



Harbours Advisory Committee

Date: Wednesday, 25 September 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 and Richard Tinsley.

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.

For easy access to all the council's committee agendas and minutes download the free public app called Modern.Gov for use on any iPad, Android, and Windows tablet. Once downloaded select Dorset Council.

Agenda

Item	Pages
1. APOLOGIES	
To receive any apologies for absence.	
2. MINUTES	5 - 8
To confirm the minutes of the meeting held on 12 June 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 Monday 23 September 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. CHAIRMAN'S REPORT

To consider a verbal report by the Chairman.

6. HARBOUR CONSULTATIVE GROUP MINUTES

To note the minutes of the Weymouth Harbour Consultative Group held on 3 September 2024.

- 7. PMSC DESIGNATED PERSONS REPORT**
- To receive a verbal report from the Harbours Designated Person.
- 8. HARBOUR MASTER UPDATES** 15 - 32
- To receive updates from the Weymouth and Bridport & Lyme Regis Harbour Masters.
- 9. FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE** 33 - 46
- To provide an engineering update for Weymouth, Bridport and Lyme Regis harbours.
- 10. HARBOURS BUDGET MONITORING REPORT 2024-25** 47 - 62
- To consider a report by the Weymouth and Bridport & Lyme Regis Harbour Masters.
- 11. MONITORING AND REVIEW OF THE MARINE SAFETY PLAN** 63 - 70
- To consider a report from the Harbours Manager.
- 12. WEYMOUTH HARBOUR - FUTURE DEVELOPMENT AND OPEN PORT DUTY** 71 - 76
- To consider a report from the Harbours Manager.
- 13. FORWARD PLAN** 77 - 82
- To consider the Harbours Committee Workplan.
- 14. 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.
- 15. 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.



HARBOURS ADVISORY COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 12 JUNE 2024

Present: Cllrs Rob Hughes (Chair), Mike Baker, Ray Bryan, Peter Dickenson, Sally Holland

Independent Members Present: Mark Saxby and Richard Tinsley

Apologies: Cllr Sarah Williams and Philip Thicknesse

Also present: Cllr Jon Andrews

Also present remotely: Cllr Belinda Bawden

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), Kevin Evans (Senior Accountant (Place)), Joshua Kennedy (Democratic Services Officer), Matthew Penny (Service Manager - Flood & Coastal Erosion), James Radcliffe (Bridport and Lyme Regis Harbour Master) and Lindsey Watson (Senior Democratic Services Officer)

55. **Apologies**

Apologies for absence were received from Cllr Sarah Williams and Philip Thicknesse.

56. **Minutes**

The minutes of the last meeting held on 06 March 2024 were confirmed and signed.

57. **Declarations of Interest**

Richard Tinsley declared that he held a berth at Weymouth Marina.

58. **Public Participation**

There were no public questions.

59. **Chair's Report**

The Chair delivered a verbal update to the committee, he thanked the previous Chair of the committee for their work in delivering the Harbours Strategy and Business Plan, as well as Cllr Bryan in his previous role as Brief Holder. The Chair

also thanked the officers and harbour teams, as well as the independent members for their contribution to the committee. In their new roles, the Chair and Vice-Chair had attended a meeting with the Harbour Master to discuss current projects and see West Bay and Lyme Regis Harbours and the Chair looked forward to attending the consultative group meetings going forward.

60. Harbour Consultative Group Minutes

The Lyme Regis Consultative Group minutes for the meeting held on 09 May 2024 were presented by Nick Marks, the Consultative Group Chair.

The Weymouth Harbour Consultative Group minutes for the meeting held on 22 May 2024 were presented by Tim Day the Consultative Group Chair.

In response to questions from members the Harbours Manager explained that they were intending to increase patrols during firework displays over the summer and that they were encouraging harbour users and visitors to report any incidents to the Harbour Office.

61. Harbour Master Updates

The Bridport Harbour Master presented the updates for Bridport (West Bay) and Lyme Regis Harbours. He provided a summary of the statistics for each Harbour, noting that in Bridport, due to poor weather in April and May that day launches and visiting boat numbers were down, however season ticket sales were comparable to the previous year. In Lyme Regis the statistics also reflected the poor weather earlier in the year and he noted that quayside parking had seen a large increase.

The Harbour Master provided an overview of ongoing works in the harbours, including dredging in both harbours that had been completed, the harbour storage building in Lyme Regis and bin housing in Bridport. The Harbour Master also presented details of an incident where the storm moved a large amount of stone from the beach onto the Cobb in Lyme Regis, requiring it to be cleared and a failed power cable that required repair.

The Harbours Manager presented the update for Weymouth Harbour. He explained that there had been a decrease in popularity of berths for smaller boats, likely attributed to the cost-of-living crisis, however interest in large vessels remained strong. The adverse weather in April had also impacted the statistics for Weymouth.

A summary of the recorded incidents that had occurred in Weymouth was provided to members, including spillages and anti-social behaviour. The Harbours Manager also noted that the harbour team undertook a training exercise in May to simulate a tier 2 oil spill.

In regard to harbour works, the Harbours Manager informed the committee that construction works on the Weymouth Quay Regeneration Project was in the final stages and that delays to the project had occurred, due to lack of provision of

electrical infrastructure. It was also noted that work on Harbour Wall 4 was ongoing and that there had been no effect on harbour operations during the works.

In response to a question from a member, the Harbour Master clarified that they were exploring future licensing options to facilitate dredging in Lyme Regis going forward. The Harbours Manager also explained that all harbours have an incident reporting system and that work was ongoing to analyse the data around incidents.

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

The Service Manager for Flood & Coastal Erosion Risk Management presented the engineering update to the committee. He noted that dredging had been completed as a single operation between Bridport and Lyme Regis, however the required depths had not been achieved in Bridport, so conversations were ongoing to arrange for dredging to be re-done in Bridport.

The Service Manager provided an overview of the works going on across the three harbours, including repairs to harbour walls A and B in Bridport, where options were being explored to combine the work into a single construction project to reduce costs. In Lyme Regis the Cobb was being monitored following repairs that had been completed after storm damage.

Inspections were set to take place across the three harbours over the course of the summer and autumn months.

In response to questions from members the Service Manager explained that there were financial restraints on the repair and maintenance budgets, meaning that funds were being reprioritised as and when repairs were necessary. He also noted that the team was acutely aware of the deadline for completion of works that was dependent on levelling-up funding and was confident that the projects could be delivered within the deadline.

63. Harbours Budget Monitoring Report 2024-25

The Bridport Harbour Master presented the budget monitoring report for Bridport and Lyme Regis, due to it being early in the year the Harbour Master explained that there were no variances to the budget forecast and the movement to reserves for Bridport was currently predicted to be £102,850, while there was no predicted movement to reserves for Lyme Regis as it was still funded by Dorset Council.

The Harbour Office Manager presented the budget monitoring figures for Weymouth harbour. There was a healthy reserve predicted to be transferred at the end of the financial year and it was explained that the large reserve fund for Weymouth harbour was split into five separate categories.

The committee noted the budget monitoring reports 2024/25 for Bridport, Lyme Regis and Weymouth harbours.

64. Harbours Year End Budget Report 2023/24

The Year End Budget report for 2023/24 for Bridport was presented by the Bridport Harbour Master. In his report he summarised the main variances to the budget, including expenditure related to car parking management fees and an overspend on staffing costs, however there was also a significant surplus of income from car park revenue. Due to there being one and a half dredges costed into the financial year the transfer to reserves was less than expected for Bridport harbour. The Harbour Master provided a similar update for the Year End Budget report for Lyme Regis, with an overspend on staffing costs and the contractor's budget. Surplus income in a range of areas was also reported.

The Harbour Office Manager presented the Year End Budget report for Weymouth harbour. The main areas of variance were reported to the committee and it was noted that some of the reserve funds would be allocated to the next financial year to fund projects from the Asset Management Plan that had not been completed.

In response to a question from one member, the Harbour Office Manager stated that they could provide a detailed breakdown on parking income at a future committee meeting.

The committee noted the end of year actuals for 2023/24 for Bridport, Lyme Regis and Weymouth harbours.

65. Forward Plan

The Head of Environment and Wellbeing presented the forward plan to the committee, highlighting that in addition to the standing items, updates on the Harbours Business Plan and Harbour Revision Order would be brought to the next meeting in September.

66. Urgent Items

There were no urgent items.

67. Exempt Business

There was no exempt business.

Duration of meeting: 10.00 - 11.25 am

Chairman

.....

Weymouth Harbour Consultation Group (WHCG)
 Tuesday 03 September 2024 (WTC Chamber and Teams, 19:00-21:00)

Present

Tim Day	TD	Chair and Clubs of Weymouth Representative
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
Cllr Kate Wheller	KW	Weymouth Town Council
Jamie Pullin	JP	Charter Boat Representative
Jamie Thornton	JT	Dorset Marine Police
Joshua Kennedy	JK	Minute Taker/Admin Support
Julian Wain	JW	Strategic Property Advisor, Dorset Council

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

TD opened the meeting and apologies received from Ken Buchan, Mary Harris, Callum Seggie, Jamie Thornton, Dan Bell and Amanda Anderson.

Julian Wain was introduced in the meeting as a Strategic Property Advisor from Dorset Council.

2. DECLARATIONS OF INTEREST

No declarations of interest were made at the meeting.

3. MINUTES AND MATTERS ARISING

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

Issues were raised including, the poor condition of the toilets and showers in the North Quay block, the narrow pontoon which was causing concern with users disembarking their vessels and the lack of safety ladders. **EC** responded stating that a contractor had been contacted to provide a quote for work on the shower block, ladders had been ordered and the delay was due to needing a bespoke size, and that the pontoon would need fixing to the wall which would require a marine license and so alternative solutions were being investigated.

4. HARBOUR MASTER UPDATE

1.0 Harbour Use

EC delivered an update on Weymouth harbour, in relation to the usage since the last meeting. He noted that the mooring occupancy remained high, especially with vessels over 10m, however there were some vacancies in 8m moorings. Commercial

berths were strong with a nearly 100% occupancy rate. Due to the weather improving during the summer months, the number of visiting vessels had been high.

2.0 Incidents

2.1 The Harbour team had recorded 65 incidents since the last meeting, including:

- Alcohol related incidents.
- Vessels weaving in and out of bathing buoys.
- Reports of potential theft.
- A seagull caught in a fishing line.
- A sunk vessel that was successfully refloated.

Changes had been made over the past year to the incident reporting system to streamline the system and gain better insight into where incidents were happening and the frequency of them. There were no oil spill incidents that required external notification, however due to some instances of visible sheen on the water, harbour users had been encouraged to report any instance of oil spillage to the Harbour Team, so that it can be dealt with.

3.0 Operations

3.1 Oil Spills & Response

Following an oil spill response exercise, a full review on the oil spill contingency plan had been conducted, which had been validated by the MCA until 2029.

3.3 PMSC Audit

The Port Marine Safety Code audit had been carried out in March, which found that Weymouth Harbour were fully compliant with the Port Marine Safety Code. The result of the audit would be brought to the next Harbours Advisory Committee meeting in September.

4.0 Harbour Works

4.1 General Works

EC Delivered an update on the general harbour works, which were on going or recently completed. Successful repairs had been undertaken to the harbour bridge and a local notice issued to ensure users are aware of any operational changes to the bridge whilst works were ongoing. Repairs to Harbour Wall 4 were ongoing and were lasting slightly longer than expected, however, were having minimal impact on operational functions.

The Weymouth Quay Regeneration Project had been delayed due to grid connections and the Harbour Manager was currently working with the Legal Officers at Dorset Council to ensure the work is completed. Concerns from Natural England about the installation of the fuel pontoon had been addressed by an ecological appraisal.

In response to a question **EC** confirmed that they were doing all they could in regard to putting pressure on SSE to complete the grid connection and had been in touch with senior Dorset Council officers about the issue.

5.0 Weymouth Future Development and Open Port Duty

EC Provided a summary of the paper presented to the Harbours Advisory Committee in March of this year, and explained that through obtaining a new Harbour Revision Order and restricting Weymouth's Open Port Duty to 24 metres, it would remove the legal obligation to provide potentially costly services for larger vessels wishing to enter the harbour and give the harbour the choice over which vessels over 24m that it takes in.

There were concerns raised by several attendees about the fact that this may discourage larger vessels from attempting to enter Weymouth Harbour and that this may have a detrimental impact on incoming revenue. In response to this **EC** gave assurances that clear signage would accompany any implementation of the HRO, to make sure that incoming vessels larger than 24m, know that they are still able to enter the harbour in certain situations.

It was also explained that the Harbour Revision Order would go through an extensive consultation process and that any comments made at the Consultative Group Meeting would be fed back to the Harbours Advisory Committee to consider.

In response to a question **JW** explained that as far as they knew, no viable solution for a ferry service from Weymouth had been presented to Dorset Council since the departure of Condor Ferries in 2025, and that the HRO was a reaction to the fact that a viable ferry service hadn't been presented rather than Dorset Council wanting to avoid a ferry service.

KW raised a question about the possibility of a ferry service running between Weymouth and Portland. **EC** confirmed that he had been in touch with Portland Harbour, however had been informed of difficulties for the ferries docking in Portland. He stated that he would try and reopen the conversation, as it is felt that it would be a positive benefit to the harbours.

6.0 Upcoming Events

EC Provided an update on upcoming events that were coming to Weymouth Harbour, this included the Seafood Festival and Ironman event. It was also noted that harbour patrols had been out for every fireworks night.

6. CONSULTATIVE GROUP UPDATE

- **SK – RNLI.** Over the summer there had been 45 launches of RNLI vessels that were reacting to a variety of incidents including missing people and the service remained busy going into Autumn.
- **AH – Boat Owners Inner Harbour Representative.** Raised concerns over the lack of CCTV coverage on the pontoons and noted that there had been incidents of young people congregating on the pontoons at night and potential anti-social behaviour. In response **EC** confirmed that the Harbour

Team would look into getting CCTV coverage in the area, although with so many pontoons to cover, and the view-blocking effect of large vessels, it would be very difficult and expensive to get complete coverage.

AH Also raised questions about storage boxes being stored on the pontoon, which were blocking access and bike storage, to which **EC** confirmed that it would be investigated, and bicycles would be tagged and non-claimed bikes removed.

AH Also raised concern about young people in charge of dinghies within the harbour and the potential of them causing damage to other vessels. **EC** Explained that they would look into it and potentially speak to the people in question if they were doing anything unsafely. **EC** Also noted that the mechanical gate would be looked into to see whether installing an automatic gate would be a viable option.

- **TD – Clubs of Weymouth.** There was an end of term regatta planned for the Weymouth Sailing Club. There was also an issue raised of people using the Sailing Club's private pontoon and that if this continued, they may ask the Harbour Team to help inform users that it is a private pontoon and not for public use.
- **WH – Weymouth Beach / Leisure Users Representative.** Reported that there had been 5 successful fireworks displays over the past season.
- **AA - Commercial Fishermen Representative.** Raised an issue with parking bays being occupied, which was preventing fishermen from being able to park their vans. This issue had also been reported to the police as fishermen had also received abuse over the issue.
- **DC - Harbour Traders Representative** Reported that trading over the summer had not been at the highest level and noted that people had questioned why the Waverley vessel hadn't visited Weymouth Harbour this year. **EC** Confirmed that he had spoken to the operators of the Waverley, however with the ongoing WQRP works it was decided that as a berth could not be guaranteed to fit with the sailing schedule and would look to arrange for them to visit next year.
- **RH – Harbours Advisory Committee.** Informed the group that he had been appointed Vice-Chair of the SIFCA Board and attended a meeting of the Association of IFCA. He noted that **KW** had also joined SIFCA. Phillip Thicknesse had stepped down from the Harbours Advisory Committee meaning there were now two vacancies for Co-optee roles that would be filled in the coming months.
- **KW – Weymouth Town Council.** Reported that they were in contact with the new Cabinet Member to represent the Harbour within Dorset Council.

6. AGENDA ITEMS FROM MEMBERS

There were no other agenda items from members.

7. ANY OTHER BUSINESS

There was no other business raised at the meeting.

8. DATES FOR FUTURE MEETINGS

Harbour Consultative Group

- Wednesday 13th November 2024
- Tuesday 11th February 2025

Harbours Advisory Committee

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

This page is intentionally left blank

Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Advisory Committee
25th September 2024



James Radcliffe

Bridport (West Bay) and Lyme Regis Harbour Master

Bridport Harbour Statistics as of 1st September 2024

	2020/21	2021/22	2022/23	2023/24	2023/24 (Sept 23)	2024/25 (Sept 24)	Against Previous Year Profile
Season Tickets	74	85	82	85	85	66	-22%
Single Launches	504	525	489	404	298	256	-14%
Visiting Boats Nights	67	167	157	163	132	132	0%
Boat Lifts	£7715	£9,033	£11,098	£7,785	£2,685.00	£4,417.00	64%
Quay Side Parking	£5,617	£9,763	£8,478	£10,024	£6,753.71	£10,588.58	56.7%
Shop	£15,943	£37,799	£26,278.66	£17,740	£9,337.94	£10,797.17	15.6%
Diving Air Fills	£13,006	£14,134	£28,239	£23,134	£14,256.23	£18,768.32	31.65%
Waiting List – Leisure	31	37	17	9	24	21	-12.5%
Commercial	6	6	6	7	6	8	33%
Leisure Moorings (out of 137)	139	124	124	110	132	122	-7.5%
Commercial Moorings (out of 26)	24	26	23	21	18	15	-16.5%

The season tickets, single launches and visiting boat nights all represent the season with the weather pattern we have experienced this year.

Boat lifts seem high, but this is down to the timing of when boats went in.

Quayside parking has seen an increase with a higher number of permits being sold and the parking area being open to all harbour users.

Diving air fills remain well used and have also when weather has allowed it seen an increase in dive clubs using the area again.

Mooring occupancy is currently 89% for private and 42% for commercial.

Applications to join the waiting lists are continuously being received and we are currently actively going through the list offering moorings ready for next season.

Lyme Regis Harbour Statistics as of 1st September 2024

	2020/21	2021/22	2022/23	2023/24	2023/24 (Sept 23)	2024/25 (Sept 24)	Against Previous Year Profile
Season Tickets	54	61	79	78	78	51	-34%
Single Launches	213	211	249	159	121	146	20.66%
Visiting Boats Nights	185	375	412	313	178	137	-23%
Boat Lifts	£7450	£14,722	£10,231	£11,341	£4,815.00	£5,130.00	6.5%
Quay Side Parking	£4828	£15,535	£21,827	£21,541	£9,054.33	£15,523.05	71.44%
Shop (New July 2021)		£6,626	£8753	£11,772	£4,865.12	£6,280.72	29%
Waiting List – Leisure	24	32	20	14	23	20	-13%
Commercial	11	11	11	09	09	09	0%
Leisure Moorings (out of 209)	193	195	195	158	195	172	-11.5%
Commercial Moorings (out of 35)	34	35	35	30	34	31	-8.8%

The stats for Lyme Regis are like Bridport with low season tickets and overnight stays for the same reason of poor weather. Single launches may seem higher, this reflects the season tickets being lower.

Boat lifts are comparable to last year.

Quayside parking has seen a large increase, this is because the ANPR system was operational from the start of the season.

The compounds that were previously leased to Fishermen and Traders associations remain full and with additional parking being made available on completion of the storage building 35k can be added to the above figure.

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 as with Bridport, we are having requests for moorings all the time so are hoping the picture will improve for the 2025 season.

Moorings occupancy is 82% for private and 88.57% for commercial.

Staff Training and Competency

- Planned Courses
 - Day Skipper
 - First Aid
 - Power Boat level 2
 - MCA Beach Master's Course

Harbour Consultative Group

Both HCG groups are due to meet in October and the minutes from these will be reported to the next Committee in December.

Harbour Revision Order (HRO)

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

Harbour Works

Lyme Regis

Harbour storage building



The Harbour store is near completion, with the building works looking unlikely to be finished in time for the school holidays the decision was made for the contractors not to be on site during the 6 weeks of the summer holidays. They left site at the end of July and returned to continue the external groundworks on 2nd September.

The overall completion is expected to be the end of September. We did however take partial occupancy of the store in July allowing us to vacate the storage containers that were situated on the slipway so we could remove these in time for the main season.

Bridport Harbour

At Bridport we are looking to resume the timber pile replacement starting in the East Basin during this winter.

The timber piles will as the previous ones were be purchased from Bournemouth Council and stored locally while fitted over the next 2-3 years.

Being able to purchase the piles from Bournemouth is a great saving for the harbour as they are a fraction of the price of new piles and still have long life left in them.

Both Harbours Attended the Melplash Show

In August we attended the Melplash Show to promote Harbour services and display our shop goods, although we didn't have the most ideal position in the show we still interacted with current and possible future harbour users and managed to sell shop items. It's given us an insight into the potential of the show where we plan to return in 2025.





Flower Planters

The Harbour Staff have also been busy making planters which you can see lined up in the below picture just after being finished. They are now positioned around the harbour area with a plan to produce more over the winter ready for next season.



Accidents and Incidents / PMSC Issues

At Bridport a vessel's anchor became caught on the timber whaling on high tide and as the tide dropped the vessel remained caught on the timber causing it to sink. The vessel was recovered by harbour staff.

Also, at Bridport while launching a boat on the slipway a car lost traction on its back wheels which caused it to slide into the harbour, harbour staff assisted the owner to get the driver out of the vehicle and once they checked everyone was ok, they then recovered the vehicle and trailer. Daily checks are made of all surfaces and walkways which include the slipways and steps, and these checks highlight when cleaning and maintenance is required, the slipway was only pressure washed on the previous day.

Aids to Navigation

Trinity House visited in July and all aids to navigation were all found to be in good order, availability was recorded at 99.3% with a target of 97%.

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 **Partially cancelled due to weather**
- Gig Regatta 29th June
- Power Boat Racing 5th – 7th July **Partially cancelled due to weather**
- 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~~ **Cancelled due to weather**
- Lyme Splash Water Polo Championship 24th – 25th August
- Lyme Splash Swim 8th September
- Firework and Bonfire Night 2nd November
- New Years Day Swim

This page is intentionally left blank

Weymouth Harbour Report

Harbours Advisory Committee
25th September 2024



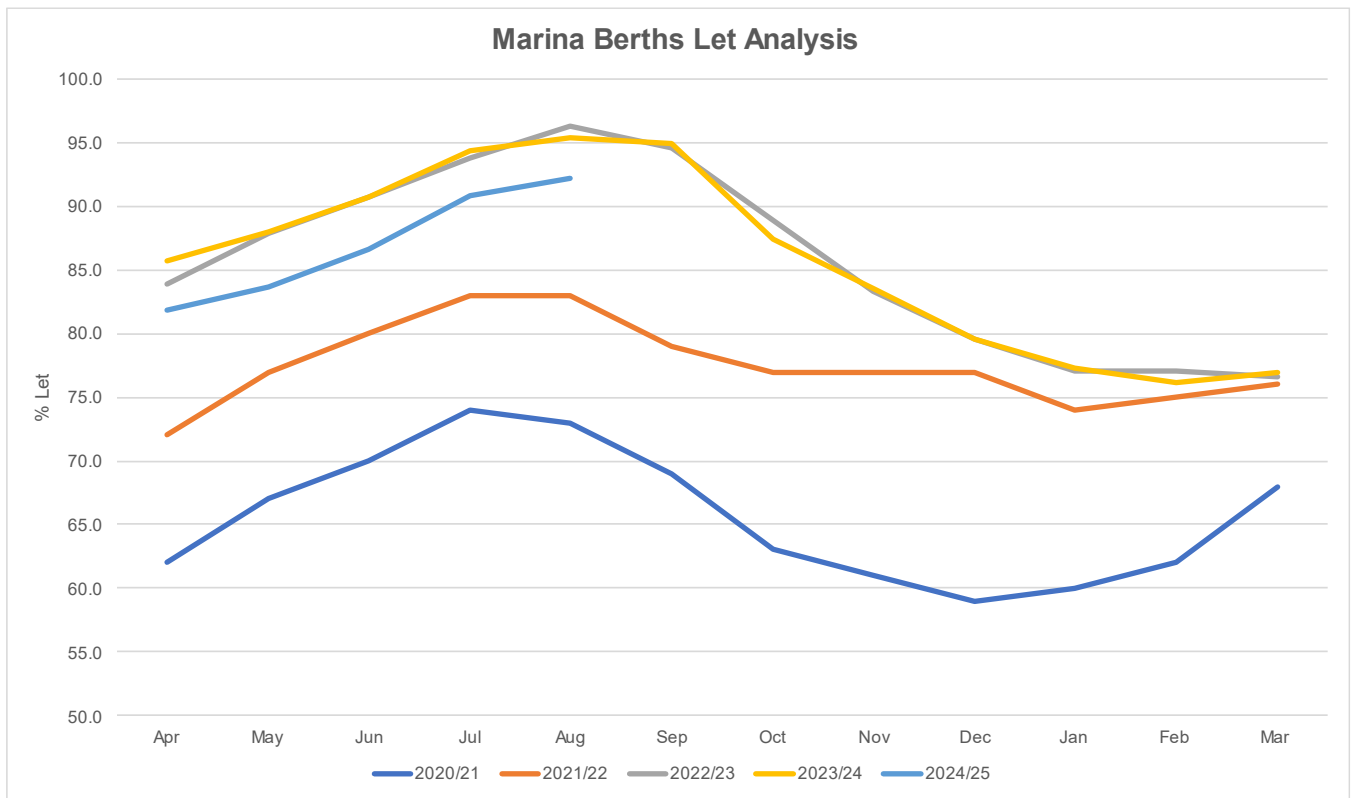
Ed Carter
Weymouth Harbour Master

Weymouth Harbour Let Analysis

Marina Berths

The boom in mooring let, contributed to by the increase in 'staycation' holidays following the Covid pandemic, appears to have peaked, although with the overall number of let berths still high, and following the expected annual pattern.

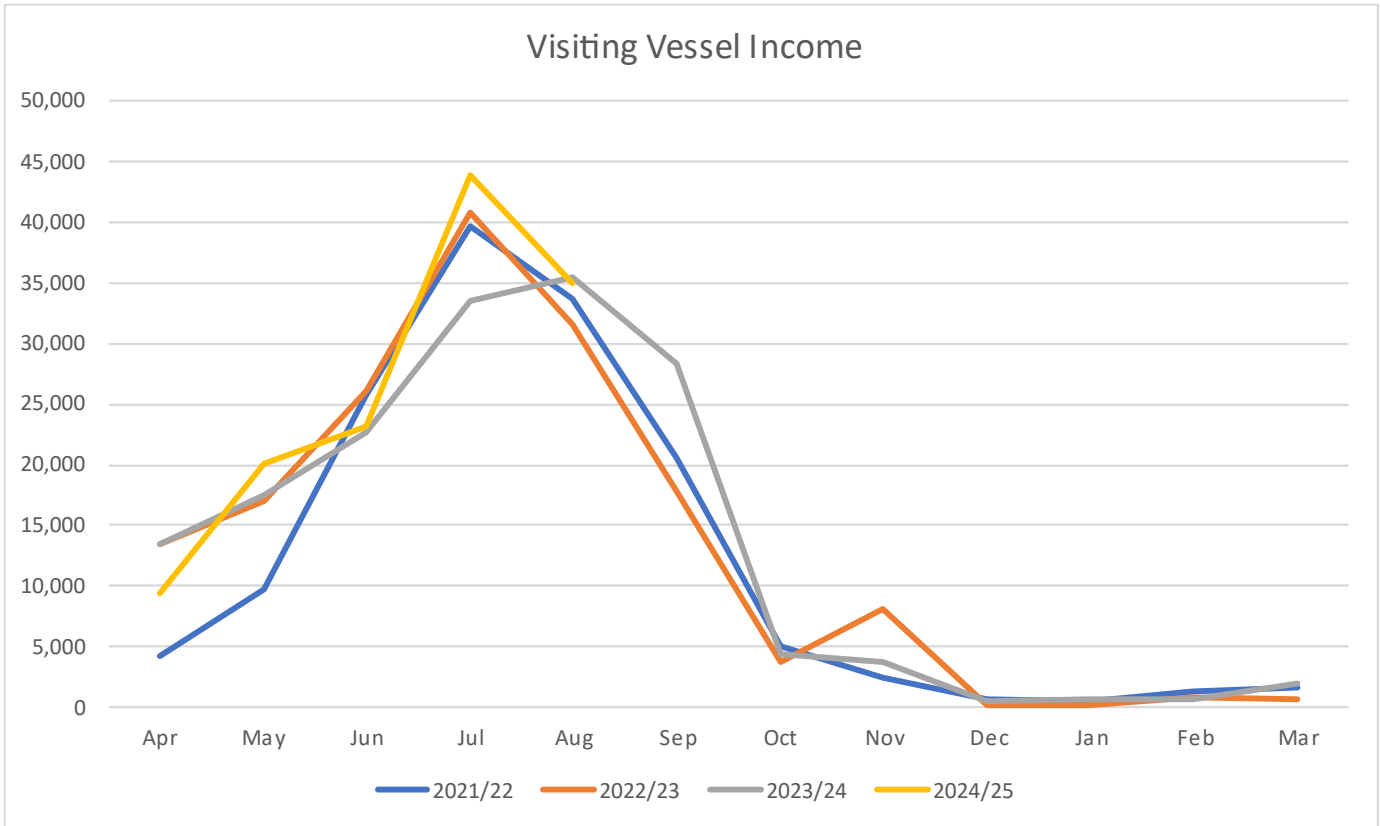
This season, we have seen demand for small vessel berths (6m LOA or less) stabilise, with almost all small berths being let currently. We have vacancies available predominantly for vessels around 8m LOA, and we are holding no waiting list for this size of berth. Interest in berths for larger vessels remains strong, with vessels of 10m LOA or more joining our waiting list.



Commercial Berths

Available commercial berths remain at almost 100% let, with the remaining spaces being less popular due to access issues (mid-stream pontoon) or size restrictions at the berth.

Weymouth Harbour Statistics



	2021/22*	2022/23	2023/24	2024/25 (to 01 Sep)	Against Previous Year Profile
Visiting Leisure Craft Revenue (Berthing Fees)	140,501	152,372	162,974	131,712	7.38%
Slipway & PWC Permit Revenue	20,094	25,351	21,382	13,976	-15.84%
Number of Bridge Lifts	1,383	1,350	1,354	868	-0.12%
Number of Vessels Transiting Bridge	7,251	6,182	5,952	4,224	-2.31%
Number of Non-resident Fishing Vessel Visits	167	48	78	100	185%
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 As the weather improved steadily from June onwards, the harbour has seen activity increase, both on and off the water. The harbour has continued to host large rallies of visiting vessels, and overall, the number of visitors has increased. Although the beginning of the season was hampered by bad weather, income from visiting vessels has finished ahead of last year's profile, with our visitor pontoons frequently being full during July and August.

The number of vessels transiting through the Town Bridge is lower than last year, albeit by a very small margin, and use of the slipway is also behind last year. With a return to popularity of foreign holidays this year, and travel companies reporting very high demand, it is natural to expect a correspondingly lower use of UK based vessels as people opt to holiday abroad rather than staycation, as has been typified by the last couple of years. It is comforting to see that a good number of the vessels that are sailing around the south coast during the summer are choosing to stop in Weymouth, with many vessels visiting on a regular basis.

The large increase in visiting fishing vessels can be attributed in part to improvements made in our reporting procedures, and a fishing vessel that only made a small number of visits last year has dramatically increased their number of visits this year, accounting for 40% of all visits recorded.

Weymouth Rowing Club hosted their annual regatta, and the final round of the National Summer Open Series, on Saturday 31st August and Sunday 1st September. The event went very well, although with a smaller number of competitors than originally hoped, and bad weather over the weekend reduced the overall number of races. The club are hoping to hold another large event next year to celebrate their 25th anniversary, and I look forward to working with them to achieve this.

Seafood Festival & Ironman - Both events are scheduled to take place after the submission deadline for this paper has passed. Verbal update to follow.

2.0 Incidents

2.1 The Harbour team have recorded 65 incidents since the last meeting, including:

- Persons under the influence of alcohol jumping into the harbour
- Towage of broken-down vessels
- Collisions while berthing (visitor pontoon)
- Vessel weaving in and out of the bathing area buoys
- Reports of potential theft
- Swimmers in the harbour entrance
- Reports of diesel on the water
- Seagull caught in fishing line
- Vessel sunk on pontoon berth

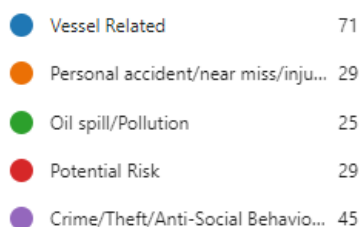
2.2 Following a review of the processes used to record incidents, changes have been made at Weymouth to provide a more streamlined process for both staff and all harbour users to log incidents.

A web-based form guides persons reporting an incident, by directing them to forms that collect the relevant information, and then stores the incidents in a way that can be more easily analysed.

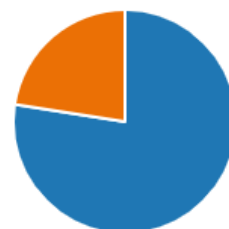
By providing drop-down lists for data entry in areas such as Incident Type and Incident Location, incidents are becoming more clearly categorised. Moving forward, annual trends will become easier to identify, and heat maps produced highlighting potential areas of concern (for example if one area above others is prone to near-miss incidents) will enable us to better review Risk Assessments and relevant safety controls. Once this new system is finalised, incident reporting at Bridport and Lyme Regis will also be adjusted to fit the new method.

To provide usable data for the 2024/25 season, previous incident reports are being adjusted to fit with the new categories. Some initial statistics from this season are shown below.

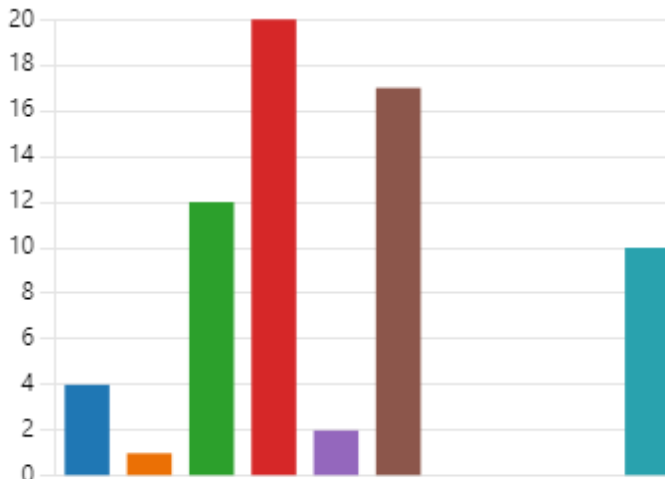
Type of incident



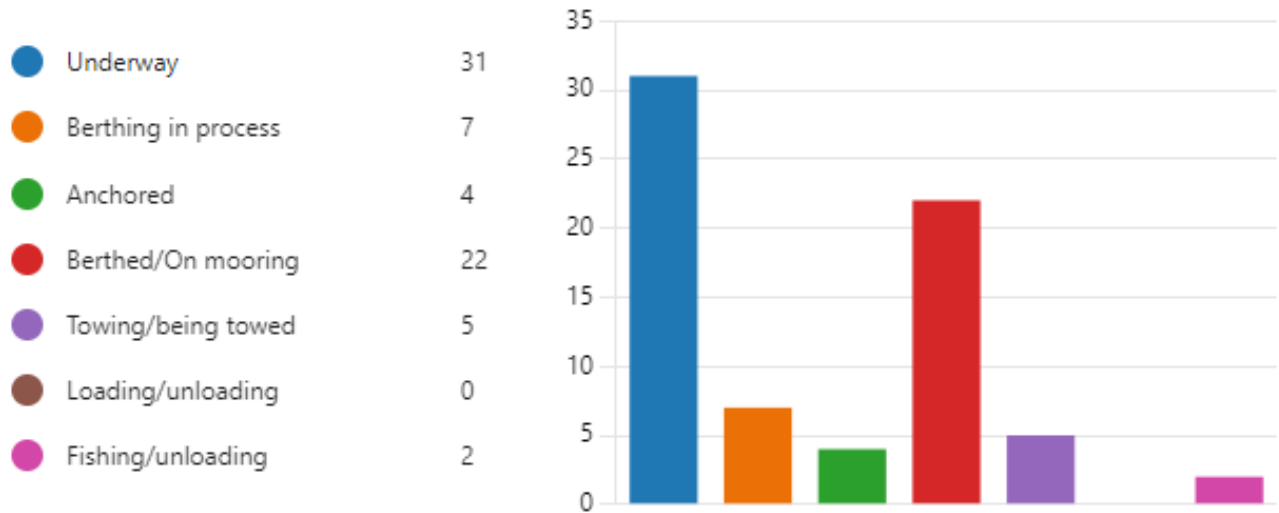
Vessel Type



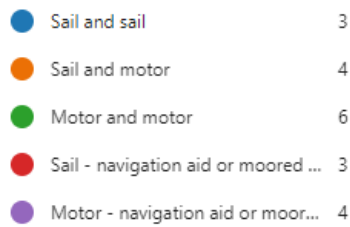
Vessel Incident Category



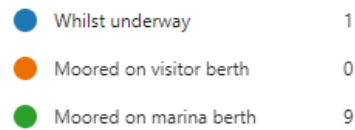
Vessel activity at the time of the incident:



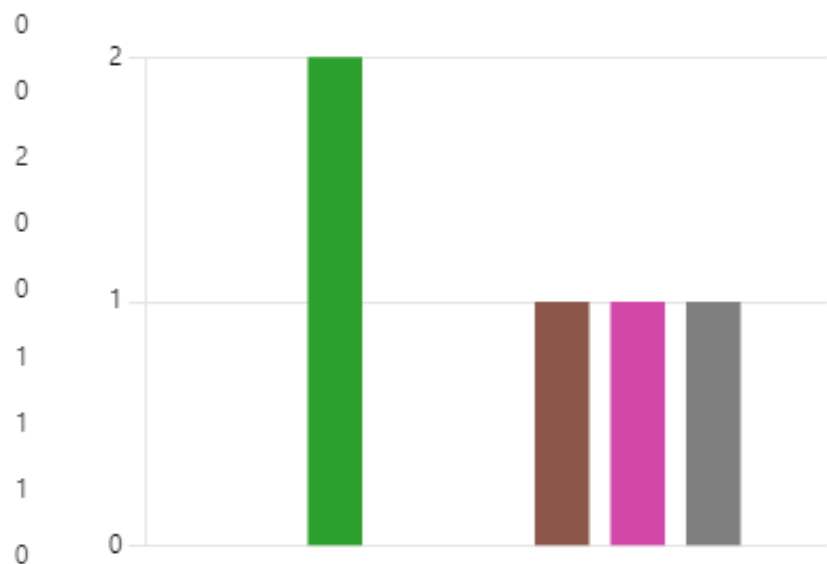
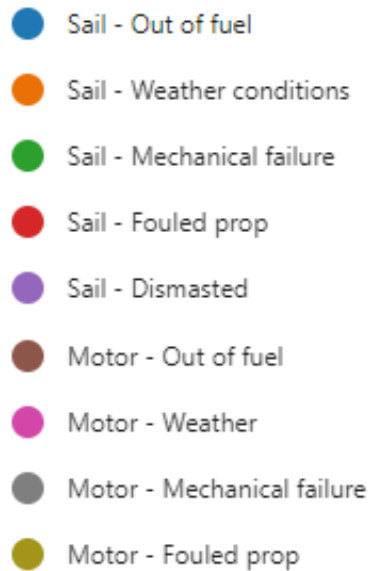
Collision Type



Taking on Water/Sunk



Towing Reason



3.0 Operations

3.1 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.

Following the recent Incident Management Exercise which simulated a Tier 2 incident response and provided a test of the Oil Spill Contingency Plan (OSCP), the OSCP has been reviewed. Following the review process, and circulation with statutory consultees, the OSCP has been revalidated by the MCA. The Weymouth Harbour OSCP is now valid until July 2029.

3.2 Trinity House Audit

An inspection of Local Aids to navigation was conducted by Trinity House on the 16th of July and found that “everything was found in good order and there were no matters arising which require further comment.”

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.

The findings of the audit, along with a general PMSC update, are being presented to the Committee at this meeting by Mr Hannon.

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 Town Bridge

Following the successful repairs to the carriageway of the Town Bridge, further survey works to the structure are planned to begin in October. As in previous years, during the period of survey work the bridge will be lifted to a reduced schedule during the week, with the operation of the bridge at weekends being unaffected. A Local Notice to Mariners will be issued closer to the time, further informing harbour users of the details.

4.3 Wall 4

Works to repair and strengthen Wall 4 (North Quay) are continuing. While a 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 re-instatement of the car park at the old Council Office site, as this provides much needed and convenient parking for our marina customers.

4.4 Weymouth Quay Regeneration Project

As of this report, the main construction work on the Quay is complete. The main site has been handed back to us, with the contractor visiting the site periodically as the remaining snagging tasks are finalised.

The primary cause of delays in the project have been related to the provision of electrical infrastructure and the connection to the main grid. As communicated in the update that was circulated to fishermen, and members of the Harbours Advisory and Consultative Group, in July, the final high voltage connection works are underway. Unfortunately, the works that were scheduled to take place on the 28th of August have not been completed. Due to a redesign of the high voltage infrastructure, to comply with additional SSE requirements, a Wayleave needed to be completed to allow works to take place within the leased area held by the Pavilion Theatre. At the time of writing this report, SSE solicitors had to date been unable to finalise this Wayleave, and colleagues from Dorset Council's legal team were assisting. We hope that the final connection to the grid will take place within the next few weeks. Once the site is fully connected, the testing and commissioning of all electrical infrastructure, such as gates, cranes, and cold stores will take place.

In response to Natural England's concerns about the installation of the fuel pontoon, ABPmer, a marine consultancy firm, was hired to conduct an Ecological Appraisal. This appraisal was submitted to the MMO on May 15th. Upon receipt of the appraisal, Natural England confirmed that they were satisfied with the proposal, and the Marine Licence was granted at the end of July. The installation of the fuel pontoon is taking place during September, however final commissioning will not be able to take place until the grid connection works are resolved.

The fishing storage compounds have been relocated into the port area, and a larger area has been created for the use of the Weymouth and Portland Litter Project for their work in recycling fishing gear, and other hard plastic items recovered from local beaches by the team of volunteers. With the major resurfacing work now complete, line painting has been carried out throughout the site. This has delineated areas for vehicle movement, storage and working areas, and has provided additional parking spaces in the Pavilion car park. Further re-design work is being planned for the car park, to provide improved access routes for larger vehicles utilising the port areas, and to provide further parking spaces for public vehicles.

5.0 Commercial Port Berths & Notable Traffic

5.1 There have been no notable commercial vessel movements during this reporting period.

5.2 Galeon Andalucia

Further to her very successful visit in May 2023, the Tallship 'Galeon Analucia' returned to Weymouth this August. The vessel arrived on Thursday 29th and berthed alongside our ALPHA visitor pontoon.

The vessel was open to the public for three days (charges applied) where they could view the ship, and the displays and exhibits onboard.

As with her previous visit, upon her safe arrival the vessel immediately started to generate a lot of interest from the public, with many people arriving to view her from the quayside. Initial reports from the operator showed a high uptake of pre-booked tickets to view the vessel. Interest remained high throughout her stay, with many people commenting to Harbour staff how great it was to see a vessel like this in Weymouth.

The vessel left Weymouth safely on Monday 2nd September. We look forward to welcoming her back again in future.

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

There are no large events currently planned for the remainder of the 2024/25 season.

This page is intentionally left blank

Harbours Advisory Committee

25 September 2024

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member and Portfolio:

Cllr J Andrews, Place Services

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

Brief Summary:

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

Recommendation:

Review report and comment.

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 ensured that the contractor returned to complete dredging to an acceptable depth. This work was completed in July.

(b) **Inspections and Repairs**

Defects identified are taken up in the Coastal Risk team's maintenance and repairs work list. Repair works are 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 result of storm/weather damage; until the winter season and associated risks have passed. Health & Safety repairs will take priority within the current repair programme.

2024 scheduled inspections are due from September to December this year. A new Asset Management system will be implemented for this year's inspections

(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 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**

Emergency works have been completed successfully and the project is continuing to develop and construct the main phase (II) of works. FCERM are considering the best and most cost-effective design options for the repair and refurbishment work to the harbour wall.

There is an opportunity to commence further interim stabilisation works earlier than the main works, which is an option being explored. In the meantime, monitoring continues and there is an emergency plan being developed in case of further substantial movement of the wall. However, there is still a risk of wall failure, in which case Phase II construction would have to commence earlier.

The project team has met with the kiosk owners during Phase I, together with colleagues from the councils Property team, to discuss the works and its impacts. This will continue during Phase II. We will also engage and inform the wider public about the project, through the engagement element built into planning process.

1.2 **Lyme Regis Harbour**

(a) **Dredging**

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. Preparation is underway for next year's operation.

(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. Health & Safety repairs will take priority within the current repair programme.

2024 scheduled inspections are due to take place during September to December this year. A new Asset Management system will be implemented for this year's inspections

(c) **The Cobb Repairs.**

Following storm damage in March 2023, repairs have been undertaken and the structure is being monitored. To mitigate the risk of storm damage, 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 identified that the supporting wall was in poor condition. Specialist consultant/ Ramboll attended the site during the summer, recommendations include minor grout works and infilling of voids in the lower section of the seaward wall, alongside monitoring around the toilet block section. A local historic building conservator has been on site to assess the work and we are due to receive a quote soon, with works expected in October. The Council's 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 surfaces. 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. Design analysis is progressing with an intent to value-engineer the scheme and reduce its cost. Construction is scheduled to commence Winter 2025.

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing
Design Development	Feb 2023 – Spring 2024
Permits and Licences determination	Spring 2023 – Autumn 2025
Proposed Construction start	Winter 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. Health & Safety repairs will take priority within the current repair programme.

2024 scheduled inspections are due to take place during September to December this year. A new Asset Management system will be implemented for this year's inspections.

Stone Pier surfacing repairs have been completed. Small void repair to Stone Pier wall at the foreshore of shingle beach on Southern side could not be completed prior to the summer holidays. Repairs should now be completed by end of September, pending contractor availability. Replacement of missing grab rails and ladders will be discussed during/following this year's inspections, as a boat will be required again. Wall 2, adjacent to the Nothe Café, missing block is awaiting funding from FCERM revenue budget before programming options, decision on this by December 2024.

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

Surface water optioneering commenced while the baseline modelling is being progressed. A surface water working group will be established with representation from all the relevant RMAs. Beach recession modelling commenced and will inform both the Esplanade optioneering and future Beach Management Plans. High-level viability review of the proposed tidal barrier is being finalised. Environmental investigations commenced which will consider BNG requirements and impacts.

Partnership Funding Strategy is under development to address the expected funding shortfall. Review of the appraisal approach and preferred design options are making progress.

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	Mid to late September 2024
Permits and Licences determination	Summer 2023 - Summer 2024
Design period	January – May 2024
Proposed Construction start	Winter 2024

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

Construction work is nearing completion. Additional defects were identified during construction, and these were resolved as part of the works, leading to a delay in the eventual project completion.

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

Key Milestones:

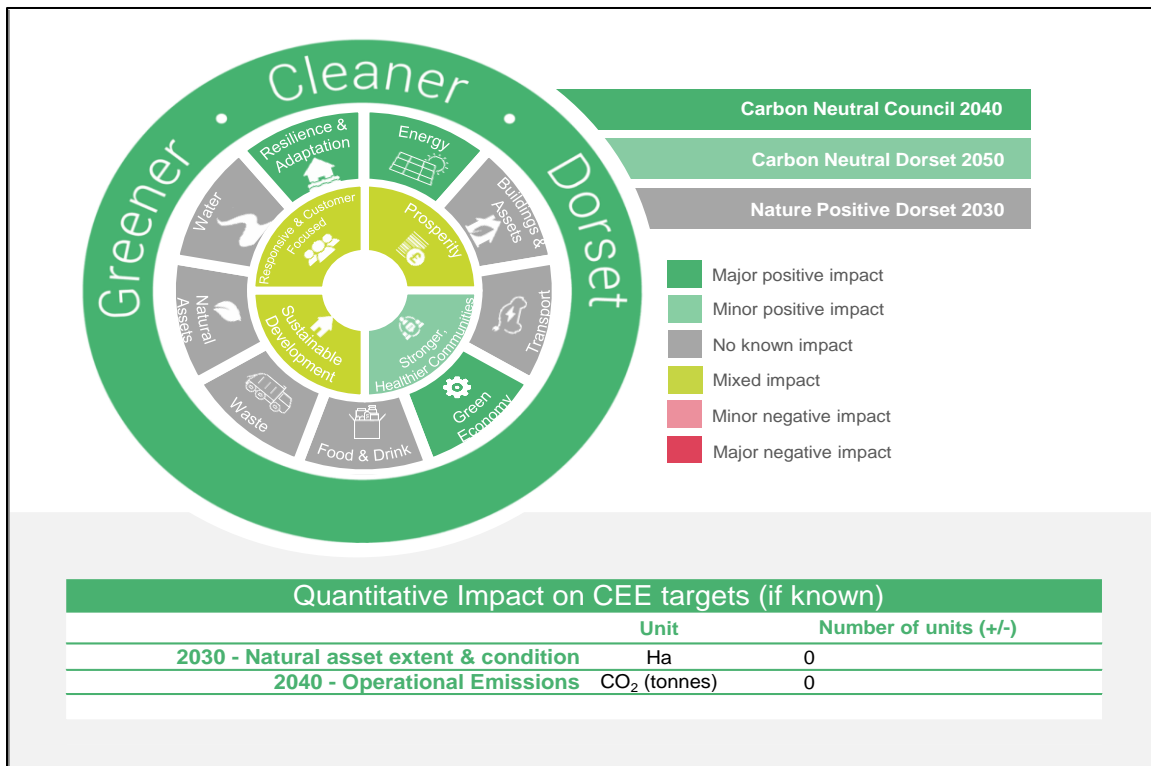
Task	Programme
Stakeholder engagement	Ongoing
Proposed Construction Completion	Mid-September 2024

2. **Financial Implications**

2.1 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 for 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**

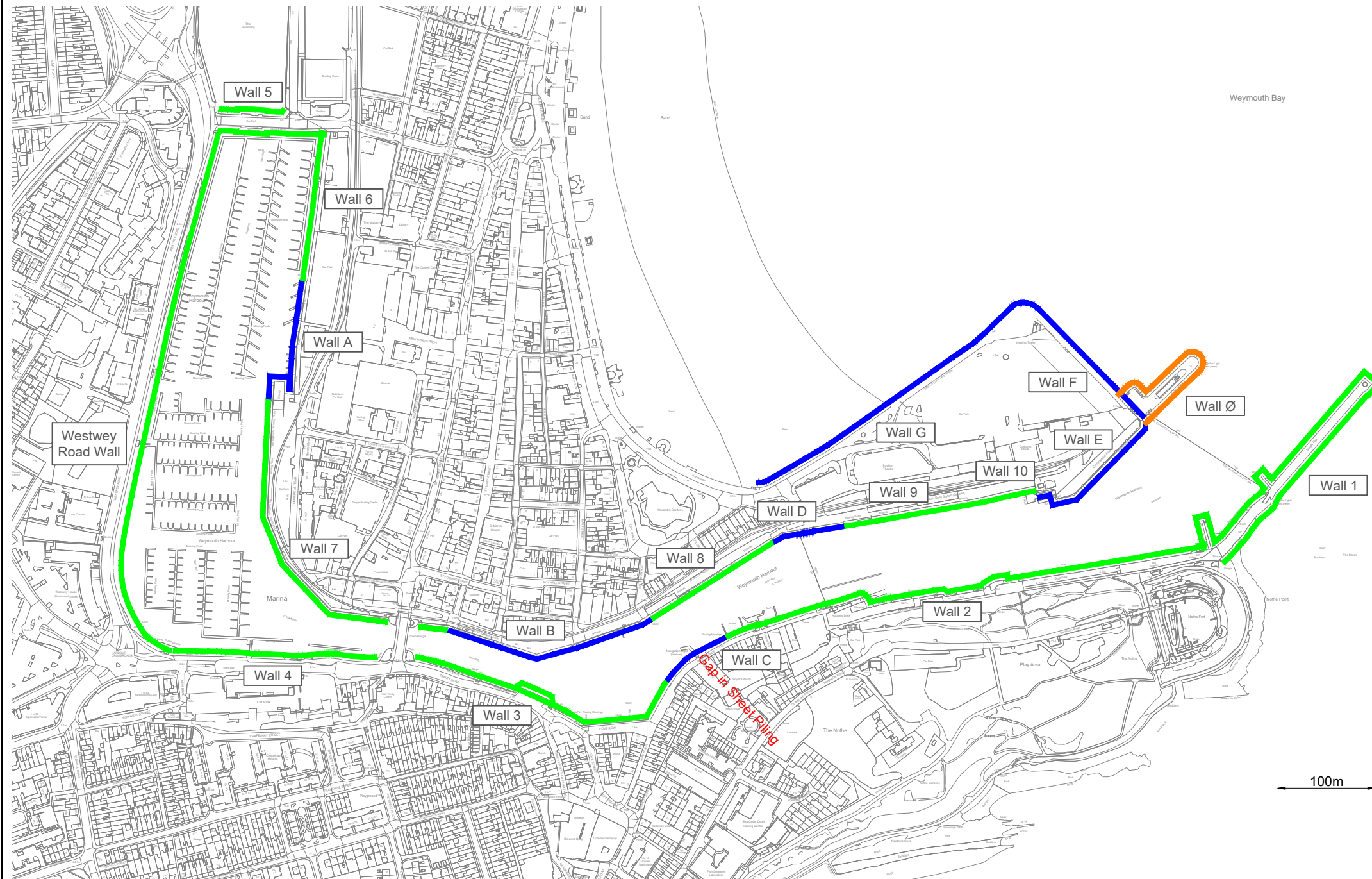
- 8.1 Weymouth Harbour Wall Location Map
- 8.2 Bridport Harbour Walls A&B Location Map
- 8.3 Climate Decision Wheel Output

9. **Background Papers**

None

10. **Report Sign Off**

- 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 Portfolio Holder(s).



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
------------------------	--------------------	---------------------

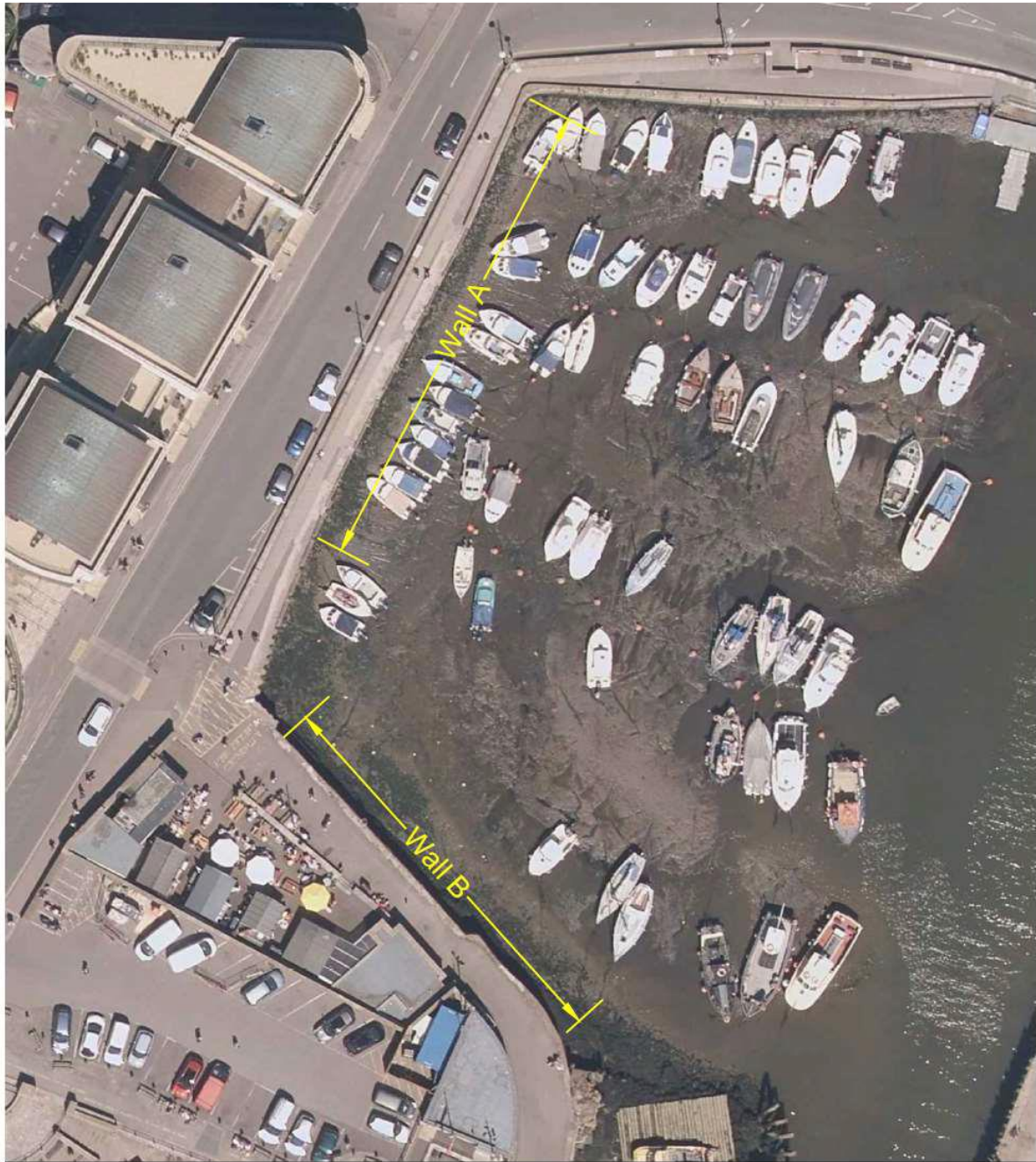
Date : 20/09/21	Scale : 1 : 5000 (A3)
--------------------	--------------------------

Drawing File Reference : Wall Locations 220620.dwg

Drawing Number :	Rev. :
------------------	--------

This page is intentionally left blank

Bridport Harbour Walls A&B Location Map:



Photographic Copyright: Channel Coastal Observatory, 2017.

This page is intentionally left blank

Decision Wheel Accessible Table & Table of Recommendations

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

25 September 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 as at the end of August:

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 2024/25 Budget:**

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

1.2 **Expenditure overall: £103,072 favourable**

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

- Pay £13,000 (F). Underspend forecast mainly due to vacant Harbour Assistant / Mechanic post
- Premises £4,241 (A). Minor overspend due to increased NNDR (Business Rates) charges, mainly on the car parks.
- Supplies & Services £94,418 (F). Significant underspend due to savings on dredging budget. No dredge due until April 2025, and last dredge was split March / April 2024 so no full year costs this financial year.

1.4.1 **Income - £39,111 adverse**

- £18,937 (A). Shortfall of boat repair income due to vacant mechanic post
- Fees & Charges £20,174 (A). Minor income shortfalls projected across a range of streams including car parks, launching and overnight stays. In addition, almost £8,000 of bad debt charges in year to date in the accounts.
- Budgeted surplus to reserve was £91,895, but overall surplus is forecast at £155,855, a net favourable surplus of £63,960. Overriding factor is the anticipated saving on dredging budget.

1.5 **Reserve Movements**

- The budgeted transfer to reserves is currently predicted to be £155,121
- Predicted year-end balance £282,977

2 **Lyme Regis Harbour 2024/25 Budget:**

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

2.2 **Expenditure £95,913 Favourable**

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

- Internal Charges £1,436 (A). Minor excess costs due to DHO (Highways) recharges.

- Pay 7,500 (A). Overspend anticipated due to increased casual hours / pay costs over the summer period.
- Premises £3,352 (A). Minor overspend on NNDR due to the Fishermen's Association and Traders Car Park being taken back under Dorset Council control.
- Supplies & Services £108,239 (F). Significant underspend due to savings on dredging budget. No dredge due until April 2025, and last dredge was split March / April 2024 so no full year costs this financial year. In addition, no mobilisation dredging costs due to dispute with contractors

2.4 **Income - £83,003 Adverse**

- Fees & Charges £17,103 (A). Shortfall of fees & charges income across visiting craft, launching and concessions.
- Lyme is still in a net cost position, and as such as funded centrally by Dorset Council. Net budget is £32,927, and forecast is for an overall net cost of £20,017, so a declared underspend of £12,910. However, this would be returned to the corporate centre at year end. Only if the saving was above the net funding from Dorset Council would a surplus transfer to reserve
- Government Grant £66,000 (A). Shortfall of budgeted grant income as this is linked to dredging. No dredging grant due now until next dredge in April 2025.
-

2.5 **Reserve Movements**

- There will be no transfer to reserves as Lyme is funded centrally

3 **Weymouth Harbour 2024/25 Budget: Overall £79,528 favourable**

- 3.1 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.
- 3.2 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).
- 3.3 The Weymouth harbour budget was approved with an expectation that there would be a surplus of £838,556 to be transferred in the reserve at year end. The financial picture for Weymouth remains healthy, forecast figures are given at appendix 3.

3.4 Income: £71,868 favourable

3.5 Variances relating to income are as follows:

- An approved early release from a lease has resulted in reduced income whilst the site is being reviewed for future use.
- During the pandemic, income from visitors using the slipway for daily launching and the purchasing water sports permits more than doubled. This continued for 4 years. Activity at the slipway has reduced this season and income in these areas is more comparable to pre-covid times.
- Whilst occupancy in the marina does remain high, it is lower than the previous two years and it is likely that budgeted figures will not be achieved.
- Income from commercial berthing both for annual berths and visitor berths are an improving picture.
- Although there was a quiet start to the season, a really busy July has meant that income from visiting vessels is likely to be on target.
- Parking income is expected to be similar to previous years as these car parks are not directly affected by the trial reduction in charges. August weather may have a further impact on revenue, but the August figures were not known at the time of writing this report.

3.6 Expenditure: £7,660 favourable

3.7 Variances relating to expenditure are as follows:

- Utility companies have taken meter readings which has resulted in multiple credit notes and re-invoicing. These have crossed over two financial years. This does mean that costs are likely to be lower than budgeted, but the amount of energy used remains the same.
- Initial projection to make savings on seasonal staff have not been achieved as long-term sickness that requires back-filling has increased costs

3.8 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.

3.9 Weymouth Harbour Reserves:

3.10 The reserve balance carried forward is £3,595,310.

3.11 £400,000 is committed to fund works associated with the Weymouth Quay Regeneration Project.

- 3.12 The overall favourable prediction of £79,528 will be transferred into the reserves, leaving a predicted reserve balance of £3,438,294.
- 3.13 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.
- 3.14 For 2024, the harbour reserves is 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
- 3.15 Details of how the reserve is split is shown on appendix 3 of this report.
- 3.16 Funding in these new reserves is not necessarily ringfenced. As spending fluctuates, surplus can be transferred between reserves if required.
- 3.17 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

- 3.18 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.
- 3.19 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

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

4 **Financial Implications**

The financial picture for all three harbours is an improving picture with all harbours expected to return surpluses.

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 have impacted income figures. Occupancy rates on marina berths are lower than the same period last year.

2024 will see the completion of Weymouth Quayside Regeneration Project. This will impact on the budget for Weymouth 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:

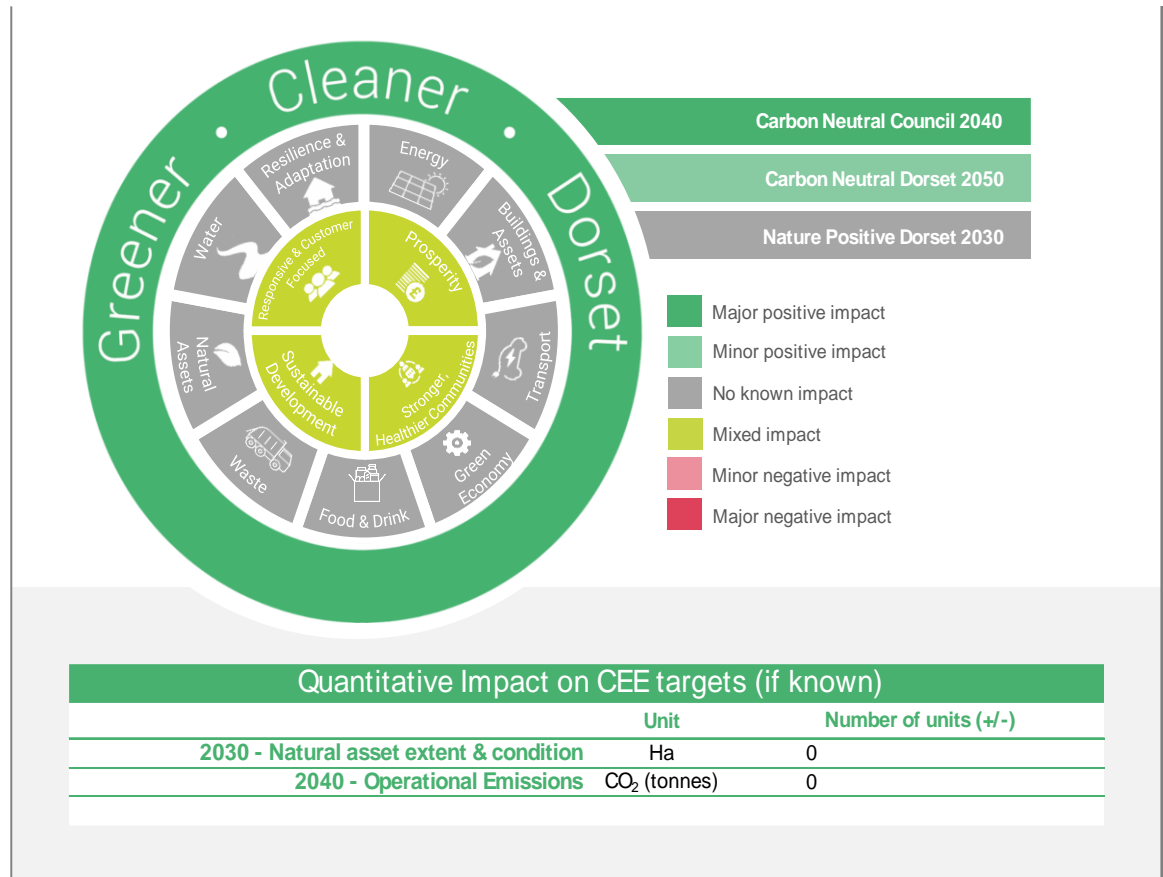
- Internal charges – this includes the “above the line” service recharges paid to Dorset Council.
- Pay related costs- costs relating to staffing including basic pay, national insurance, pension contributions and training.
- Premises related costs– utilities and rates, refuse, planned maintenance, surveys, 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)

This page is intentionally left blank

Appendix 1**Budget Monitoring Summary 2024/25 for Bridport Harbour
Harbours Advisory Committee 25 September 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	200,572	13,000	(F)
Premises Related Costs	38,575	42,816	(4,241)	(A)
Transport Related Costs	9,900	10,005	(105)	(A)
Supplies and Services	232,750	138,332	94,418	(F)
Third Party Payments (Contracted Out)	50,000	50,000	0	(F)
Total Expenditure	666,625	563,553	103,072	(F)
Income:				
Reimbursements & Contributions	(25,200)	(6,263)	(18,937)	(A)
Fees and Charges	(733,320)	(713,146)	(20,174)	(A)
Total Income	(758,520)	(719,409)	(39,111)	(A)
Total Bridport Harbour	(91,895)	(155,856)	63,961	(F)
Bridport Harbour Reserve (986847)	£			
Balance b/f from 2023/24	(127,121)			
2024/25 Predicted Transfer to Reserves	(155,856)			
Forecast at Year End	(282,977)			

This page is intentionally left blank

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

	2024/25	2024/25	Variance	
	Full Yr Budget	Forecast	£	
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	78,404	79,840	(1,436)	(A)
Pay Related Costs	149,219	156,719	(7,500)	(A)
Premises Related Costs	33,344	36,696	(3,352)	(A)
Transport Related Costs	14,350	14,388	(38)	(A)
Supplies and Services	193,860	85,621	108,239	(F)
Third Party Payments (Contracted Out)	30,000	30,000	0	(F)
Total Expenditure	499,177	403,264	95,913	(F)
Income:				
Government Grants	(66,000)	0	(66,000)	(A)
Reimbursements & Contributions	(2,750)	(2,850)	100	(F)
Fees and Charges	(397,500)	(380,397)	(17,103)	(A)
Total Income	(466,250)	(383,247)	(83,003)	(A)
Total Lyme Regis Harbour	32,927	20,017	12,910	(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)			

This page is intentionally left blank

Appendix 3

**Financial Budget Monitoring Summary 2024/25 for Weymouth Harbour
Harbours Committee September 2024**

	2024/25 Estimate £	2024/25 Forecast £	Variance £	
Summary of Harbour Operational Budget:				
Expenditure:				
Employees	708,231	709,899	(1,668)	(A)
Premises	201,079	192,194	8,885	(F)
Transport	1,224	1,224	0	(F)
Supplies and Services	200,381	199,938	443	(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>1,613,213</u>	<u>7,660</u>	(F)
Income:				
Rents and Licences	(207,089)	(198,595)	(8,494)	(A)
Recoverables	(38,911)	(38,590)	(321)	(A)
Commercial Activities	(203,700)	(214,834)	11,134	(F)
Leisure Activities	(1,198,233)	(1,163,792)	(34,441)	(A)
Parking	(811,496)	(915,486)	103,990	(F)
Total Income	<u>(2,459,429)</u>	<u>(2,531,297)</u>	<u>71,868</u>	(F)
Budgeted Surplus	<u>(838,556)</u>	<u>(918,084)</u>	<u>79,528</u>	(F)

Harbour Reserves Summary 2024/25

Allocation of budgeted surplus 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 programme	(255,000)	(413,556)	(668,556)
Budget monitoring - favourable position		400,000	400,000
		(79,528)	(79,528)
	<u>(3,595,310)</u>	<u>157,016</u>	<u>(3,438,294)</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>

This page is intentionally left blank

Harbours Advisory Committee

25 September 2024

Monitoring and review of the Marine Safety Plan

For Review and Consultation

Cabinet Member and Portfolio:

Cllr J Andrews, Place Services

Local Councillor(s): All Councillors

Executive Director:

Jan Britton, Executive Lead for Place

Report Author: Ed Carter

Job Title: Dorset Harbours Manager & Weymouth Harbour Master

Tel: 01305 838493

Email: ed.carter@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary:

At the Harbours Advisory Committee meeting on 8 December 2022 the Portfolio Holder for Highways, Travel and Environment approved the Dorset Council Harbours Marine Safety Plan (Appendix 1). The Marine Safety Plan is a requirement of the Port Marine Safety Code (PMSC) and identifies and prioritises necessary improvements to achieve full PMSC compliance. The plan sets out actions and a timetable for delivery and is to be monitored at Harbours Advisory Committee meetings, and in doing so, progress against the plan will be publicly reported.

Recommendation:

Review report and comment upon progress.

Reason for Recommendation:

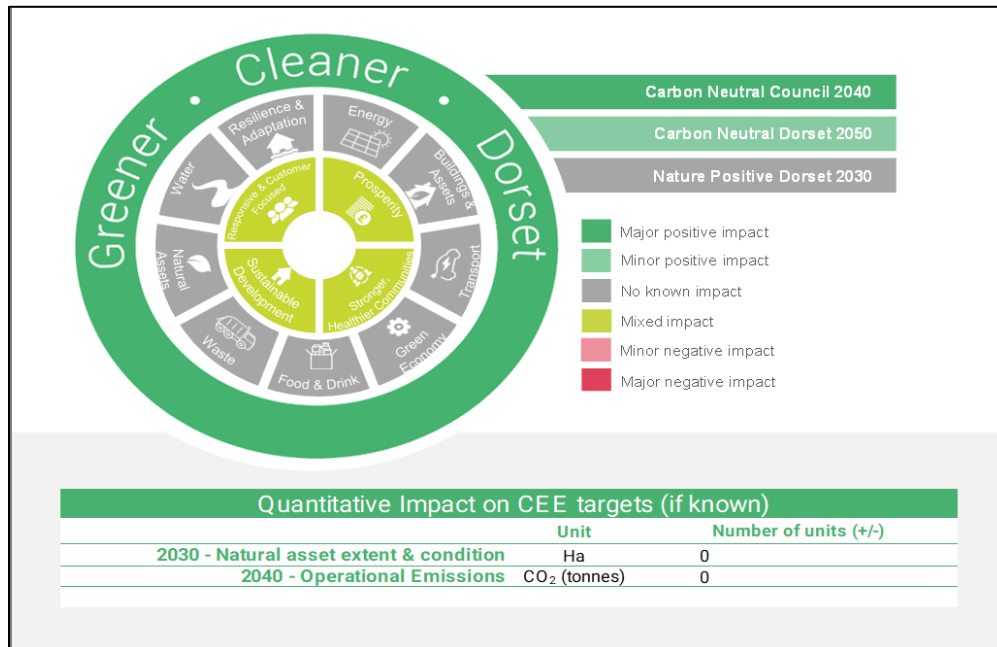
Monitoring and reviewing the Marine Safety Plan regularly will help ensure that Dorset Council's harbours are compliant with the Port Marine Safety Code. The Marine Safety Plan supports strategic goal number one of the Dorset Councils Harbours Strategy: to maintain safe working harbours and provide high quality infrastructure and facilities.

1. Financial Implications

- 1.1 There are financial considerations with the ongoing work in the harbour which includes ensuring compliance with the Port Marine Safety Code. These are managed through the routine Committee budget setting and monitoring processes.

2. Natural Environment, Climate & Ecology Implications

- 2.1 There are no climate implications linked to the subject of this report. However, the Harbours aim to meet the targets of the Dorset Council Climate and Ecological Emergency Strategy. Adopted by Dorset Council in July 2021, the Climate and Ecological Emergency Strategy sets out a framework for action to become a carbon neutral Council and the direction of travel needed for a County-wide approach. Harbours have an important role in helping to deliver some of the goals set out within the strategy and will aim to reduce their carbon footprint in line with that of other Council Services.



3. Well-being and Health Implications

- 3.1 There are no wellbeing and health implications resulting from the subject of this report. However, established safety management systems at the harbours support the ongoing health and well-being of harbour users and harbour employees.

4. **Other Implications**

4.1 None

5. **Risk Assessment**

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

Current Risk: Low

Residual Risk: Low

6. **Equalities Impact Assessment**

6.1 There are no equalities impact issues resulting from the subject of this report.

7. **Appendices**

7.1 Appendix 1 Dorset Council Harbours Marine Safety Plan 2022-2025

8. **Background Papers**

8.1 None

9. **Report Sign Off**

9.1 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 Portfolio Holder(s).

This page is intentionally left blank

Port Marine Safety Code

Dorset Council Harbours Marine Safety Plan

2022 - 2025



Monitoring & Review - September 2024

Introduction

Dorset Council is the Statutory Harbour Authority for the Local Authority Harbours at:

- Bridport (West Bay)
- Lyme Regis
- Weymouth

For Dorset Council the safety and security of its Harbour activities is paramount to ensure a safe environment for all those who use, work, operate or visit. It is committed to meeting the requirements of the Port Marine Safety Code (PMSC) which requires the Harbour Authority Duty Holder to publish a Marine Safety Plan.

Each Harbour maintains an Operations Plan and a Marine Safety Management System which complement this Marine Safety Plan. These can be found at:

[Bridport Harbour Operations and Marine Safety Management System](#)

[Lyme Regis Operations Plan and Marine Safety Management System](#)

[Weymouth Harbour Operations Plan and Marine Safety Management System](#)

The Marine Safety Plan is in place to ensure safe and effective Safety Management Systems for the regulation of marine operations within Dorset Council Harbours. The plan provides the framework to monitor, improve and develop our safety and environmental performance. This is based around the agreed objectives set out below.

Policy

Dorset Council is committed to the safety of its Harbour Operations and provision of a safe Harbour Environment. All policies will comply with the 1974 Health and Safety at Work Act and the Port Marine Safety Code and the Council will:

- Carry out all harbour and associated marine operations in a manner which protects the safety and health of harbour users, the general public, employees and others with business in Harbour areas and which minimises adverse effects on the environment and the community.
- Undertake regular consultation with stakeholders through consultative groups established for each harbour and wider stakeholder consultation on significant programmes and projects.
- Ensure Harbour investment is financially sustainable.

Dorset Council's wider Health Safety and Environmental Policies can be found at:

[Dorset Council Health and Safety Policy](#)

[Dorset Council Protecting our Natural Environment](#)

[Dorset Council Climate and Ecological Emergency Strategy](#)

Specific Navigation Policies, Procedures, Notices and Directions can be found at:

- [Bridport Harbour](#)
- [Lyme Regis Harbour](#)
- [Weymouth Harbour](#)

Under **Navigation** and/or **Resources**.

Ownership and Review

Dorset Council has appointed the Cabinet Member for Place Services, Cllr Jon Andrews, as the Duty Holder. This Marine Safety Plan will be owned by the Duty Holder supported by a Designated Person with advice on its content being provided by the Harbours Advisory Committee.

The Harbours Advisory Committee meets quarterly to review Harbours performance. The committee will be responsible for receiving reports of progress against the plan and ensuring that the objectives remain relevant and in collaboration with Dorset Council Cabinet, adequately resourced.

The Marine Safety Plan will be reviewed at least annually to record status and progress against the plan and refreshed as objectives are met, or circumstances change. At 3-year intervals, the plan will be fully reviewed and republished.

Plan and Objectives

No.	Objective	Action Owner	By When	Comment
1	To complete Review of Progress and report to the Harbours Advisory Committee and Duty Holder annually	HM	Annually on publication	
2	Harbours Advisory Committee and Duty Holder to be Aware of top Navigational Risks	HM	Annually	Report top 5 navigational risks as part of the SMS Review.
3	Review the Safety Management System Risks and Procedures annually or after every accident/incident	HM	Annually. Accidents and incidents to be reported quarterly	Accidents and incidents to be reported quarterly to the Duty Holder and immediately for significant events. There should be ongoing checks for trends and learning points.
4	Review of Bridport Competent Harbour Authority Status	HM	Ongoing. Awaiting HRO sign off by MMO	Review completed in September 2023. Awaiting conclusion of HRO and creation of General Directions prior to final removal of Pilotage service.
5	Review General Directions Bridport and Lyme Harbours	HM	-	Will start when HROs come into effect at Bridport and Lyme Regis Harbours. HROs currently with MMO following successful conclusion of consultation.
6	Review of latest DP Audit recommendations (if any)	HM	As appropriate	Added to Safety Plan March 2024. Following an audit by the Designated Person, any recommendations made will be presented to the Committee. Results from audit of Weymouth presented to Committee in September 2024.
7	Maintain an independent DP Audit Programme	HM	Annually	Lyme Regis – 2025 Bridport – 2026 Weymouth – 2027 Lyme Regis – 2028 Bridport – 2029
8	Implement accident and incident trend reporting system with KPIs for report to Duty Holder and Harbours Advisory Committee	HM	March 2025	Current systems for the 3 harbours to be standardised and KPIs agreed. Work ongoing to standardise incident reporting categories and reporting process.

Harbours Advisory Committee

25 September 2024

Weymouth Harbour - Future Development and Open Port Duty

For Recommendation to Cabinet

Cabinet Member and Portfolio:

Cllr J Andrews, Place Services

Local Councillor(s):

All Councillors

Executive Director:

Jan Britton, Executive Lead for Place

Report Author: Ed Carter

Job Title: Dorset Harbours Manager & Weymouth Harbour Master

Tel: 01305 838493

Email: ed.carter@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary:

At its meeting on the 6th of March 2024, the Harbours Advisory Committee recommended that the Portfolio Holder for Highways, Travel, and the Environment give authority for the Harbour Consultative Group to be consulted on the proposal to apply for a Harbour Revision Order (HRO) for Weymouth Harbour to restrict the Open Port Duty. The Portfolio Holder subsequently gave the relevant authority.

The paper that was presented to the Harbours Advisory Committee in March was discussed at the latest meeting of the Harbour Consultative Group on the 3rd of September, and the subsequent comments form the basis for this report and recommendation.

Recommendation:

The Harbours Advisory Committee recommends to Cabinet for approval:

- i) An application be made to the Marine Management Organisation for a Harbour Revision Order in respect of Weymouth Harbour to restrict the Open Port Duty.
- ii) Delegated authority be given to the Executive Lead for Place Services in consultation with the Cabinet Member for Place Services to determine the wording of the Harbour Revision Order based on legal advice and to undertake all procedures for the submission of the Harbour Revision Order to the Marine Management Organisation
- iii) A budget of £40,000 is allocated for the work set out in recommendations i) and ii) from Harbour Reserves.

Reason for Recommendation:

To progress future development of the Peninsula area, in terms of implementing the Harbour Business Plan and taking full advantage of the funding available under the Levelling Up Fund (LUF) and delivering on commitments made to government in obtaining that funding, a new Harbour Revision Order is required, to restrict the Open Port Duty. This will provide the harbour with the freedom to commercially develop the quayside of the Peninsula, and for the harbour to work with the levelling up programme to develop other opportunities which will both improve the financial sustainability of the harbour and enhance the Peninsula as a place and destination, in the long-term.

1. Report

- 1.1 In November 2023, Cabinet received an update on the progress of Weymouth's LUF projects. The Council had successfully secured £19.47 million in funding, requiring an additional £3.5 million in match funding. The funding is earmarked for several key commitments, including upgrading harbour walls, enhancing public spaces, and facilitating the development of nearly 8,000 square meters of leisure-led commercial areas and 374 homes. These efforts aim to contribute significantly to the regeneration of Weymouth.
- 1.2 A January 2024 Cabinet update led to discussions on how to align LUF commitments with the duties of the Statutory Harbour Authority while ensuring the harbour's long-term viability. The recently approved Harbour Business Plan suggests redeveloping the Peninsula area, but the current unrestricted Open Port Duty, requiring the harbour to accommodate large commercial ships and retain and maintain the necessary infrastructure, hinders alternative uses. Under an amended Harbour Revision Order, the Open Port Duty can be restricted to only apply to a certain size of vessel (for example under 24m). This would mean that the Council is still under a statutory obligation to meet the Open Port Duty in relation to all relevant

current users of the harbour but would not need to incur expenses in relation to larger commercial shipping.

1.3 While the recent discussion on this matter by the Harbour Consultative Group can be read in full in the minutes of the 3rd September meeting, the salient points are described below:

- It was highlighted to members that restricting the Open Port Duty would allow the harbour to choose which larger vessels it accommodates, removing the obligation to provide costly services to all larger vessels.
- Concerns were raised that restricting access for vessels over 24 meters could discourage certain enterprises, such as Tallships, from visiting Weymouth Harbour. Members were assured that the wording of the HRO would be carefully considered to communicate that vessels over 24 meters can still be accepted under certain conditions.
- It was explained to members that the presentation of the paper at this time was not in lieu of consultation, and the full consultation process associated with obtaining an HRO would be conducted following legal advice, and the drafting of the new document.
- In response to a query, it was explained that no viable ferry service proposal has been presented to Dorset Council since the previous ferry service left in 2015. A new HRO is the natural response to a lack of viable ferry service options, and a vehicle by which the harbour can develop in new directions.

2. **Financial Implications**

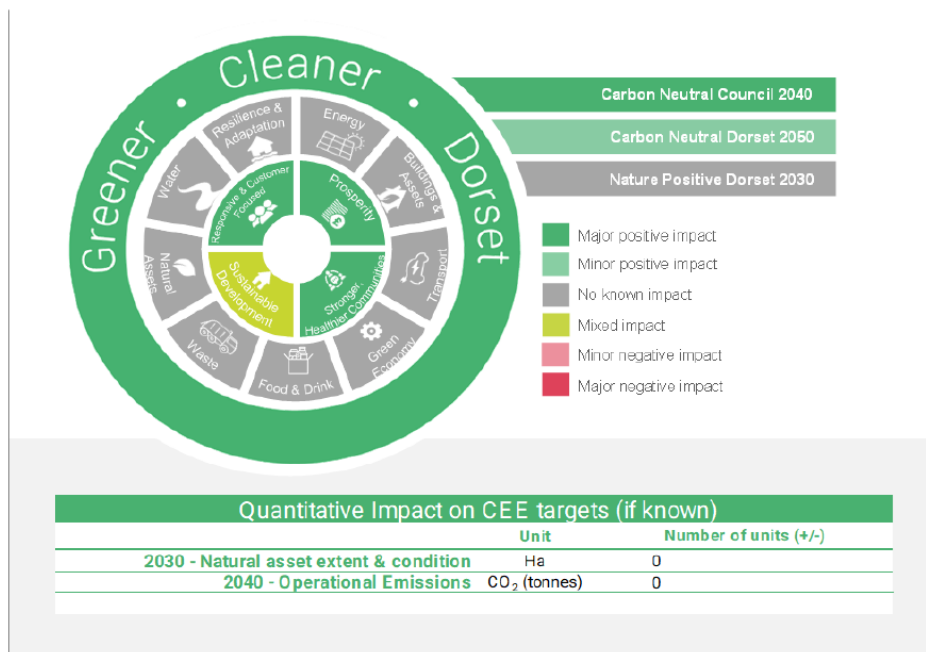
2.1 There are no financial considerations linked to this recommendation, beyond the requirements for legal advice and associated costs.

2.2 The key costs associated with this recommendation are the application fee of £15,579 levied by the Marine Management Organisation, approximately £5,000 for advertisement and public notices of the Harbour Revision Order in local newspapers and the London Gazette, and for the legal advice, which is expected to be around £15,000 (+ VAT). However, it should be noted that the legal costs could be subject to substantial increase should complex objections arise.

2.3 It is expected that these costs will be funded primarily from Harbour Reserves.

3. Natural Environment, Climate & Ecology Implications

3.1 There are no natural environment, climate & ecology implications linked to the subject of this report. However, the Harbours aim to meet the targets adopted by Dorset Council in July 2021, setting out a framework for action to become a carbon neutral Council and the direction of travel needed for a County-wide approach. Harbours have an important role in helping to deliver some of the goals set out within the strategy and will aim to reduce their carbon footprint in line with that of other Council Services.



4. Well-being and Health Implications

4.1 The provision of improved facilities and infrastructure promote health and wellbeing through encouraging people to be outdoors and active, whether it be through boating and water related activities, or through encouraging people to visit the harbours and enjoy each Harbour’s natural and cultural heritage. Established safety management systems at the harbours also support the ongoing health and well-being of harbour users and harbour employees.

5. Other Implications

5.1 None

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 There are no equalities impact issues resulting from the subject of this report.

8. **Appendices**

- 8.1 None

9. **Background Papers**

- 9.1 Harbours Advisory Committee Meeting 6th March 2024
Agenda Item 12: Weymouth Harbour – Future Development and Open Port Duty

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 Portfolio Holder(s)

This page is intentionally left blank



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

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>	Cabinet member for Place Commissioned Services	N/A	Designated Person and harbour users	None	<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>	Cabinet Member for Place Commissioned Services	N/A	Weymouth, Bridport and Lyme Regis Harbour Consultative Groups	None	<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>	Cabinet Member for Place Commissioned Services	N/A	Service Accountants	None	<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>

Dorset Council

					<p><i>Claire Connolly, Business Manager, Weymouth Harbour,</i> Claire.connolly@dorsetcouncil.gov.uk</p>
<p>Flood & Coastal Erosion Risk Management (FCERM) Engineering Update To provide an update of the engineering projects progress and issues.</p> <p>Key decision – No Public Access – Open</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>N/A</p>	<p>Dorset Council Engineering Team</p>	<p>None</p>	<p>Cabinet Member for Place Commissioned Services</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officer – Matthew Penny, Service Manager for Flood and Coastal Erosion Risk Management</i> matthew.penny@dorsetcouncil.gov.uk</p>
<p>Marine Safety Plan To review a Marine Safety Plan for Dorset Council Harbours. On a biannual basis (spring and autumn meetings)</p> <p>Key Decision – No Public Access - Open</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>N/A</p>	<p><u>Consultees:</u> Lead Officers Cabinet Member, Harbours Advisory Committee, Harbour Consultative Groups</p>	<p>None</p>	<p>Chair of Harbours Advisory Committee</p> <p><i>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>Business Plan Update To provide an update on Business Plan delivery and progression of proposed developments</p> <p>On a biannual basis (spring and autumn meetings)</p> <p>Key Decision – No Public Access - Open</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>N/A</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</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officer – Ed Carter, Dorset Harbours Manager & Weymouth Harbour Master</i> Ed.carter@dorsetcouncil.gov.uk</p>

<p>Points/questions from Committee Members To discuss any concerns or issues raised by Committee Members.</p> <p>Key decision – No Public Access - Open</p>		N/A	N/A	None	<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>Harbour Management Software To provide an update on the procurement of a new Harbour Management Software.</p>	<p>Cabinet Member for Place Commissioned Services</p>	<p>4th December 2024</p>	<p><u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group</p>	<p>Harbour Assist Business Case</p>	<p>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>4th December 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>

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.

This page is intentionally left blank