couple of things notified to us, we haven't had to follow our procedures to formally notify external bodies. We haven't had to deploy in store resources. On the 14th of May as well as the parade of sale. We did have an incident management exercise and that was in conjunction with Adler and Allen who are our Tier 2 contingency contractor. We conduct one of these exercises every three years.

Which is to test the oil step plan and responsible harbour and also the Tier 2 response resources. The simulation was that approximately 10,000 litres of diesel was spilled out in Weymouth Bay from an external source. This was a potential bunkering incident. It can rise to a full test of our contingency plan, including notify notifying the relevant bodies, which starts with. The MCA Environment Agency, the Marine Maritime Coast Guard Agency, the MMO.

And of course, we notify people like Portland towards Council, mostly planning police and fire and all that sort of stuff as well. And we actually have representatives attending from the MCA, the MMO Environment Agency. Police. Thank you very much, Jamie. Fire and Rescue Weymouth Town council, the Dorset Council, allergic to planning, resilience team and the chairman of the Consulting Group. Tim, thank you very much for coming along as well.

I was really pleased with the test. It showed that our capabilities are definitely there to, to deal with things that as always their learning points taken away. And again I was very proud of the team how they conducted themselves in a really exemplary and professional manner and covered our whole requirements to the exercise, the plans now being reviewed and will be shortly putting out to consultation with key stakeholders prior to another five year sign off by the MCA. So that process is all going through.

3.3 PMSC Audit

We had our Port Marine Safety Code audit on the 19th of March and that was carried out by our designated person, James Hannon, who is contracted from ABPMer to come and see that we're doing everything properly.

We were found to be fully compliant with the Portland Safety Code. Only a very small number of observations being made. Which were mainly updates to our plans where there's been a new MGM safety notice. James will give his full report to the Advisory Committee in September and a copy of the report will be circulate to anyone that's interested as well. It's always interesting to see that we're doing a good job and nice to hear from external resources as well.

4.0 Harbour Works

4.1 General Works

Following the failure of one of the commercial pontoons in early 2023, when one of the pontoons jammed on a rising tide, we have increased our inspection regimes and identified further areas that require immediate repair. One of those in particular is the waiting pontoon outside the town bridge, where the H beams are coming very loose on the wall. Advice has been taken from the coastal risk engineers and we have instructed repair on that, it will be going ahead soon. There has been a lot of maintenance on the gangways recently. The gangways were found to look good on top, but when you got down underneath, they were looking decidedly rusty and rotten. We have done a lot of repair work there over the winter period in all of our gangways now are in are in good condition.

There is ongoing maintenance planned in the risk management plan around the pontoons. There are identified areas that do need immediate repair, and we are bringing some of those repairs forward from the plan to make sure the pontoons are remaining safe and useful as possible. We are also going to try and tie in some of the pontoon replacements with the wall repairs as they happen over the next few years, but we are waiting to have the full timeline, the outline business case from the universal risk management team for that one.

4.2 Weymouth Quay Regeneration Project

The full final sign off and handover from the contractors is due on Friday 31st of May. There has been a snagging meeting today, with a few things to address. It was discovered that the power for the ice makers had not been installed. Generally, the quality of work across the site is really good and we are very pleased with it. Delays to the completion of the project have primarily centred around the provision of the electrical infrastructure in connection to the main grid. We are still waiting for a date from SSE to come down and connect us to the main grid. They are proving a pretty intractable getting any information out of them.

Now the major resurfacing works are finished as well as the line painting has taken place across the site delineating areas from the vehicle movement, providing extra parking space in the peninsula, CCTV and lighting columns have been installed and again the ancillary structures, the power substation switch room, ice making facility in chill catch and bait storage have all been completed but waiting for the switch on. A small snagging list is being worked through, but generally the quality work across

the site very good. I've been really happy with working with Knights Brown and would again in the future.

Prior to the installation of a solar panel array, it was identified the original location containing asbestos in the roof tiles of the building. Through then further in depth surveys we did, we determined that none of the existing harbour buildings, either because of asbestos contamination or concerns around the ability of the roof areas to support the panels were suitable. So to make sure that we do include the panels within the project. We're looking to site the panels on the ground within the commercial support area which will be on their own sort of scaffold structural structure which will be able to move then in future, when further development takes place. To keep cost down, we are very much looking to offset the, electricity we have in the solar panels towards the cost of running these facilities. That's been the goal all along.

All works today have been carried out to a very high standard. The interface between us and the contractor has worked very well with us all communicating very regularly. We've enhanced the fence lines around the projects to keep the public safe and also providing more secure commercial port area with automated gates on the one-way system enabling vehicles moving through the fishing port area. And we've also reviewed all the CCTV coverage and changed the design slightly. We actually get better coverage using less cameras, which again has saved us some more money. The gate on the Pleasure Pier was outlined in the proposal I did earlier last year, which is centred around the issues with anti-social behaviour in that area. With the issue of antisocial behaviour is there's generally little to no consequence for very low-level antisocial behaviour. All of the bodies, the Police, the Community Safety Officers etc; are all hugely busy and its very resource intensive getting down there to manage that area a lot. The gate has been put in place to provide a consequence. Essentially, I'm working on a management structure for the pleasure here at the moment, which in its in its sort of simplest term. This gives us a structure to work within, so if we're seeing a certain level of behaviour, so for example, we turn up, there's a couple of people jumping. They're very polite, and then we talk to them, and they leave again. That's fine. So, no further action is taken. The other end of the scale would be we're seeing things like, alcohol and drug misuse, potential, aggression, violence, etc. It would be, that sort of thing. If we are not being listened to then the other end of the scale response would be we ask for Police attendance and we can close the pier. The gate is in place to provide a consequence to people that are not listening and not abiding by the rules. It is my intention that the Angling Club will have a code so that when the gate is closed, people that want to use the pleasure pier for the right reasons will still have access to it.

With the site being handed back to us, the work is going to begin to complete the items such as the health and safety signage, a waste reception area, which includes a larger area for the Weymouth and Portland Marine Litter Project to operate. We are also going to be installing public realm items such as benches, information boards on the notice board, fish landing, key history and a pleasure pier and the sea hives, low impact lighting for the pleasure pier and a memorial for the fishermen lost at sea. This is the opportunity as well to thank Weymouth Town council. We've been working with us and they're leading on matters relating to sponsorship, memorialization and maintenance of the benches along with their kind financial contribution for the installation of the 18 benches that we are fitting across the site. Thank you to Kate, on behalf of Weymouth Town Council.

JP – Questioned access to the ice making facilities for Charter vessels, as they currently use the existing facilities at the Slipway. **EC** confirmed that it will be available for all harbour users.

AA – Advised that he and Edgar Moxom are the owners of the ice making facilities, having purchased them many years ago and had not been consulted on the cost and running of it, though Lyle was managing it for them. **EC** to meet with **AA** regarding this.

KW – Commented on her surprise at the missing details as she was involved with the initial planning and sign off of the project 5 years ago and all the facilities were listed with full details of power supply etc; Acknowledged that over the course of time things may have been missed and **EC** confirmed that the issue lay with the subcontractor on site.

AH – asked about the gates on the Pleasure Pier. **EC** confirmed that it is not his intention to close it but the gate is there as a last resort to control the area. It will not be done spontaneously and for no reason, only when there is a general feeling is that area can get out of control very quickly.

AA – Raised concern that visiting anglers are quite concerned about the loss of that facility. It was suggested that a possible subscription list is held with the Angling Club, so people can sign up and be identified as having the code and access, if closed. **AA** to look at how the Angling Club can facilitate this with a logging system if they contact the club prior to their arrival or they can guide them in the right direction, via the website.

JP – Asked about the gate at the top of the steps leading up to the Pleasure Pier from the harbour side. **EC** confirmed that there is a locked gate to access the steps, which can be accessed if required in an emergency, but it was to deter people being able to jump off the pier and then climb back up. The suggestion of a emergency contact sign should be installed if a person does fall in and then climb up the steps.

4.3 Wall 4

Work for repair and strengthen on wall 4 are continuing. A full report is being presented at the Harbours Advisory Committee by my colleague Matt Penny. There have been no negligible effects on harbour operations through the wall collapsing and the site was all under full control. There are booms in place around the site, access has been maintained to the pontoons and there has not been any effect on people using their vessels in and out of the Marina. Regular catch-up meetings are held.

AH – Advised that one query came up regarding the tenders from the commercial pontoon being left on NQ E Arm and cluttering up the access for some our berth holders, but it has now sorted that out and the team has moved the tenders onto D37 where they are temporarily mooring. The owners have been advised that's where they should be.

The only other issue on the NQ wall work is regarding the dust, the contractor has been asked to try and keep the dust down as much as possible. And also, to ensure that better control on the protection booms as well because they are impeding both getting in and out of berths.

CT – Advised that pedestrian access to the NQ is not clearly signposted and risky on that side of the road. **EC** will report back to the Contractor.

KW – Would like to extend her thanks to the Contractors and was quite concerned about how things would operate there with MV Freedom. But has been assured by the Skippers that not only is it working well, but that the men working on site are being very helpful to the passengers when they're accessing the pontoon. The subject about pedestrian access to the pontoon is very dangerous and planned meeting with the Chair and the new cabinet member tomorrow, would be a good time to bring that up and review the safety aspect of passengers along that that whole route there because as it gets busier, it will get worse. People are wandering all over the place and with visitors cars not aware that there are people wandering all over the place, potentially we could have an accident there.

JP – Advised that when driving past early in mornings, you have joggers running up the side of the road and all sorts of people walking up that side with cars not actually realising that they should be in the bus lane and they're driving down the right side of the road. And cars are meeting head on down through there at the moment. **KW** – confirmed that the bus lane line on the road had been removed.

EC – Advised that it will be reported back to the contractor. Thanked **KW** for comments regarding MV Freedom and confirmed that he had spoken to the Skipper regarding access for people with mobility issues and if required space potentially could be found for various trips. The contractors are working very hard and it's been a rapidly changing project at times with a lot more repair work to do than they first thought. It should be completed as soon as possible.

5.0 Commercial Port Berths & Notable Traffic

5.1 Commercial Port Berths

Our commercial berths for the larger boats continue to be well used by the berth holders, the tug Kingston, which some of you will notice hasn't been here for quite a while. Recently had a catastrophic engine failure whilst working away from Weymouth. Consequently, the vessel is no longer in operation. However, Aquatic Towage are nearing the end of a procurement process for a new tug, and we are looking forward to welcoming them back to Weymouth in due course. They will be taking up their positions alongside the wall once the contractors team leave the site next week.

6.0 Pilotage

6.1 No acts of pilotage have taken place during this reporting period.

7.0 Significant Events Relevant to Harbour Operations and/or Access

- Fayre in the Square – 25th/26th May
- Wessex Folk Festival – 1st/2nd June
- Seafood Festival – 7th/8th September
- Ironman – 14th/15th September

AA – raised the issue of the Heras fencing being removed at Ferry Steps. **EC** confirmed that this has now been done.

DC – Advised that it had been reported to him about the lights in the quay regeneration area being on at 03:00 and shining directly at the houses along Trinity Road. **EC** confirmed that these should not be on currently and will review them, they are adjustable and will ensure that they are adjusted to only light up the correct area. **TD** – Asked about the delayed fuel pontoon. **EC** confirmed that the delay comes from Natural England requiring a full ecological appraisal and the MMO permit is to be issued around the 13th of June. Which type of diesel to be supplied is yet to be decided, **JP** and **AA** advised on the various requirements based on the type. Further discussions and a decision to be made by **EC**.

6. CONSULTATIVE GROUP UPDATE

- **SK – RNLI.** Increased number of shouts so far this year, 8 last month and 3 so far this month. Ernest and Mabel, the ALB is back from her maintenance in Poole. The Station refurbishment is now not happening this year, but the shop is moving further round the harbour, due to move next month and should increase footfall.
- **DB - Commercial Passenger Carry Vessels Representative Substitute.** NTR.
- **AH – Boat Owners Inner Harbour Representative.** Items will be covered in next section.
- **JP - Charter Boat Representative.** NTR apart from the weather.
- **TD – Clubs of Weymouth.** The WSC have the nationals this weekend, 36 dinghies launching with 6 support boats. The Rowing club are doing the final event of the Cornish Nationals Tour – going down the coast running events, due at the end of August but details are scarce could be up to 60 gigs – will confirmed once full details provided. The squib pontoons by the moored vessel COOEE on the south side of the harbour have been condemned because of corrosion, but they are going to be sleeved. There will a vessel that will be coming in to put the sleeves on and the harbour office informed.
- **WH – Weymouth Beach / Leisure Users Representative.** D-Day event at Nothe Fort, issues with traffic will be managed with assistance from CSAS. **EC** asked about the LNTM regarding the fireworks.
- **AA - Commercial Fishermen Representative.** Thank the Harbour Office staff for promptly dealing with a couple of items brought to their attention recently.
- **DC - Harbour Traders Representative.** Items being covered in the next section. Commented that due to the weather trade is very up and down.
- **JT – Dorset Marine Police.** All quiet but has not had anything reported.
- **MH – Weymouth Harbour Watch.** Thanks to Dorset Police and Harbour Office staff to attend the first Security Marking event on the pontoons on the 11th of May. Amanda Anderson, Dorset Police Resilience Communities officer, confirmed it was a good day with items being marked, with a flag being procured and there will be another event to be held at the end of the season. More stickers and promotion will be happening.
- **RH – Harbours Advisory Committee.** Confirmed that this is his first meeting as Chair of the HAC and will be having a meeting with the new Dorset Council Portfolio holder Jon Andrews and Ed tomorrow. Has been to Lyme Regis and West Bay catching up with the HM there and getting to know the situation with those harbours.

- **KW – Weymouth Town Council.** NTR – apart from the correct spelling of her name – **SJ** apologised and will update all documentation.

6. AGENDA ITEMS FROM MEMBERS

- **DC** - Blocked drain / Flooding under the town bridge, this is a regular item that just does not seem to get any answers. **EC** confirmed a regular item with no answers to date, Highways had been invited to this meeting but been unable to attend. It will be covered in the meeting with **RH** and **JA** tomorrow. **RH** confirmed that the previous Portfolio holder Ray Bryan is on the HAC and will be able to provide details on this. **DC** advised that the initial problem is not getting through to who needs to resolve it. **KB** advised that a letter drafted by **DC** is sent from **TD** as the Chair of this group to Jack Wiltshire head of Highways and Jon Andrews is copied in.
- **DC** – The Quayside Music Festival and the equipment left outside of the road closure times, along with road access and safety, around this event. An artic trailer left in the loading bay with just 2 cones for an extra day – it blocks the escape ladder access. **AA** advised that the haulage company cannot access to remove it due to food trailers being clamped preventing manoeuvring. The pedestrian tunnel was also blocked with beer barrels and waste collection could not access the bins. **JP** advised that access has been shut off earlier than listed, and the tunnel is turning into a car park. **EC** will raise at Safety Advisory Group with licencing and **KW** will also bring it up at the WTC committee meeting.
- **DC** - Cruise ship shuttle bus drop off at new site, traffic management / obstruction. **EC** acknowledge that this ties in with pedestrian access along NQ. **DC** advised that it was witnessed that a bus reversing back out of the car park onto the road, this blocked the road and could cause issues for the RNLI when on a shout, again no information has been provided. **AA** asked about the entrances in the car park. **KW** has arranged a meeting with other Ward members and the cabinet member to discuss. **MH** asked if this is a permanent arrangement. **KW** advised that there is mixed opinion on it, and it's been suggested that it's for a trial period. Please email **KW** if there are any further comments or thoughts. A meeting is to be arrange with harbour side traders and the BID. **RH** confirmed that as an observer on the BID meeting and it is on the agenda.
- **DC** - Old mooring rings on the southside of the harbour, can these get some kind of history signage, explaining what they were used for, instead of being a limp of metal that people curse as it is in the way? Can the old finger signposts be reused or renewed giving directions around the harbour to help find places? Promote an historic aspect to the harbour. **EC** to investigate about signage and it was suggested that it could be placed in the ring turning it into a bollard. **KB** asked if there is a conversation order on them, this could be the first point of call. **KW** advised that the BID paid for the historical tiles around the town and could be considered for them. **DC** noted that without the details and pictures of why the rings were used the history of them will be lost. **EC/KW/KB** to move forward on.

- **DC** - Delivery vehicles (Dray's) to Old Rooms driving over the metal Rings causing damage to footpath and potentially the history of the harbour. Covered in above point.
- **AH** - Update re the proposed improvements to the North Quay toilets/showers. **EC** confirmed that this will be reviewed with the proposal of a contractor coming in to refurbish them.
- **AH** - Update re the request for additional trolleys on North Quay and Westwey Road pontoons. **EC** confirmed that these are currently on order and will be located on the pontoons as soon as they are delivered.
- **AH** - Update re the provision of a narrow pontoon to one side of the main slipway. **EC** acknowledge that this has not yet been attended to and apologised for the delay.
- **AH** - VAT charged on the supply of electricity - berth holders are saying that our neighbours are being charged at 5% VAT rather than the 20% being charged on the council pontoons. **EC** confirmed that the VAT on electric supply has been only passed on as to what Dorset Council is charged. He has checked with the VAT department at Dorset Council and our berth-holders do not meet the 3 specific criteria for the 5% VAT charge.
- **AH** - Request for safety ladders to be installed adjacent to the tenders' pontoon areas. Concerns have been raised re not being able to get out of the water easily should someone fall in while embarking/disembarking their tenders. **EC** confirmed that safety ladder orders had been placed but they are too big for that area where required and at Chart Datum would be on the seabed, therefore looking to adapt current ladders to fit the pontoons.
- **AH** - Pot buoys in and around the entrance to the harbour. There appears to be an increase in the number of buoys and associated ropes which is causing concern regarding safe navigation. **EC** will revisit with harbour staff to check and remove where the pot markers are in the designated area of the harbour entrance.
- **AH** - Some berth holders have reported difficulties encountered with sailing vessels in the approaches to the harbour, in particular sailing dinghies' crews. Berth holders have suffered verbal abuse. **TD** advised that they are likely to have been WPNSA races out in the Bay and any abuse is to be reported to the clubs – it is not acceptable to behave like that. **EC** to speak to the various clubs to review the sailing area and Portland. **JP** advised that at anchor signs (balls) are not being heeded.
- **AH** - This is for my benefit - does the WHCG have a written constitution? **EC** and **KB** confirmed that the Terms of Reference cover this. There is no NDA in practice and meeting minutes once reported to the HAC are then posted on the harbour website for the public.
- **JP** – Tramway/Loop parking - It has been noted by a few that the spaces left between vehicles are never big enough for another vehicle. But are also ridiculously large. A note out to all permit holders may be needed for this. **EC** to view that car park and potential marking of bays. **AA** advised that bays were previously agreed to be marked by the previous HM. **JP** asked about the rumour of a new parking permit for the NQ car park at £250. This was

not confirmed, and no information could be provided on it. The Car Park charges will be reviewed by the new council members in due course.

7. ANY OTHER BUSINESS

- **AH** - The Waiting Pontoon is being used inappropriately and vessels are mooring inconsiderably for others. **EC** advised that with more Seasonal Staff available it will be monitored more during the summer months.
- **AA** - Raised the issue of toilet facilities at the new NQ car park. **EC** advised that the area was but back to minimum requirement – car park and that toilets would be a more permanent investment.
- **JP** – expressed our condolences to **KW**, **TD** echoed that sentiment.

8. DATES FOR FUTURE MEETINGS

Harbour Consultative Group

- Tuesday 3rd September 2024
- Wednesday 13th November 2024
- Tuesday 11th February 2025

Harbours Advisory Committee

- 12 June 2024
- 25 September 2024
- 4 December 2024
- 5 March 2025

Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Advisory Committee
12th June 2024



James Radcliffe

Bridport (West Bay) and Lyme Regis Harbour Master

Bridport Harbour Statistics as of 1 June 2024

The stats for Bridport show season tickets are comparable to last year so far but with the weather we have had in April and beginning of May, day launches and visiting boats are down.

	2020/21	2021/22	2022/23	2023/24	2023/24 (June 23)	2024/25 (June 24)	Against Previous Year Profile
Season Tickets	74	85	82	85	23	27	17%
Single Launches	504	525	489	404	57	11	-80.70%
Visiting Boats Nights	67	167	157	163	29	9	-68.96%
Boat Lifts	63 £7715	69 £9,033	71 £11,098	51 £9,435	6 £1,020	14 £2,205	133%
Quay Side Parking	£5,617	£9,763	£8,478	£10,024	£174,17	£1,856	965%
Shop	£15,943	£37,799	£26,278.66	£19,313	£1,706	£1,597	-6.3%
Diving Air Fills	£13,006	£14,134	£28,239	£23,134	£1,765	£2,425	37%
Boat Repairs	£6,292	£18,158	£13,337	£1,683	£360	£140	-61.11%
Waiting List – Leisure	31	37	17	9	15	14	-6.6%
Commercial	6	6	6	7	6	7	16%
Leisure Moorings (out of 137)	139	124	124	110	130	119	-8.4%
Commercial Moorings (out of 26)	24	26	23	12	19	15	-21%

Boat lifts are higher than this time last year again due to weather delaying many vessels going in until after April 1st. The shop remains steady and is well stocked ready for a new season.

Diving air fills have had a good start to the season with a strong support from the commercial users.

Mooring occupancy is currently 86.86% for private and 57.69% for commercial.

Applications to join the waiting lists are continuously being received and should the vessel be suitable for available moorings we can offer straight away. Commercial mooring waiting list has been gone through and we are checking the list for vessel details before allocation.

Lyme Regis Harbour Statistics as of 1st June 2024

	2020/21	2021/22	2022/23	2023/24	2023/24 (June 23)	2024/25 (June 24)	Against Previous Year Profile
Season Tickets	54	61	79	78	31	25	-19.35%
Single Launches	213	211	249	159	10	5	-50%
Visiting Boats Nights	185	375	412	313	19	3	-84%
Boat Lifts	61 £7450	112 £14,722	90 £10,231	70 £11,341	23 £3,570	24 £3,862	4.3%
Quay Side Parking	£4828	£15,535	£21,827	£21,541	£4,417	£33,480	657.98%
Shop (New July 2021)		£6,626	£8753	£14,219	£1,039	£1,470	41.48%
Waiting List – Leisure	24	32	20	14	19	14	-26.31%
Commercial	11	11	11	09	09	09	0%
Leisure Moorings (out of 209)	193	195	195	158	196	168	-14.28%
Commercial Moorings (out of 35)	34	35	35	30	34	31	-8.8%

The stats for Lyme Regis are like Bridport with comparable season tickets and low day launches and overnight stays for the same reason of poor weather. Boat lifts are comparable to last year.

Quayside parking has seen a large increase, this is because the compounds that were previously leased to Fishermen and Traders associations have been taken back under the control of the harbour and this has allowed us to deal directly with the customer charging the same fees as we were for our own compound.

Moorings allocation is down compared to this time last year but up on year end, this is a very similar picture to Bridport and many other harbours around the Southwest, although we are having requests for moorings all the time so are hoping the picture will improve.

Moorings occupancy is 80.38% for private and 88.57% for commercial.

Staff Training and Competency

- Planned Courses
 - Day Skipper
 - First Aid
 - Power Boat level 2

Harbour Consultative Group

Both HCGs met in late April and early May, and they were both well attended, these have been reported upon by the groups Chairs.

Harbour Revision Order (HRO)

- No further update, still waiting for response from MMO.

Harbour Works

Both Harbours

Dredging Works

Dredging operations in both harbours were completed in time for Easter. Following the post dredge survey some areas of concern were raised and talks are currently ongoing with Royal Smalls for them to come back and revisit the area.

Lyme Regis

Harbour storage building

Works started in April and as you can see by the pictures below it is progressing well.



30th April

7th May

16th May

The building is scheduled for completion in July.

Bridport Harbour

Quay Wall

Works on installing a new toe to the wall were completed ahead of schedule allowing kiosk to open in advance of Easter. More details on the next stages will be reported on in the FCERM update.

Waste/litter

The pictures below show two of the new housings which will house wheelie bins to assist with the litter in the evenings following resort cleansing staff finishing. As reported previously these have been built by the harbour staff and staff will be working with Waste services to empty as required.

More are being built and it is hoped to have a further four in other areas of the harbour by mid-June.



Accidents and Incidents / PMSC Issues

Bridport has suffered from the storms, in March/April, the slipway area has seen some large waves engulf the area coming over the sea wall. On two occasions with waves from different directions has resulted in damage to vessels and pontoons which were in storage. Due to the change in the weather pattern where this seems to happen more frequently, we are talking to car parks for options of future storing in this area.

A leisure vessel on its mooring managed to become snagged on a ladder with an incoming tide, the vessel unfortunately sank, staff were called in from home and managed to right the vessel within the hour and left it afloat on its mooring until the following day where assistance was given to get it out onto the owners trailer.

At Lyme the storms placed approximately 1000 ton of stone from Monmouth beach onto the Cobb causeway and into the harbour, harbour staff and contractors spent Good Friday clearing the stone to make it usable for the remaining of the Easter weekend.



Stone and wave action also exposed the power cable that supply's all the Cobb buildings



In May the power cable in a different location shorted out and caused sparks to come from the Cobb surface, this left the building without power while National Grid were called to come and repair the damaged cable. This is about the 5th time this cable has failed in this way in recent years emphasising the need for the new ducting and upgrade as part of the Phase 5 works.

Below you can see the burnt surface and extent of the repair required.



Aids to Navigation

The Aids to Navigation are all in working order and no further inspection has taken place since February, Bridport still requires one of its unlighted Beacons to be painted, this will be done soon and reported back to Trinity House on completion.

Harbour Watch Scheme

Both Harbours held their Harbour Watch schemes in April and were very well attended. Dorset Police Crime Commissioner David Sidwick opened both events along with Cllr. Mark Roberts.

There were some representatives from the Harbour Consultative Groups.

There will be plans made for a follow up event later in the year.

Stickers as shown below have been distributed around business and boat owners at both harbours.



Maritime and Local Events

A full list of a events can be seen below with more event information on our harbour websites.

Bridport

- West Bay Days are planning to hold all their events.
 - Pirates Day 26th May
 - West Bay Day 4th August
 - Bonfire By the Beach 26th October
- OMRA Model Boat Racing 15th – 16th June
- Gig Regatta 29th June
- Power Boat Racing 5th – 7th July
- RNLI Raft Race 25th July
- Yeovil Freewheelers (YFW) Blood Bikes Charity Ride 8th September
- Boxing Day swim

Lyme Regis

- RNLI Blessing of the Boats 5th May
- Gig Club Master's Regatta 19th May
- RNLI Lifeboat week 27th July – 2nd August
- LRSC Regatta 3rd – 4th August
- Carnival week 2nd – 10th August

- Gig Club Open Regatta 10th August
- Lyme Splash Water Polo Championship 24th – 25th August
- Lyme Splash Swim 8th September
- Firework and Bonfire Night 2nd November
- New Years Day Swim

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Weymouth Harbour Report

Harbours Advisory Committee
12th June 2024



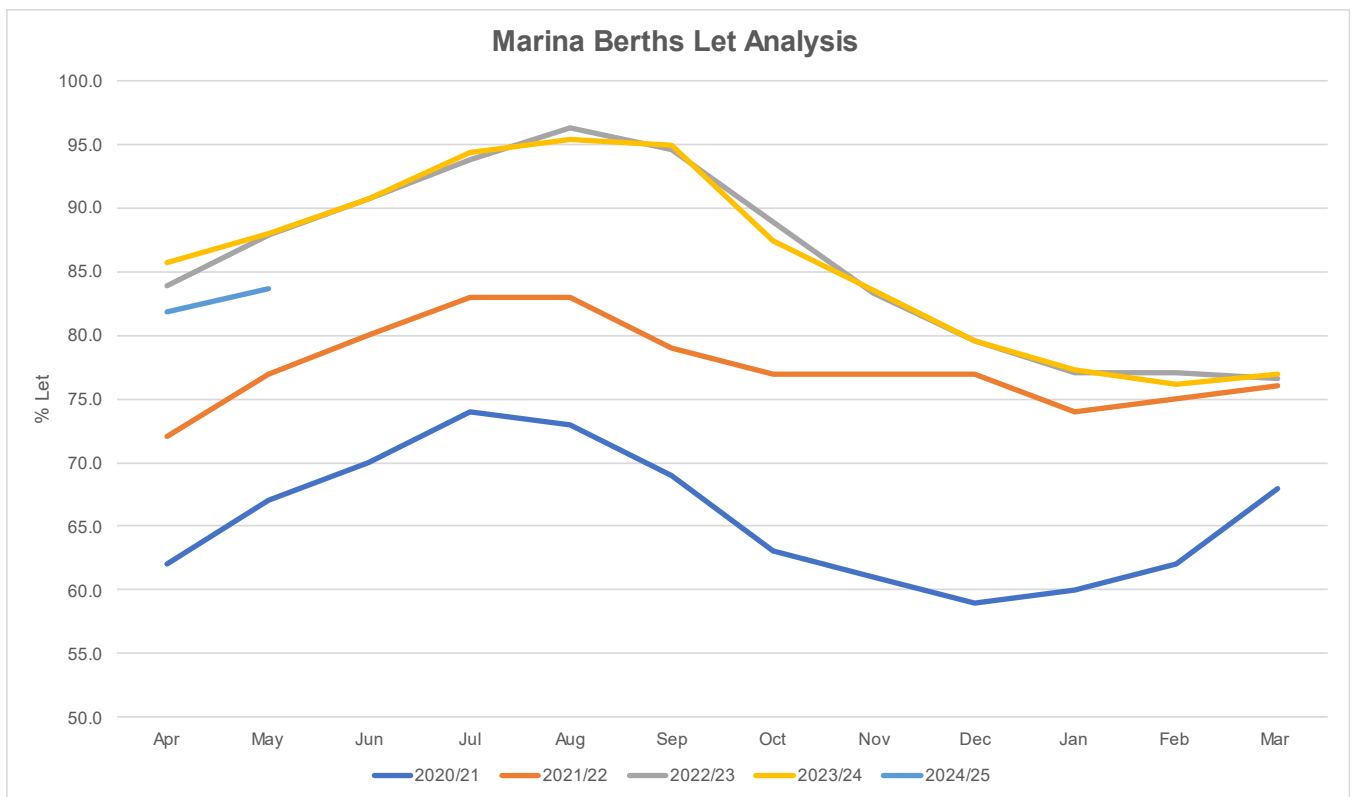
Ed Carter
Weymouth Harbour Master

Weymouth Harbour Let Analysis

Marina Berths

While the number of let berths in March very closely mirrored the past two years, during April, interest from new customers has not been as strong as previously seen. The small boat market (vessels around 6m LOA or less) has seen a decline in activity, with the majority of people giving up berths ahead of the coming season being small vessel owners. We are continuing to take enquiries however, and vacancies are being filled wherever possible, as can be seen from the positive trend below.

With cost-of-living pressures continuing, it is likely that interest in berthing for small vessels will remain low. Interest in berths for larger vessels remains strong, with vessels of 10m LOA or more joining our waiting list.



Commercial Berths

Out of our 84 commercial berths, the let remains high at 91%, with the remaining 7 spaces being less popular due to access issues (mid-stream pontoon) or size restrictions at the berth. We have recently been adjusting some berths and providing extra mooring points, to make best use of the space available.

Weymouth Harbour Statistics

	2020/21*	2021/22*	2022/23	2023/24	End of Year
Visiting Leisure Craft Revenue (Berthing Fees)	£53,485	£140,501	£152,372	£162,974	1.40%
Slipway & PWC Permit Revenue	£22,940	£20,094	£25,351	£21,382	-15.60%
Number of Bridge Lifts	926	1,383	1,350	1,354	0.30%
Number of Vessels Transiting Bridge	6,151	7,251	6,182	5,952	-3.70%
Number of Non-resident Fishing Vessel Visits	303	167	48	78	62.50%
Number of Acts of Pilotage	0	0	0	0	-

*Years impacted by Covid restrictions

	2021/22*	2022/23	2023/24	2024/25 (to 01 Jun)	Against Previous Year Profile
Visiting Leisure Craft Revenue (Berthing Fees)	140,501	152,372	162,974	£29,525	-4.30%
Slipway & PWC Permit Revenue	20,094	25,351	21,382	£5,324	-27.50%
Number of Bridge Lifts	1,383	1,350	1,354	277	-8.80%
Number of Vessels Transiting Bridge	7,251	6,182	5,952	1,101	-16.20%
Number of Non-resident Fishing Vessel Visits	167	48	78	14	133.30%
Number of Acts of Pilotage	0	0	0	0	-

*Years impacted by Covid restrictions

Harbour Operations & Port Marine Safety – Quarterly Update

1.0 Harbour Use

1.1 The beginning of the year has again been characterised by periods of heavy rain and strong winds. With Easter coming so early this year, activity in the harbour remained low, with the fishing fleet making the most of any weather window that presented. Reports from all three Dorset harbours show that business for the charter and trip boat sector and shoreside harbour traders is generally quiet, and while there are plenty of visitors around on sunny days, with the continued cost of living pressures, people are being economical with their money.

As the weather has slowly improved and turned warmer, we have hosted some very large yacht rallies. Of particular note, in mid-April a rally of 54 vessels from the Junior Offshore Group took up almost all of our visitor pontoon space in one go. The rally organisers commented that *“Weymouth is the best organised and with the best radio etiquette of all the harbours we visit. We love coming here as everything is carried out with such efficiency, and we look forward to coming back next year”*. High praise indeed, and I am immensely proud of my team to hear such a glowing review.



On May 14th, to mark the 200th Anniversary of the Royal National Lifeboat Institution, a parade of sail was held in the late afternoon. The parade was attended by all manner of craft, with over 60 vessels taking part, including the Weymouth Lifeboats, classic sailing boats, modern power and sail craft, and a host of smaller vessels. Crowds lined the harbourside to watch the parade, and it was fantastic to hear the applause and cheers of support for the lifeboat crews.

We worked closely with the Weymouth Lifeboat to organise the event, and things went without a hitch. Things did get a little cramped towards the end of the parade, with vessels not keen to move out into a very choppy Weymouth Bay. However, with two harbour patrol craft keeping an eye on things, and all vessels manoeuvring with caution and showing courteous seamanship, all vessels returned safely to berth with not a single incident recorded.



2.0 Incidents

2.1 The Harbour team have recorded 25 incidents since the last meeting, including:

- Vessels towed due to mechanical failure
- Report of potential theft and anti-social behaviour
- Report of graffiti on safety signage
- Reports of diesel on the water
- Missing life ring
- Report of excessive wash

Over the period, the harbour staff have been alerted to a higher number than usual of reports of diesel in the harbour, 9 in total. In all cases, the amount of diesel observed, if any, has been very small, no source has been identified, and no response action has been taken. It is believed that in some cases pollutant has entered the harbour from storm drains during periods of high rainfall. Outfalls in the harbour are being monitored and are now the first places to be checked if there is no known vessel involvement.

3.0 Operations

3.1 Powers of General Direction

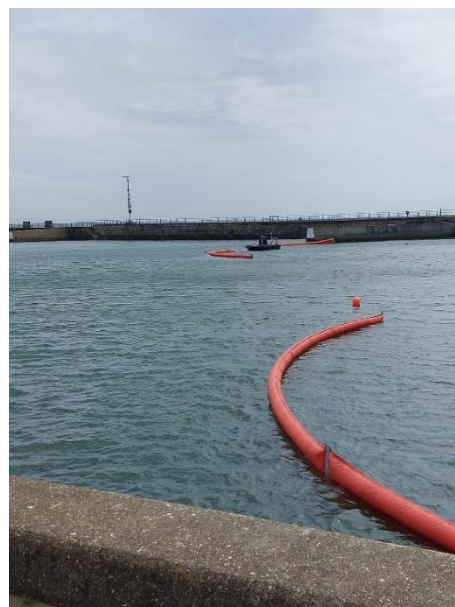
Following the adoption of the Weymouth Harbour General Directions 2024 at the March meeting of the Harbours Advisory Committee, the Directions came into force on Monday the 25th of March. The General Directions have been given for the purpose of promoting or securing conditions conducive to the ease, convenience or safety of navigation, the safety of persons and the protection of property, flora and fauna in Weymouth Harbour as prescribed in article 21 of the 2021 Harbour Revision Order.

In compliance with section 23 of the Harbour Revision Order, formal notice of the General Directions coming into force was published in physical locations around the harbour, online, and in the Dorset Echo. As well as being available on the Weymouth Harbour website, a physical copy of the General Directions is available to view at the Harbour Office.

3.2 Oil Spills & Response

No oil spill or pollution events requiring external notification, or the deployment of spill resources have been attended by harbour staff during this reporting period.

On Tuesday 14th of May, an Incident Management Exercise took place, in conjunction with Adler & Allan, our Tier 2 Oil Spill Contingency contractors. The exercise simulated a Tier 2 level spill of Diesel fuel (approximately 10,000 litres), coming from an external source and predicted to impact on Weymouth Harbour. The exercise comprised of a full test of the harbour's Oil Spill Contingency Plan (OSCP) including the notification of relevant bodies, a tabletop of various aspects of pollution and waste control, and a deployment of containment booms.



Alongside harbour staff, the exercise was observed by representatives from the Maritime and Coastguard Agency, Marine Management Organisation, Environment Agency, Dorset Police, Dorset Fire & Rescue, Weymouth Town Council, Dorset Council Emergency Planning & Resilience Team, and the Chairman of the Harbour Consultative Group.

The exercise proved a good test of the OSCP and of the harbour capabilities. While, as always, learning points have been taken away, in general the exercise was a success and the harbour team conducted themselves in an exemplary and professional manner, covering off all requirements of the exercise.

The OSCP is now being reviewed and will shortly be put out for consultation with key stakeholders, prior to sign off by the MCA.

3.3 PMSC Audit

A PMSC audit of Weymouth Harbour was conducted on the 19th of March by our Designated Person James Hannon, of ABPmer.

While we have seen a draft copy, the full report on the audit is in the final stages of preparation. I am happy to report that the harbour was found to be fully compliant with the PMSC, with only a small number of observations being made. James Hannon will present his report on the findings to members at the meeting in September.

4.0 Harbour Works

4.1 Dorset Harbours Strategy

Strategic Goal 1 of the Dorset Harbour Strategy is to maintain safe working harbours and provide high quality infrastructure and facilities. The following harbour works are all being carried out in pursuit of this goal.

4.2 Pontoon and Access Gangway Maintenance

Following the failure of one of the commercial pontoons in early 2023, where the pontoon became jammed on a rising tide and tilted at a severe angle, increased inspection regimes have identified further areas requiring immediate repair, in particular the waiting pontoon to the east of the Town Bridge

While the ongoing maintenance and repair of pontoons and related infrastructure is included in detail in the Asset Management Plan, some repairs are being accelerated to ensure continuous safe operation, none of the repairs are predicted to have a notable impact on harbour reserves.

As part of this accelerated repair programme, four access gangways around the harbour have undergone various repairs over the winter period, and all six gangways are now in an excellent condition.

4.3 Weymouth Quay Regeneration Project

At the time of writing this report, the construction works are in the final stage on the Quay. A handover of the site is planned for 22nd May, with only any remaining snagging works to be agreed.

Delays to the completion of the project have primarily centred around the provision of electrical infrastructure, and the connection to the main grid. The installation of the Fuel Pontoon will also be delayed, pending approval of the MMO certificate. Page 51 is being undertaken with Natural England to

consider the installation, and any potential effects on nearby designated protected areas. The marine consultancy company ABPmer were commissioned to conduct an Ecological Appraisal following the queries raised by Natural England. The completed appraisal was submitted to the MMO on 15th May. The contractor will return to oversee the installation once all permissions have been obtained.

Now that the major re-surfacing works have finished, line painting has taken place across the site, delineating areas for vehicle movement, and providing extra parking spaces in the Peninsula car park. CCTV and lighting columns have been installed, and the ancillary structures such as power sub-stations and switch room, ice making facility, and chilled catch and bait storage have all been completed.



Prior to the installation of a Solar Panel array, it was identified that the original location contained Asbestos within the roof tiles of the building. Through further in-depth building surveys, it was ascertained that none of the existing harbour buildings (either due to Asbestos contamination, or concerns around the ability of roof areas to support the panels) were suitable for the installation. To keep costs down, and to ensure the inclusion of the panels within the project, it is now planned that the panels will be installed on the ground within the secure commercial port area. The panels will be re-sited in future when further development takes place. The installation of the solar panels will provide a source of power that will be offset against the costs of operating the Catch and Bait stores, and the ice making facility, to work towards further reducing costs to fishermen.

All works to date have been carried out to a high standard by the contractor. The interface between the contractor and Dorset Council has worked very well, with all parties communicating regularly. This has contributed to an overall feeling of successful teamwork and partnership working.

Fence lines around the project have been upgraded to enhance public safety, and to provide a more secure commercial port area. Automated gates are being utilised on the one-way system that enables vehicles to move through the fishing port area. CCTV coverage has been reviewed and following a change of placement at the design stage, better coverage using less cameras has been achieved.



An additional fuel pump has been added to the fuel facility, to ensure that services are able to satisfy demand at busy times. It is hoped that the fuel pontoon will not only provide a much-needed service for vessels already berthing in Weymouth but will also attract more visiting vessels to the port, and subsequently increase visitor spend in the town.

Once the site has been handed back to us, work will immediately begin to complete items such as health and safety signage, a waste reception area (to include an increased size area for the Weymouth and Portland Marine Litter project to operate). Work will also take place to install public realms items such as benches, information boards on the Nothe Fort, the Fish Landing Quay, the history of the Pleasure Pier, and the Sea Hives, low-impact lighting for the Pleasure Pier, and a memorial for fishermen lost at sea. I would also like to take this opportunity to thank Weymouth Town Council, who have been working with us, and are leading on matters relating to sponsorship, memorialisation, and maintenance of the benches, along with financial contribution for the installation of the 18 benches across the site.

4.4 Wall 4

Works to repair and strengthen Wall 4 (North Quay) are continuing. While a full report is being presented today by my colleague Matt Penny, I can report that there has been no effect on harbour operations, or prevention of access to the North Quay marina during the works. We welcome the reinstatement of the car park at the old Council Office site, as this provides much needed and convenient parking for our marina customers.

5.0 Commercial Port Berths & Notable Traffic

5.1 Commercial Port Berths

Our commercial berths continue to be well used by current berth holders. The tug KINGSTON, owned by Aquatic Towage, recently suffered catastrophic engine failure while working away from Weymouth. Consequently, the vessel is no longer in operation, however Aquatic Towage are nearing the end of the procurement process for a new-build vessel, and we look forward to welcoming them back to Weymouth in due course.

During the delivery of the WQRP, as access to the usual commercial berthing areas became limited, the commercial vessels in port for the winter were berthed alongside the Alpha and Bravo visitor pontoons. While the completion date of the WQRP has been put back, the commercial vessels have

been able to move back to berths at the far eastern end of the Alpha pontoon, freeing up space for visiting vessels. There has been no other notable commercial traffic during this reporting period.



6.0 Pilotage

6.1 No acts of pilotage have taken place during this reporting period.

7.0 Significant Events Relevant to Harbour Operations and/or Access

- 200th Anniversary of RNLI
 - Parade of Sail
 - 14th May
 - 25th/26th May
- Fayre in the Square
 - 1st/2nd June
- Seafood Festival
 - 7th/8th September
- Ironman
 - 14th/15th September

Harbours Advisory Committee

12 June 2024

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member: Cllr J Andrews, Place Commissioned Service Choose an item.

Local Councillor(s): All

Executive Director: Jan Britton, Executive Lead for Place

Report Author: Matthew Penny
Job Title: Service Manager Flood & Coastal Erosion Risk Management
Tel: 01305 252290
Email: matthew.penny@dorsetcouncil.gov.uk

Report Status: Public Choose an item.

Brief Summary:

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

Recommendation:

Review report and comment upon progress of current activities.

Reason for Recommendation:

Update and consult with Harbours Advisory Committee.

1. Report

Bridport Harbour (West Bay)

(a) Dredging

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. Dredging operations were completed before the Easter weekend but upon receipt of the post-dredge survey at Bridport Harbour, it was discovered that the dredge depth had not been achieved as previously thought. The Coastal Risk Management team and the Harbour team are in the process of discussing the matter with the contractor to return and complete dredging to an acceptable depth.

(b) Inspections and Repairs

Defects identified are taken up in the Coastal Risk team’s maintenance and repairs work list. Repair works are therefore prioritised as part of the overall repair needs, that are financed from the revenue budget.

Given revenue maintenance budget constraints, the Coastal Risk Team will need to be selective in doing repairs that are not urgent or a direct results of storm/weather damage; until the winter season and associated risks have passed.

2024 scheduled inspections are due to take place during the summer/autumn months.

(c) Harbour Wall A Works

Harbour Wall ‘A’ is showing signs of settlement which is being monitored by the Coastal Risk Management Team. The necessary work has been assessed and preliminary cost estimates for budget planning purposes have been done. Works are already included within the council capital programme and a business case to access the funding has been submitted and funding approved.

The table below gives an overview of the current preliminary programme.

Task	Programme
Design development and buildability	Q2 – Q3 2024
Site and ground investigations	Q4 2024
Planning, Permits and Licences	Q2-Q4 2024
Contractor procurement	Q4 2024
Proposed Construction start	Q4 2024

The Coastal Risk Management project team are exploring options to combine the Wall A and Wall B works into a single construction project, to make use of any efficiencies that can be translated into savings.

(d) Harbour Wall B Stabilisation & Repair

The construction project is undertaken in two phases. Emergency construction works aimed at stabilising the wall (Phase I) were completed

during February and March 2024, with kiosks opening before the Easter weekend. This approach aimed to defer the main construction works until the end of the busy summer 2024 season whilst enforcing a closure of the adjacent areas. The kiosk area will also be made safe for public use and monitored.

Phase II will commence in Q4 2024 and will involve actual repair and refurbishment work to the wall. However, there is still a chance of wall failure, in which case Phase II would have to commence immediately.

The project team has met with the kiosk owners, together with colleagues from the councils Property team, to discuss the works and its impacts.

We will engage and inform the wider public about the project, through the engagement element built into the planning process, as well as communication updates as the project progresses.

The table below gives an overview of the preliminary programme.

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing
Design Development	Ongoing
Permits and Licences determination	Ongoing
Phase II Construction start	Q4 2024
Phase II Construction finish	Q2 2025

1.2 Lyme Regis Harbour

(a) Dredging

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. Dredging operations were completed at Lyme Regis by 3 March 2024 and the dredger was returned to Bridport to commence dredging there. Two failed attempts were made by the harbour team to remove chains from the summer pontoon area with hired equipment from Exeter, and unfortunately, dredging in this area was prevented. FCERM Engineers & the Harbour Master are investigating ways to mitigate the effect of silt build-up in the pontoon area.

(b) Inspections and repairs

Defects identified are taken up in the Coastal Risk team's maintenance and repairs work list. Repair works are therefore prioritised as part of the overall repair needs, that are financed from the revenue budget.

Given revenue maintenance budget constraints, the Coastal Risk Team will need to be selective in doing repairs that are not direct results of storm or weather damage; until the winter season and associated risks have passed.

2024 scheduled inspections are due to take place during the summer/autumn months.

(c) The Cobb Repairs.

Following storm damage in March 2023, repairs have been undertaken and the structure is under continued monitoring. To mitigate the risk of storm damage next winter, an emergency response plan has been drafted and will be implemented if required. Currently, the structure is open to the public as usual.

A Coastal Risk Management engineering inspection along the seaward base of The Cobb Buildings has identified the supporting wall is in a poor condition. Specialist contractor advice is being sought, and the Councils FCERM Engineers and Property team are working together to manage this situation.

(d) Lyme Regis Environmental Improvement Scheme Phase 5

Comprises of a civil engineering scheme to strengthen and stabilise The Cobb structure and deliver improvements to the utility services and surfacing. Currently there is a funding shortfall to deliver the scheme as described within the approved outline business case (2022).

Engagement is ongoing with the public, stakeholders and commercial users, as well as design progress and licensing applications. Discussions with statutory consultees such as Historic England, Natural England and the Marine Management Organisation are underway.

The project team are currently progressing discussions with potential funders with the intent to close the funding gap. In the meantime, investigations have been undertaken and design analysis is progressing with an intent to value-engineer the scheme and reduce its cost.

Construction is scheduled to commence Autumn 2025.

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing
Design Development	Feb 2023 – Spring 2024
Permits and Licences determination	Spring 2023 – Spring 2025
Proposed Construction start	Autumn 2025

1.3 Weymouth Harbour

(a) **Dredging**

Nothing to note.

(b) **Inspections and repairs.**

Defects identified are taken up in the Coastal Risk team's maintenance and repairs work list. Repair works are therefore prioritised as part of the overall repair needs, that are financed from the revenue budget.

Given revenue maintenance budget constraints, the Coastal Risk Team will need to be selective in doing repairs that are not direct results of storm or weather damage; until the winter season and associated risks have passed.

2024 scheduled inspections are due to take place during the summer/autumn months.

Stone Pier surfacing repairs have been identified and are awaiting contractor availability to commence works. Small void repair to Stone Pier wall at the foreshore of shingle beach on the Southern side, currently working for completion before summer school holidays pending contractor availability. Replacement of missing grab rails and ladders to be discussed with harbour team and progressed. Along Wall 2, adjacent to the Nothe Café, a missing block has been identified and awaiting repair options/prices.

(c) **Weymouth Flood & Coastal Erosion Risk Management Scheme Phase 1**

Confirmation received for approval of Local Levy funding to investigate the impacts of surface water flooding within the scheme area. Baseline surface water modelling and beach recession modelling commenced. The geotechnical and hydrogeological assessments are being progressed. A high-level review of the viability of the proposed tidal barrier is underway.

The latest indication is that a substantial funding gap can be expected due to high construction costs, inflation, and FDGiA funding eligibility. A review of the appraisal approach and preferred design options are underway to identify maximum grant funding benefit and efficiencies. A Partnership Funding Strategy is under development to address the funding shortfall.

The table below gives an overview of the current project programme.

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing

Outline Business Case	Summer 2022 – Winter 2025
Design Development	Summer 2026 onwards
Construction Commencement	2028

(d) **Harbour Walls F&G (Peninsula)**

The project is currently primarily funded from Levelling-Up Funding (LUF), and Dorset Council is responsible to contribute towards the project by covering the budget shortfall.

The poor condition of the structures requires urgent construction works. The project team is progressing planning, design and eventual construction at pace. This aligns with the spending requirements of the LUF Memorandum of Understanding.

The table below gives an overview of the current project programme.

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing
Permits and Licences determination	Summer 2023 - Summer 2024
Design period	January – May 2024
Proposed Construction start	July 2024

(e) **Harbour Wall 4 (North Quay)**

Construction work has commenced and is progressing well. Additional defects have been identified during construction and these will be resolved as part of the works. One of the defects resulted in a partial collapse of a section of wall and the required remedial work will result in the project only being completed in July 2024

The table below gives an overview of the current project programme.

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing
Proposed Construction Completion	End of July 2024

(f) **Weymouth Strategic Flood Risk Assessment (SFRA) Level 2**

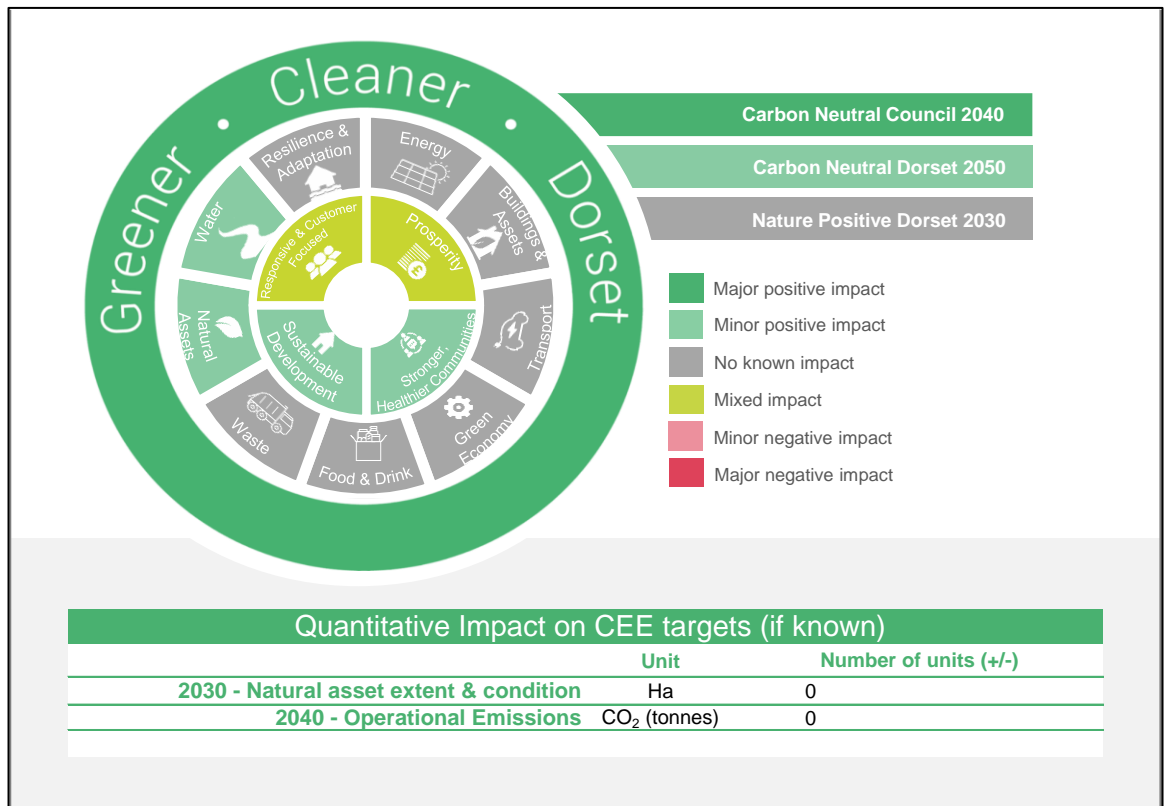
This provides the flood risk evidence for Weymouth in support of the development of the Dorset Local Plan and provides the base data for the FCERM Scheme OBC. The work has involved modelling all sources of flooding within Weymouth and around the harbour. The Planning Policy team has now completed and published this document.

2. Financial Implications

2.1 This report provides an update of flood and coastal erosion risk work relevant to Dorset Council’s harbours. Financial implications for delivery are managed through financial procedures outlined in the Council’s constitution as projects are developed and delivered. For the Harbours Advisory Committee, there are no financial implications arising from this report.

3. Natural Environment, Climate & Ecology Implications

3.1



3.2 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.

4. Well-being and Health Implications

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

5. Other Implications

- 5.1 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 or the respective scheme.

6 Risk Assessment

- 6.1 **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

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

8 Appendices

- 8.1 Weymouth Harbour Wall Location Map
- 8.2 Bridport Harbour Walls A&B Location Map
- 8.3 Climate Decision Wheel Output

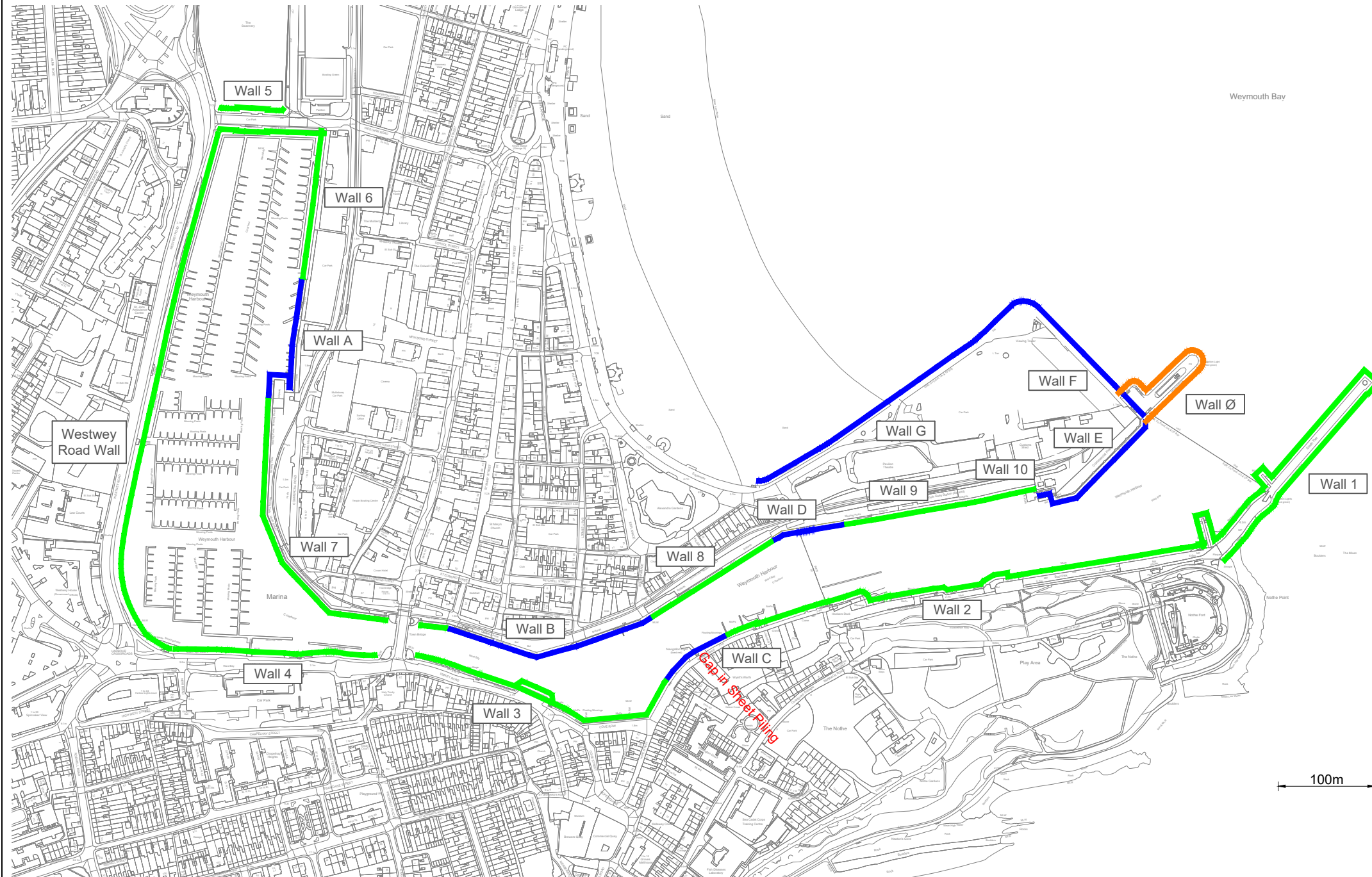
9 Background Papers

None

10 Report Sign Off

- 10.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Cabinet Member(s)

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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



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
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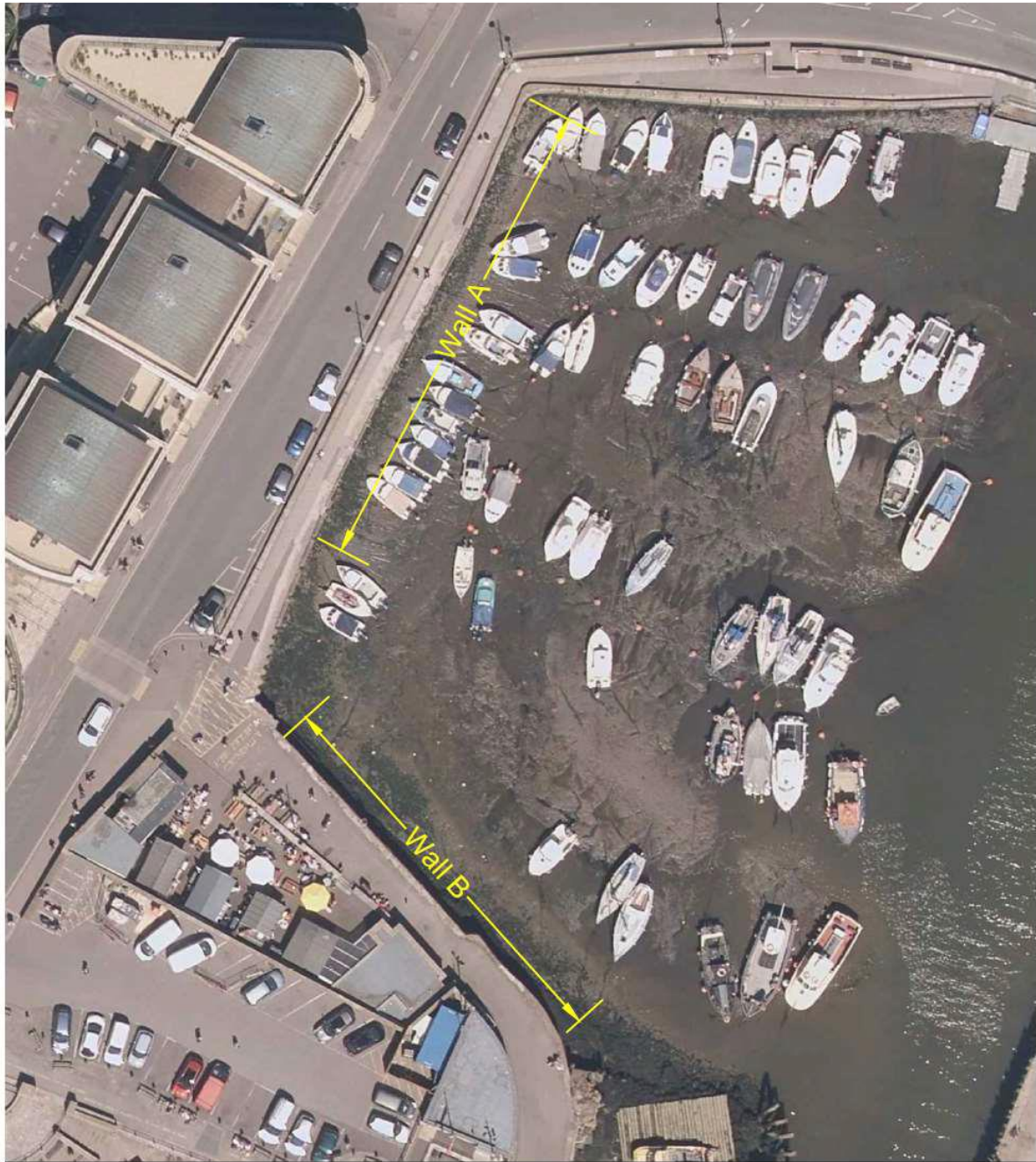
Date : 20/09/21	Scale : 1 : 5000 (A3)
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Drawing File Reference : Wall Locations 220620.dwg

Drawing Number :	Rev. :
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Bridport Harbour Walls A&B Location Map:



Photographic Copyright: Channel Coastal Observatory, 2017.

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ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	No known impact
Buildings & Assets	No known impact
Transport	No known impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	minor positive impact
Water	minor positive impact
Resilience and Adaptation	No known impact

Corporate Plan Aims	Impact
Prosperity	neutral
Stronger healthier communities	minor positive impact
Sustainable Development & Housing	minor positive impact
Responsive & Customer Focused	neutral

TABLE OF RECOMMENDATIONS

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
consider opportunities to generate renewable energy on the land	Limited opportunities to do so given the nature of the assets being managed but the engineering work will reduce floods & erosion risk to land that could be used to generate renewable energy.
Buildings & Assets	
No recommendations found for this category	

Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	
No recommendations found for this category	
Natural Assets & Ecology	
Use the opportunity to connect existing habitats using wildlife corridors	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

Harbours Advisory Committee

12 June 2024

Harbours Budget Monitoring Report 2024/25

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Commissioned Services

Local Councillor(s):

All Councillors

Executive Director:

Jan Britton, Executive Lead for Place

Report Author: James Radcliffe (Bridport and Lyme Regis), Ed Carter (Weymouth) Claire Connolly (Weymouth),

Job Title: Harbour Masters, Business Manager

Tel: 01308 423222, 01305 838423

Email: James.radcliffe@dorsetcouncil.gov.uk, ed.carter@dorsetcouncil.gov.uk
claire.connolly@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary: The purpose of the report is to set out the current budget forecasts and reserve balances for Bridport, Lyme Regis and Weymouth Harbours 2024/25. The financial summaries are given in the appendices.

Recommendation: To note the current budget monitoring figures for 2024/25.

1. Note the budget forecast 2024/25 for Bridport Harbour
2. Note the budget forecast 2024/25 for Lyme Regis Harbour
3. Note the budget forecast 2024/25 for Weymouth Harbour

Reason for Recommendation; The Dorset Council Harbour Strategy, Strategic Goal number four is to have a balanced budget whilst building the ability for investment into the harbours. It is intended for harbours to become financially self-sufficient and be able to manage any reserves to ensure that the harbours see reinvestment to support strategic goals and objectives from the Business Plan.

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the budget and review income against financial expectations.

1. Bridport Harbour Budget Report as at end of May 2024

1.1 The Bridport Harbour budget forecast figures are given at Appendix 2.

1.2 Currently there are no variances to the budget forecast

1.3 Reserve Movements

- The budgeted transfer to reserves is currently predicted to be £102,850

2 Lyme Regis Harbour Budget Report as at end of May 2024

2.1 The Lyme Regis budget forecast figures are given at Appendix 3.

2.2 Currently there are no variances to the budget forecast.

2.5 Reserve Movements

- No anticipated transfer to reserve at year end as Lyme Regis is still Dorset Council funded by £32,927

3 Weymouth Harbour

3.1 The financial picture for Weymouth continues to improve with a budgeted surplus of £838,556 to be transferred in the reserve at year end.

3.2 Dorset Councils Harbours Strategy and Business Plan, gives a 5-year financial and investment plan and will guide the future use of budgets. This has helped re-focus the priorities for the future.

3.3 The harbour reserves have been built up to enable the harbour to be financially self-sufficient. Weymouth harbour has been successful in continuing to achieve a balanced budget whilst building the ability to invest in the harbour (Strategic Goal 4).

3.4 2024/25 Budget Predictions:

3.5 At this early stage in the financial year there are no significant variances to report. There are a couple of areas worth highlighting that could have an impact on the budget, these are detailed below:

- An early Easter and poor weather have impacted on visitor numbers.
 - Occupancy in the marina for April is lower than previous years.
 - Long-term sickness will require back-filling which will increase costs.
- 3.6 Targets will continue to be closely monitored through the year to ensure accurate and timely reporting and if required action can be taken to mitigate any shortfalls.
- 3.7 **Weymouth Harbour Reserves:**
- 3.8 The reserve balance carried forward is £3,595,310.
- 3.9 This balance is committed to carrying out a programme of works needed for maintaining and improving facilities to protect income streams and deliver on the priorities set out Dorset Harbours Strategy and Business Plan. Due to previous financial pressures, there is a back log of under investment that needs addressing.
- 3.10 For 2024, the intention for the harbour reserves is to split it into separate reserves. This will give better financial clarity and show where and how the reserves are committed and to better identify funds for future projects and investments. The separate reserves are as follows:
- Existing asset management fund
 - Development and project fund
 - Maintenance dredging fund
 - Pleasure Pier fund
 - Emergency Contingency fund
- 3.11 Details of how the reserve is split is shown on Appendix 3 of this report.
- 3.12 Funding in these new reserves is not necessarily ringfenced. As spending fluctuates, surplus can be transferred between reserves if required.
- 3.13 The table below provides details of the replacement and maintenance plans for existing harbour assets over the next five years. This is under constant review 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.

Existing Assets – Management Plan
--

Category	2024	2025	2026	2027	2028
Harbour Infrastructure	£222k	£110k	£74.5k	£37k	£24k
Moorings Infrastructure	£10k	£215k	£265k	£7.5k	£0
Operational / navigation	£37.5k	£14.5k	£32.5k	£47k	£10k
Total annual spend	£269.5k	£339.5k	£372k	£91.5k	£34k

3.14 Over the next five years, significant investment in the harbour is planned, with a full programme of inner harbour marina replacement and improvement works out lined in further detail in the Business Plan.

3.15 The table below details the proposed development and projects. Where projects have not been fully costed, an estimated figure has been used and this plan will be updated as projects take shape, and costings are finalised.

Development and Project Plan					
Category	2024	2025	2026	2027	2028
Building D development	£60k				
Commercial Area enhancements	£150k				
Commercial Area slipway and scrubbing area design	£5k				
The Cove – Navigational Risk Assessment and project design	£10k				
Pleasure Pier, gate, fencing and improvements	£30k				
The Cove – installation		£500k			

Installation of extra pontoons on Custom House Quay		£140k			
Inner harbour marina design		£10k			
Commercial Area slipway and scrubbing area install			£500k		
Inner harbour marina installation			£500k	£500k	£500k

3.16 Once the initial costs of the improvements have been met, payments will continue to be made into replacement funds, to cover future costs.

3.17 £400,000 is committed to fund works associated with the Weymouth Quay Regeneration Project.

4 Financial Implications

The financial picture for all three harbours is an improving picture. Bridport and Weymouth are expected to return surpluses and Lyme Regis budget deficit is reducing.

Reserves exist for all three harbours which can be used to progress deliverables from the Business Plan.

There are however some budget risks. Poor weather and an early Easter may impact income figures. Occupancy rates on marina berths are lower than the same period last year. It is considered to be too early to predict the full year effect.

2024 will see the completion of Weymouth Quayside Regeneration Project. This will impact on budgets as we work to deliver the new service provisions and complete the finishing touches of the project.

The report covers the harbours' budgets. The summary information is presented under the standard corporate headings.

The types of expenditure included within each heading are as follows:

- Internal charges – this includes the “above the line” service recharges paid to Dorset Council.

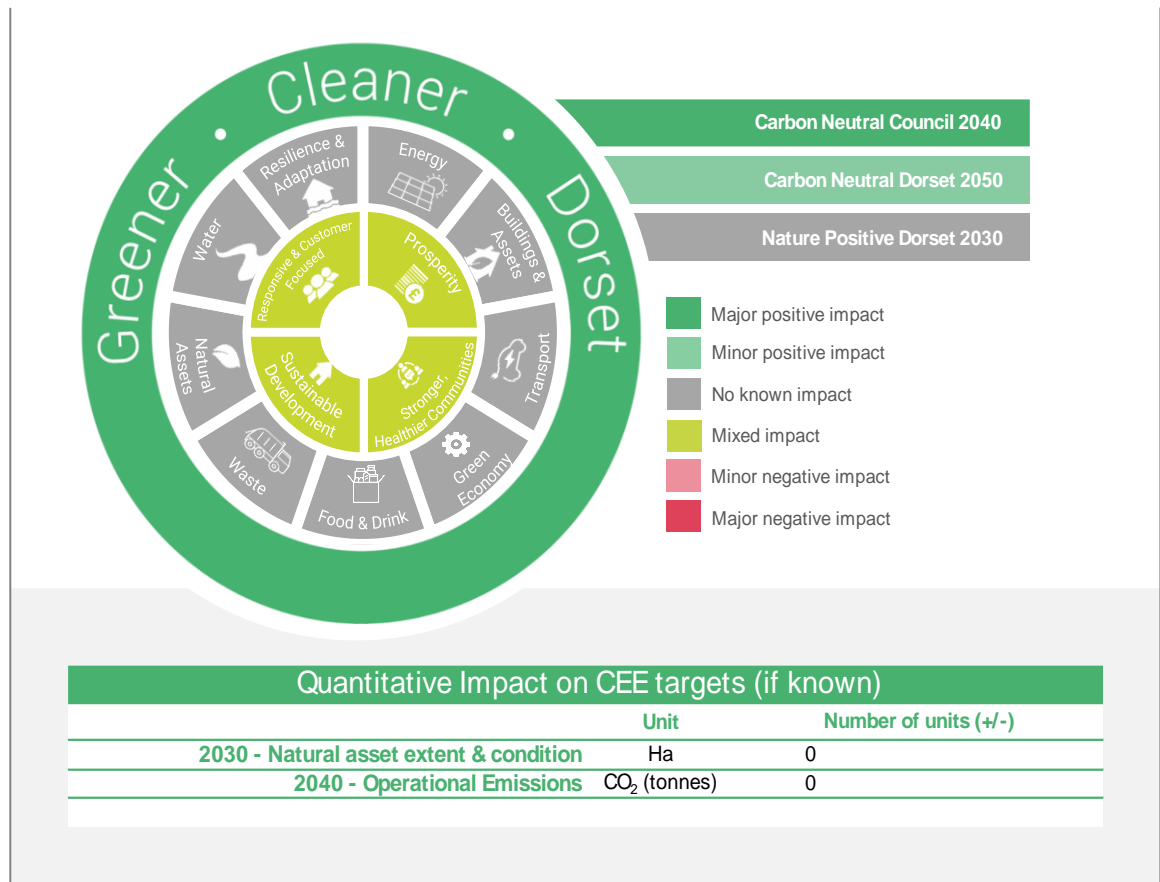
- Pay related costs- costs relating to staffing including basic pay, national insurance, pension contributions and training.
- Premises related costs– utilities and rates, refuse, planned maintenance, surveys, response maintenance.
- Transport related costs – fuel, travel and subsistence.
- Supplies and services – Insurance, advertising, equipment, subscriptions, printing and stationery.

The income is made up of:

- Commercial activities – income relating to annual commercial berths, visiting commercial vessels and visiting fishing vessels.
- Leisure activities – marina berths, visiting yachts, use of slipway and PWC permits (PWC permits relate to Weymouth only).
- Rents and licences – income relating to rental of property, vessel and operating licences.
- Recoverable costs – where recharges are made to lease and licence holders for energy. Also includes electricity charged to annual berth holders and visiting vessels.

5 Natural Environment, Climate & Ecology 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 made more sustainable. Below is the Decision wheel which shows the impacts of this proposal on the aims of our Natural Environment, Climate & Ecology Strategy.



6 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.

7 Other Implications

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

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

8 Risk Assessment

HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low
Residual Risk: Low

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the budget. Many items of expenditure have a link to safety of customers and the public.

9 Equalities Impact Assessment

There are no equalities implications arising from this report.

10 Appendices

- Appendix 1 Bridport Harbour Financial Summary
- Appendix 2 Lyme Regis Harbour Financial Summary
- Appendix 3 Weymouth Harbour Financial Summary

11 Background Papers

None

12 Report Sign Off

- 11.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Cabinet Member(s)

Appendix 1**Budget Monitoring Summary 2024/25 for Bridport Harbour
Harbours Advisory Committee 12 June 2024**

	2024/25	2024/25	Variance	
	Full Yr Budget	Forecast		
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	121,828	121,828	0	(F)
Pay Related Costs	213,572	213,572	0	(F)
Premises Related Costs	38,575	38,575	0	(F)
Transport Related Costs	9,900	9,900	0	(F)
Supplies and Services	232,750	232,750	0	(F)
Third Party Payments (Contracted Out)	50,000	50,000	0	(F)
Total Expenditure	666,625	666,625	0	(F)
Income:				
Reimbursements & Contributions	(25,200)	(25,200)	0	(F)
Fees and Charges	(733,320)	(733,320)	0	(F)
Total Income	(758,520)	(758,520)	0	(F)
Total Bridport Harbour	(91,895)	(91,895)	0	(F)
Bridport Harbour Reserve (986847)	£			
Balance b/f from 2023/24	(127,121)			
2024/25 Predicted Transfer to Reserves	(91,895)			
Forecast at Year End	(219,016)			

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Appendix 2
Budget Monitoring Summary 2024/25 for Lyme Regis Harbour
Harbours Advisory Committee 12 June 2024

	2024/25	2024/25	Variance	
	Full Yr Budget	Forecast	£	
	£	£		
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	78,404	78,404	0	(F)
Pay Related Costs	149,219	149,219	0	(F)
Premises Related Costs	33,344	33,344	0	(F)
Transport Related Costs	14,350	14,350	0	(F)
Supplies and Services	193,860	193,860	0	(F)
Third Party Payments (Contracted Out)	30,000	30,000	0	(F)
Total Expenditure	499,177	499,177	0	(F)
Income:				
Government Grants	(66,000)	(66,000)	0	(F)
Reimbursements & Contributions	(2,750)	(2,750)	0	(F)
Fees and Charges	(397,500)	(397,500)	0	(F)
Total Income	(466,250)	(466,250)	0	(F)
Total Lyme Regis Harbour	32,927	32,927	0	(F)
Lyme Regis Harbour Reserve (986988)				
	£			
Balance b/f from 2023/24	(176,958)			
2024/25 Predicted Transfer to Reserves	0			
Forecast at Year End	(176,958)			

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Appendix 3
Financial Budget Monitoring Summary 2024/25 for Weymouth Harbour
Harbours Committee June 2024

	2024/25 Estimate £	2024/25 Forecast £	Variance £
Summary of Harbour Operational Budget:			
Expenditure:			
Employees	708,231	708,231	0 (F)
Premises	201,079	201,079	0 (F)
Transport	1,224	1,224	0 (F)
Supplies and Services	200,381	200,381	0 (F)
Routine Maintenance	45,000	45,000	0 (F)
Service Recharges	229,000	229,000	0 (F)
Parking costs	235,958	235,958	0 (F)
Total Expenditure	<u>1,620,873</u>	<u>1,620,873</u>	<u>0 (F)</u>
Income:			
Rents and Licences	(207,089)	(207,089)	0 (F)
Recoverables	(38,911)	(38,911)	0 (F)
Commercial Activities	(203,700)	(203,700)	0 (F)
Leisure Activities	(1,198,233)	(1,198,233)	0 (F)
Parking	(811,496)	(811,496)	0 (F)
Total Income	<u>(2,459,429)</u>	<u>(2,459,429)</u>	<u>0 (F)</u>
Budget Surplus	<u>(838,556)</u>	<u>(838,556)</u>	<u>0 (F)</u>

Harbour Reserves Summary 2024/25

Transfers to reserves			
Maintenance Dredging			(50,000)
Pleasure Pier			(20,000)
Asset Management			(100,000)
Development and Project			(668,556)
			<u>(838,556)</u>
In-Year spend from reserves			
Asset Management			269,850
Development and Project			255,000
Contribution to regeneration programme			400,000
Asset management - projects c/f from 2023			150,250
			<u>1,075,100</u>
End of year predicted reserve balance	B/f	In year	Balance
Emergency and Contingency	(1,000,000)	0	(1,000,000)
Maintenance dredging	(113,575)	(50,000)	(163,575)
Pleasure Pier	(146,551)	(20,000)	(166,551)
Asset Management	(2,080,184)	320,100	(1,760,084)
Development and Project	(255,000)	(413,556)	(668,556)
Contribution to regeneration programme		400,000	400,000
	<u>(3,595,310)</u>	<u>236,544</u>	<u>(3,358,766)</u>
	Balance b/f	In year	Balance
Reserves: Capital Receipts	(69,033)	0	<u>(69,033)</u>
Reserves: Deposits Held	(13,305)	0	<u>(13,305)</u>

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Harbours Advisory Committee

12 June 2024

Harbours Year End Budget Report 2023/24

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Commissioned Services

Local Councillor(s):

All Councillors

Executive Director:

Jan Britton, Executive Lead for Place

Report Author: James Radcliffe (Bridport and Lyme Regis), Ed Carter (Weymouth) Claire Connolly (Weymouth),

Job Title: Harbour Masters, Business Manager

Tel: 01308 423222, 01305 838423

Email: James.radcliffe@dorsetcouncil.gov.uk, ed.carter@dorsetcouncil.gov.uk
claire.connolly@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary: The purpose of the report is to set out the year end actuals and the reserve balances for Bridport, Lyme Regis and Weymouth Harbours at the end of financial year 2023/24. The financial summaries are given in the appendices.

Recommendation: To note the year end budgets figures for 2023/24.

1. Note the 2023/24 end of year actuals for Bridport Harbour
2. Note the 2023/24 end of year actuals for Lyme Regis Harbour
3. Note the 2023/24 end of year actuals for Weymouth Harbour

Reason for Recommendation; The Dorset Council Harbour Strategy, Strategic Goal number four is to have a balanced budget whilst building the ability for investment into the harbours. It is intended for harbours to become financially self-sufficient and be able to manage any reserves to ensure that the harbours see reinvestment to support strategic goals and objectives from the Business Plan.

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the budget and review income against financial expectations.

1. Bridport Harbour

1.1 Bridport Harbour budget and year end actuals are given at Appendix 1.

1.2 Expenditure Overall - £102,593 (A)

1.3 The main variances to budget are as follows:

- Overspend on internal expenditure relating to Car Parks management fee paid to Parking services. Although this has caused an overspend on this line, it is more than offset by surplus parking income (explained below). The budget rebased in the current year to reflect recent actuals.
- Overspend on pay due to slight excess on budgeted hours, pay award in excess of originally anticipated & budgeted amount, and training costs.
- Premises (utilities, rents, rates etc) come in almost on budget.
- Minor overspend on transport costs mainly associated with Vehicle Fuel, and Vehicle R&M (repairs & maintenance) costs
- Significant overspend on Supplies & Services mainly caused by one and a half dredges carried out during the financial year (March/April 2023, and March 2024).
- Overspend on Third Party contractor costs – nothing specific but multiple works including pontoon works, harbour chain, clean ups after storm etc.

1.4 Revenue Budget Income - £57,366 (F)

- Saving on MRP budget – this is now accounted for centrally and budget rebased for current year and going forward.
- Minor surplus income from Harbour customer memorials
- Significant surplus income caused primarily due to increased car park revenue following introduction of Tier 3 charges. Boating / Mooring related income mainly on budget.

1.5 Reserves Movements

- Overall Bridport Harbour generated a net surplus of £33.9k, significantly below the originally budgeted surplus of £79.1k, but this is mainly because the Harbour has had to absorb the cost of one and a half dredges during the 2023/24 financial year. It is anticipated that the dredging for 2024-25 will occur within the financial year.
- £33.9k surplus added to the Bridport Harbour ringfenced reserve to give a year end closing balance of £127.1k

- The Transfer to reserves will be £33,872
- Reserve balance £127,121

2 **Lyme Regis Harbour**

2.1 Lyme Regis Harbour budget and year end actuals are given at Appendix 2

2.2 Expenditure Overall - £23,458 (A)

2.3 The main variances to budget are as follows:

- Overspend on pay budgets due to excess on budgeted hours, and training costs.
- Saving on premises related expenditure due to a one-off rental saving in year. The charge from Lyme Regis TC will be increased going forward
- Overspend on transport costs mainly due to vehicle R&M (JCB repairs)
- Underspend on Supplies & Services budgets due to savings on HRO legal expenses, and slightly lower than budgeted dredging costs
- Major overspend on contractors budget due to a wide range of costs, including the introduction of the automated number plate recognition (ANPR) system in the car park.

2.4 Revenue Budget Income - £40,702 (F)

- EA Grant towards dredging received as per budget
- Surplus income received across a broad range of income budgets, including mooring fees, hire of facilities, launching and storage Fees.

2.5 Reserves Movements

- As Lyme Regis Harbour is running at a loss, the shortfall is covered by Dorset Council. This being the case, any budget underspend is returned to the corporate centre to cover some of that cost rather than contributing to the harbour reserve. There is no change to the current balance of the Lyme Regis Harbour reserve of £177k.
- Reserve balance £177,000 (this amount is committed to the Harbour storage building)

3. **Weymouth Harbour**

- 3.1 The year end budget and actuals are given at Appendix 3. The Weymouth Harbour operational budget was approved with an expectation that there would be a surplus of £185,030. The net income generated from harbour owned car parks is budgeted at £531,915.
- 3.2 These budgeted surpluses of £716,945 have been transferred into the Harbour reserve.
- 3.3 Budget expectations have been exceeded which has resulted in a further £351,924 being transferred into reserves. Of this surplus, £146,551 will be carried forward into the new financial year to fund projects from the Asset Management Plan that were not completed, details are at paragraph 3.8. A further £400,000 will be carried forward to fund works associated with the Weymouth Quay Regeneration Project (WQRP).
- 3.4 **Operational Budget Income: Overall £42,820 (Favourable)**
- 3.5 The variances to budget predictions are as follows:
- There has been a reduction in the number of annual commercial moorings. In 2022 Griffin Towage went into administration; GT Kingston is now the only TUG that is operating out of Weymouth under its new owner Aquatic Towage and Marine. More recently, Carlin Boat Charters have taken an additional commercial berth.
 - Income from pallet storage in the commercial area has reduced due to rationalising of space.
 - Income from visiting fishing vessels is lower than previous years, however recent changes in how these visits are monitored has meant that the harbour team are able to capture and charge for more out of hours visits.
 - Tug “Victory” under its new owner requested a temporary commercial berth in Weymouth, generating income for visiting commercial vessels.
 - Recreational income has been affected this year with reduced number of visiting vessels. Income is up on the previous financial year but has not quite met budget expectations.
 - Income from slipway launches and the sale of water sports permits is down on last year but comparable against a 3-year average. There have been changes made to the way permits are purchased on-line, with the aim of capturing more sales.

- Infrastructure is now in place so that larger visiting vessels can be charged for electricity per unit (previously a fixed nightly fee) which has resulted in increased revenue.
- There has been an increased number of recreational vessels winter berthing in the outer harbour.
- Income from annual and temporary marina berths has exceeded budget expectations.
- There is increased income from harbour owned car parks.
- A rent review for a Licence in the commercial area has resulted in increased income.

3.6 Operational Budget Expenditure: Overall £128,680 (Favourable)

3.7 The variances to budget predictions are as follows:

- Savings have been made on Insurance costs.
- There were some uncertainties when setting energy budgets for this financial year. Year-end actuals are on target for electricity and gas but there has been an increased spend on water. Some of this is attributed to the Weymouth Quay Regeneration Project.
- The cost for business rates is lower than previous years which is the outcome of recent reviews.
- There has been a planned saving made against the cost of seasonal staff.
- The effects of the pay award and settlement of payments to members of staff who work bank holidays, has resulted in increased salary costs.
- The spend against marketing and advertising has reduced in recent years as social media marketing has been taken advantage of. For this current year there has been an underspend which will be reflected in future budgets forecast.

3.8 Asset Management Plan Improvements Weymouth Harbour

3.9 Below is a list of projects planned for 2023/24. It was not possible to complete all of the projects within this financial year, these will be carried forward to 2024/25.

Project	C/F	Comments
---------	-----	----------

Break tank: new installation for visitor pontoons	Y	Installation on completion of the WQRP
CCTV installation at commercial area	N	Funded from WQRP
Replacement trolleys on marina	Y	Order placed in new FYR
Replacement or repairs to outer harbour steps	Y	Survey required
Replace harbour van (part exchange)	Y	Under review
Harbour management software	Y	Under review
Refurbishment of Port Traffic Signals	Y	Awaiting second quote
Cargo stage works following relocation of fish landing quay	Y	Will be considered on completion of the WQRP.
Oil Spill Provisions	Y	Under review
Replace Pleasure Pier Railings	–	Completed.
Pontoon replacement for visiting vessels	–	Completed.

3.10 Careful consideration of the harbour's assets continues to be key to the financial success of the harbour and to protect and improve income. This is under constant review 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.

3.11 Weymouth Harbour Reserves Summary

3.12 Harbour Reserves year end balances of £3,595,310 are made up of following:

3.13 Revenue reserve - £3,335,184. This ringfenced balance is committed to the long-term Investment Plan outlined in the Harbours Business Plan. There is a significant financial commitment which is given in more detail in the 2024/25 budget monitoring report.

3.14 Pleasure Pier Reserves - £146,551. There is an allocation of £20,000 per annum to fund future basic structural works for the Pleasure Pier.

- 3.15 Dredging Reserves - £113,575. An annual commitment to enable future maintenance dredging works to be carried out.
- 3.16 In addition to these reserves there is also Capital Receipt Reserves of £69,033. - A number of assets were sold in 2022, the revenue generated has been placed in the reserve funds. These funds can be used for Capital works.

4. **Financial Implications**

All three harbours have had a financially successful year. For Bridport and Weymouth, year-end surpluses are transferred into reserves for reinvestment into the harbours.

Lyme Regis budgets are approved with the knowledge that there is a budgeted shortfall. The year-end position is favourable which means that the level of financial support from Dorset Council has reduced. The intention is to further reduce and alleviate this burden as soon as practicable.

The report covers the harbours' budgets. The summary information is presented under the standard corporate headings.

The types of expenditure included within each heading are as follows:

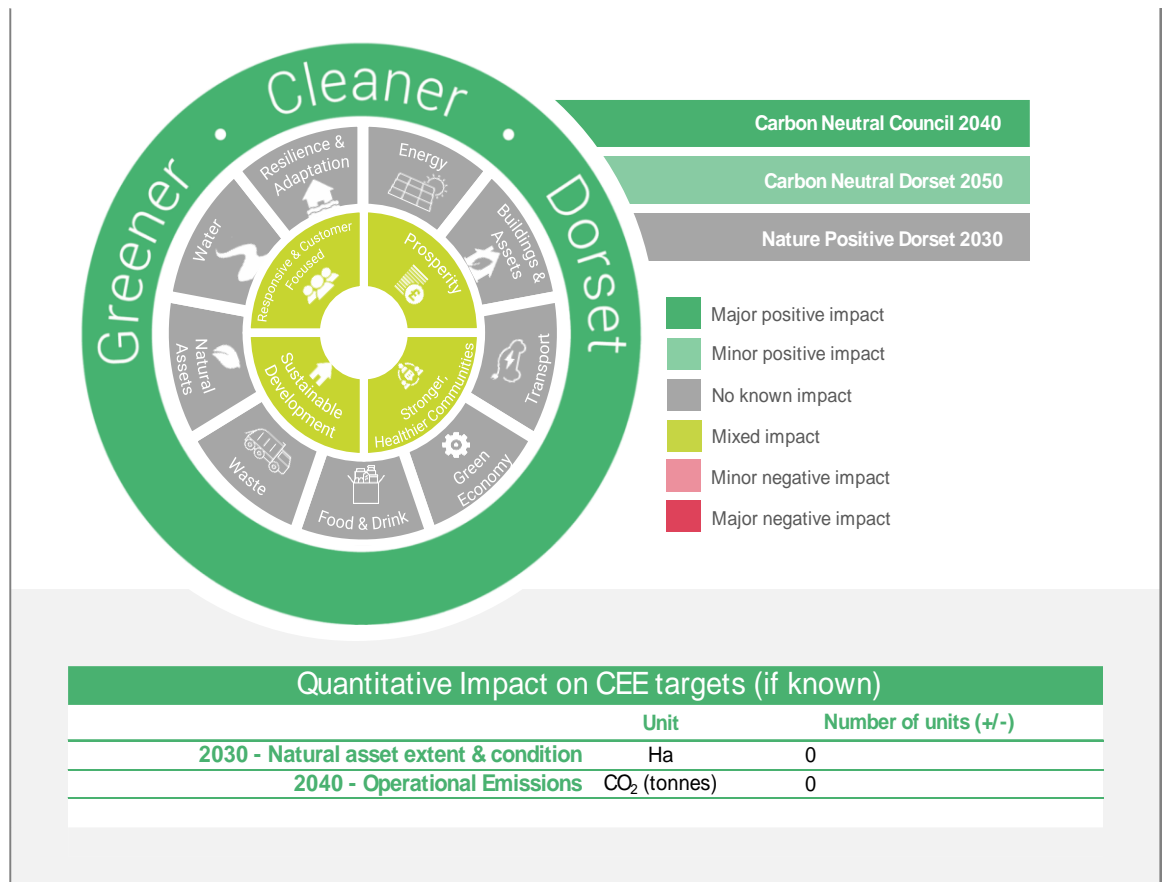
- Internal charges – this includes the “above the line” service recharges paid to Dorset Council.
- Pay related costs- costs relating to staffing including basic pay, national insurance, pension contributions and training.
- Premises related costs– utilities and rates, refuse, planned maintenance, surveys, response maintenance.
- Transport related costs – fuel, travel and subsistence.
- Supplies and services – Insurance, advertising, equipment, subscriptions, printing and stationery.

The income is made up of:

- Commercial activities – income relating to annual commercial berths, visiting commercial vessels and visiting fishing vessels.
- Leisure activities – marina berths, visiting yachts, use of slipway and PWC permits (PWC permits relate to Weymouth only).
- Rents and licences – income relating to rental of property, vessel and operating licences.
- Recoverable costs – where recharges are made to lease and licence holders for energy. Also includes electricity charged to annual berth holders and visiting vessels.

5. **Natural Environment, Climate & Ecology 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 made more sustainable. Below is the Decision wheel which shows the impacts of this proposal on the aims of our Natural Environment, Climate & Ecology Strategy.



6. **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.

7. **Other Implications**

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

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

8. **Risk Assessment**

HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the budget. Many items of expenditure have a link to safety of customers and the public.

9. **Equalities Impact Assessment**

There are no equalities implications arising from this report.

10. **Appendices**

- Appendix 1 Bridport Harbour Financial Summary
- Appendix 2 Lyme Regis Harbour Financial Summary
- Appendix 3 Weymouth Harbour Financial Summary

11. **Background Papers**

None

12. **Report Sign Off**

- 11.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Cabinet Member(s)

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Appendix 1

Budget Summary 2023/24 for Bridport Harbour

Harbours Advisory Committee 12 June 2024

	2023/24	2023/24		
	Full Yr Budget	Year End Actuals	Variance	
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	85,810	120,132	(34,322)	(A)
Pay Related Costs	162,880	183,550	(20,670)	(A)
Premises Related Costs	39,530	40,063	(533)	(A)
Transport Related Costs	9,500	13,848	(4,348)	(A)
Supplies and Services	193,680	248,681	(55,001)	(A)
Third Party Payments (Contracted Out)	30,100	41,569	(11,469)	(A)
Minimum Revenue Provision (MRP)	23,750	0	23,750	(F)
Total Expenditure	545,250	647,843	(102,593)	(A)
Income:				
Reimbursements & Contributions	(6,000)	(7,910)	1,910	(F)
Fees and Charges	(618,350)	(673,806)	55,456	(F)
Total Income	(624,350)	(681,716)	57,366	(F)
Total Bridport Harbour	(79,100)	(33,872)	(45,228)	(A)

Bridport Harbour Reserve (986847)

	£
Balance b/f from 2022-23	(93,249)
2023-24 Surplus Transfer to Reserves	(33,872)
Final Year End Balance	(127,121)

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Appendix 2

Budget Summary 2023/24 for Lyme Regis Harbour

Harbours Advisory Committee 12 June 2024

	2023/24 Full Yr Budget	2023/24 Year End Actuals	Variance	
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	83,291	83,343	(52)	(A)
Pay Related Costs	143,336	151,944	(8,608)	(A)
Premises Related Costs	30,130	20,854	9,276	(F)
Transport Related Costs	13,950	17,848	(3,898)	(A)
Supplies and Services	170,482	155,996	14,486	(F)
Third Party Payments (Contracted Out)	11,600	46,262	(34,662)	(A)
Total Expenditure	452,789	476,247	(23,458)	(A)
Income:				
Government Grants	(66,000)	(66,000)	0	(F)
Reimbursements & Contributions	(2,750)	(930)	(1,820)	(A)
Fees and Charges	(314,330)	(356,852)	42,522	(F)
Total Income	(383,080)	(423,782)	40,702	(F)
Total Lyme Regis Harbour	69,709	52,464	17,245	(F)

Lyme Regis Harbour Reserve (986988)

	£
Balance b/f from 2022-23	(176,958)
2023-24 Transfer to Reserves	0
Final Year End Balance	(176,958)

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Appendix 3
Financial Budget Summary 2023/24 Outturn for Weymouth Harbour
Harbours Advisory Committee June 2024

	2023/24 Full Yr Budget £	2023/24 In year reserve transfers £	2023/24 Year end actuals £	Variance £	
Summary of Harbour Operational Budget:					
Expenditure:					
Employees	649,702		651,902	(2,200)	(A)
Premises	192,464		186,814	5,650	(F)
Transport	1,187		1,021	166	(F)
Supplies and Services	187,578	20,000	165,473	42,105	(F)
Asset Management: In-year projects	86,000	421,237	440,364	66,873	(F)
Asset Management: routine maintenance	34,500		18,414	16,086	(F)
Service Recharges (Non-controllable)	229,000		229,000	0	(F)
Total Expenditure	<u>1,380,431</u>	<u>441,237</u>	<u>1,692,988</u>	<u>128,680</u>	(F)
Income:					
Rents and Licences	(186,495)		(199,433)	12,938	(F)
Recoverables	(37,991)		(49,115)	11,124	(F)
Commercial Activities	(222,453)		(229,783)	7,330	(F)
Leisure Activities	(1,118,522)		(1,129,950)	11,428	(F)
Total Income	<u>(1,565,461)</u>	<u>0</u>	<u>(1,608,281)</u>	<u>42,820</u>	(F)
Net car parking income	<u>(531,915)</u>		<u>(712,339)</u>	<u>180,424</u>	(F)
Net Budget Surplus / Deficit	<u>(716,945)</u>		<u>(627,632)</u>	<u>351,924</u>	(F)

Harbour Revenue Reserve (986995)		
Balance b/f		(2,777,552)
Predicted transfer to reserves at year end		(716,945)
Budget Variation		(351,924)
Consultant Costs: Marina Development		20,000
Asset Management: pontoon replacement and railings		421,237
Annual maintenance dredging		50,000
Annual contribution to Pleasure Pier reserves		20,000
Year End Position		<u>(3,335,184)</u>
Reserves: Maintenance Dredging (986231)		
Balance b/f		(63,575)
Year 2 (2023/24) annual contribution		(50,000)
Year End Position		<u>(113,575)</u>
Reserves: Pleasure Pier (986123)		
Balance b/f		(126,551)
Annual contribution		(20,000)
Year End Position		<u>(146,551)</u>
Reserves: Capital Receipts (984026)		
Balance b/f		(69,033)
Year End Position		<u>(69,033)</u>

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Harbours Advisory Committee Forward Plan – June 2024 For the period June 2024 – September 2024

This Forward Plan contains future items to be considered by the Harbours Advisory 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.

Harbours Advisory Committee Members

Dorset
Cllr Rob Hughes Chair
Cllr Sarah Williams Vice-Chair
Cllr Sally Holland
Cllr Mike Baker
Cllr Ray Bryan
Cllr Peter Dickenson
Philip Thicknesse
Richard Tinsley
Mark Saxby

STANDING ITEMS

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
<p>Harbour Masters' Update/PMSC Issues Separate reports to consider the ongoing activity of the Harbour Offices and any Port Marine Safety Code issues.</p> <p>Key decision – No Public Access - Open</p>	<p>Cabinet member for Place Commissioned Services</p>	<p>N/A</p>	<p>Designated Person and harbour users</p>	<p>None</p>	<p>Cabinet Member for Place Commissioned Services</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk</p> <p><i>Ed Carter, Dorset Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk</p>
<p>Harbours Consultative Groups To receive key points from recent Harbour Consultative Group meetings (Weymouth quarterly, Bridport & Lyme bi-annually in Oct and Mar).</p> <p>Key decision – No Public Access - Open</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>N/A</p>	<p>Weymouth, Bridport and Lyme Regis Harbour Consultative Groups</p>	<p>None</p>	<p>Cabinet Member for Place Commissioned Services</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk</p> <p><i>Ed Carter, Dorset Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk</p>
<p>Budget Monitoring To provide an update on revenue and capital spend.</p> <p>Key decision – No Public Access - Open</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>N/A</p>	<p>Service Accountants</p>	<p>None</p>	<p>Cabinet Member for Place Commissioned Services</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officer – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk</p>

					<i>Claire Connolly, Business Manager, Weymouth Harbour, Claire.connolly@dorsetcouncil.gov.uk</i>
Flood & Coastal Erosion Risk Management (FCERM) Engineering Update To provide an update of the engineering projects progress and issues. Key decision – No Public Access – Open	Cabinet Member for Place Commissioned Services	N/A	Dorset Council Engineering Team	None	Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee <i>Lead Officer – Matthew Penny, Service Manager for Flood and Coastal Erosion Risk Management</i> matthew.penny@dorsetcouncil.gov.uk
Marine Safety Plan To review a Marine Safety Plan for Dorset Council Harbours. On a biannual basis (spring and autumn meetings) Key Decision – No Public Access - Open	Cabinet Member for Place Commissioned Services	N/A	Consultees: Lead Officers Cabinet Member, Harbours Advisory Committee, Harbour consultative Groups	None	Chair of Harbours Advisory Committee <i>James Radcliffe, Bridport and Lyme Regis Harbour Master</i> James.Radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Points/questions from Committee Members To discuss any concerns or issues raised by Committee Members. Key decision – No Public Access - Open		N/A	N/A	None	Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk

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<p>Business Plan Update To provide an update on Business Plan delivery and progression of proposed developments</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>25th September 2024</p>	<p><u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group</p>	<p>Dorset Harbours Business Plan 2024 - 2029</p>	<p>Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee <i>Lead Officer – Ed Carter, Dorset Harbours Manager & Weymouth Harbour Master</i> Ed.carter@dorsetcouncil.gov.uk</p>
<p>An updated Harbour Revision Order for Weymouth To consider the content of a proposed new HRO for Weymouth harbour.</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>25th September 2024</p>	<p><u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group</p>		<p>Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee <i>Lead Officer – Ed Carter, Dorset Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk</p>

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Private/Exempt Items for Decision

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

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