



Harbours Advisory Committee

Date: Wednesday, 23 September 2026
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 3)

Rob Hughes (Chair), Sarah Williams (Vice-Chair), Peter Dickenson, Sally Holland, David Northam and Gary Suttle

Independent Members: Lee Hardy, Mark Roberts, Mark Saxby and Richard Tinsley

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic & Governance 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. If you would like to attend this meeting and have any specific requirements please contact the Democratic Services Officer named above.

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Agenda

Item		Pages
1.	APOLOGIES To receive any apologies for absence.	
2.	MINUTES To confirm the minutes of the meeting held on 29 June 2026.	5 - 12
3.	DECLARATIONS OF INTEREST To disclose any pecuniary, other registerable or non-registerable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their	

declaration.

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

4. PUBLIC PARTICIPATION

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

Further information read [Public Participation - Dorset Council](#)

All submissions must be e-mailed in full to joshua.kennedy@dorsetcouncil.gov.uk by 8.30am on Friday 18 September.

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

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

5. CHAIR'S REPORT

To consider a verbal report by the Chair.

6. HARBOUR CONSULTATIVE GROUP MINUTES

13 - 20

To note the minutes of the Weymouth Harbour Consultative Group.

7. DESIGNATED PERSON REPORT

To receive a verbal report from the Designated Person.

8. HARBOUR MASTER UPDATES

21 - 44

To receive updates from the Harbours Manager and Bridport & Lyme Regis Harbour Master.

9. FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE

45 - 58

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

10. HARBOURS BUDGET MONITORING REPORT 2026-27

59 - 72

To consider a report by the Harbour Business Manager.

11. PROPOSED PROCUREMENT OF DREDGING SERVICES FOR BRIDPORT

73 - 80

To receive a report from the Harbours Manager.

12. FORWARD PLAN

81 - 86

To consider the Harbours Committee Workplan.

13. 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.

14. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph x of schedule 12 A to the Local Government Act 1972 (as amended).

The public and the press will be asked to leave the meeting whilst the item of business is considered.

There is no scheduled exempt business for this meeting.

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HARBOURS ADVISORY COMMITTEE

MINUTES OF MEETING HELD ON MONDAY 29 JUNE 2026

Present: Cllrs Rob Hughes (Chair), Peter Dickenson, Sally Holland, David Northam, Gary Suttle, Lee Hardy, Mark Roberts and Richard Tinsley

Apologies: Cllr Sarah Williams and Mark Saxby

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

Lara Altree (Senior Lawyer - Regulatory), Ed Carter (Harbours Manager & Weymouth Harbour Master), Claire Connolly (Harbours Business Manager), Kevin Evans (Senior Accountant (Place)), Joshua Kennedy (Democratic and Governance Officer), Matthew Penny (Service Manager - Flood & Coastal Erosion), James Radcliffe (Bridport and Lyme Regis Harbour Master) and Louis Wicks (Democratic Services Officer Apprentice)

1. **Minutes**

The minutes of the last meeting held on 04 March 2026 were confirmed and signed.

2. **Declarations of Interest**

Mark Roberts declared that he held a mooring in West Bay.

3. **Public Participation**

There were no public questions.

4. **Chairman's Report**

The Chair delivered a verbal report to the committee. He welcomed the two new members of the Harbours Advisory Committee, Cllr Suttle and Cllr Northam and thanked the outgoing members, Cllr Baker and Cllr Bryan for their time on the committee.

5. **Harbour Consultative Group Minutes**

The Bridport Harbour Consultative Group minutes from the meeting held on 11 May 2026, were presented by the Group Chair, Emma Bourne.

The Lyme Regis Harbour Consultative Group minutes from the meeting held on 14 May 2026, were presented by the Group Chair, Sally Holman.

The Weymouth Harbour Consultative Group minutes from the meeting held on 13 May 2026, were presented by the Group Chair, Tim Day.

The Chair acknowledged a concern from a member about there not being a Harbours Advisory Committee member present at the most recent Consultative Group meetings. It was explained that the Chair could not be present at these meetings due to a recent operation but looked forward to attending future meetings.

The committee noted the minutes of the Harbour Consultative Groups.

6. Harbour Master Updates

The Harbour Master provided the update for Bridport and Lyme Regis harbours. A summary of the statistics for both harbours was provided. The Committee was informed that two new members of staff had joined the harbour team in Bridport. Following a review of harbour administration staffing, it was proposed that one member of staff be relocated to Bridport and that a full-time administrative post be recruited in Lyme Regis, in order to improve administrative resilience across both harbours.

An update was provided on the Port Marine Safety Code audit. Bridport Harbour had been audited against the Code in March and had been found to be compliant with all relevant requirements, with a number of areas identified as points of best practice. The full report from the Designated Person would be presented to the Committee at its September meeting.

An update was provided on harbour buildings. Temporary portacabins had been installed at West Bay to provide office accommodation to support of operational requirements. Longer-term plans for the site included the development of permanent offices and a toilet block, although this would require both funding and planning approval.

In relation to dredging, it was explained that 10,000 tonnes of sand had been removed from Bridport harbour, enabling daily operations to continue without disruption. Water injection trials in Bridport had proved highly successful, however similar trials undertaken in Lyme Regis had not achieved the same level of success and alternative dredging methods were therefore being explored.

Refurbishment works to the Cobb buildings were ongoing. Deterioration of timber piles at Victoria Pier had been identified and their removal was required.

Members were advised that a review of the visitor moorings had identified a material safety concern regarding their capability to safely accommodate the largest vessels reasonably expected to use them under foreseeable operating conditions. As visitor moorings are available for unrestricted use, the Harbour Authority must ensure they are suitable for all foreseeable users.

It was noted that upgrading the moorings to an appropriate standard would require significant investment. However, the primary consideration was safety. The

Harbour Authority concluded that retaining moorings whose safe capacity could not be demonstrated presented an unacceptable risk, particularly given the potential consequences of mooring failure. The decision not to deploy visitor moorings was therefore taken as an operational safety measure in accordance with the Harbour Authority's statutory responsibilities.

In response to a question from one member, the Harbour Master confirmed that the condition of the timber piles and ladder fixings on Victoria Pier would continue to be inspected and if they deteriorated further the ladder could be removed if necessary.

In response to a question, the Harbours Manager explained that there was less demand for small vessel moorings and this was a trend across many harbours in the country, while demand remains good for larger vessels. This was likely impacted by external factors, such as the economic climate.

The Harbour Manager presented the update on Weymouth Harbour. Mooring occupancy levels were provided, as well as a summary of the financial statistics for the current year. Activity in the harbour at the start of the season had been light, however activity was beginning to increase heading into the summer. An update was provided on recruitment, two members of staff had left the berthing team in addition to one being promoted and the three vacancies had been filled through the appointment of seasonal staff.

Weymouth Harbour had received national recognition from Navily in the 2026 UK Marina Rankings. Weymouth Harbour was highlighted among the UK's leading marina destinations, with users praising its attractive setting, high-quality facilities, and excellent access to the town centre, beach, and local amenities.

A summary of incidents was presented. Since the previous meeting, 56 incidents had been recorded, including a number of thefts and incidents of anti-social behaviour. Personal accidents, near misses, injuries and incidents involving collapsed individuals had also been reported. The majority of incidents were of low severity and were generally related to behaviour rather than harbour infrastructure.

The harbour team had responded to an issue relating to a storm drain, while the Environment Agency was undertaking its own investigations. A number of light fuel sheens had been identified and quickly rectified. Incidents involving oil being deposited into a bin were under investigation. There had also been a number of minor collisions and near misses.

The Committee received a detailed analysis of incidents recorded throughout 2025, representing the first year for which usable incident data was available. A seasonal trend was emerging, with incident numbers peaking during the summer months and remaining high through July and September. Vessel-related incidents represented the largest category and were generally small-scale incidents associated with routine harbour operations. Twenty of the twenty-one anti-social behaviour incidents related to nuisance behaviour and trespassing, with very little evidence of marine crime. Vessel collisions accounted for the largest proportion of vessel-related incidents. It was noted that a collision was recorded when harbour staff were required to attend an incident, even if no injury or damage occurred.

Analysis did not identify any particular hotspot within the harbour, indicating that there was no single major area of concern. A number of incidents initially categorised as breaches of General Directions had not met the required threshold and had therefore been reclassified. These predominantly related to people entering the water and unsafe navigation.

An update on harbour operations and maintenance was provided. None of the recorded spills required activation of the Oil Spill Management Plan, although a major exercise was planned later in the year. Old pilings had been removed as part of harbour maintenance works and quotations were being sought for replacement structures. New CCTV equipment had been installed at the gatehouse. Work to replace the Stone Pier railings had commenced in May and access to Stone Pier had remained unrestricted throughout the works. A dive survey of the sand jetty had been undertaken in June and the results would be reported to a future meeting of the Committee.

The fuel pontoon had returned to service at the end of April following a redesign of the delivery system and the installation of an energy chain. Work was continuing on the provision of a waste pump-out facility to be located on the fuel pontoon. The facility was intended to improve the customer experience and support improvements to water quality. It was noted that waste collection arrangements would be required and that the facility would not become operational during the current season. The total cost of the project was estimated at £40,000, which was higher than originally anticipated, although funding had already been allocated through the Operational Management Plan.

The Seafood Festival would take place over the coming weekend. The first artisanal market had been reported as a successful, busy and well-attended event. Members also noted that the IQFoil Championships were scheduled to take place in September.

In response to questions the Harbour Manager explained that

- The Harbour Manager had met with the fire service and discussed the danger of lithium batteries that could be present on vessels in the event of a fire and options were being explored on how to communicate the risks to customers.
- The cost of removing the linkspan ramp and replacing it with a slipway were being considered and it could be included as part of a wider project to replace/repair Wall E (commercial berth one), to reduce the cost.
- The fuel pontoon only supplied red diesel.
- The fees from traders at the artisan markets goes to the harbour.
- In order to bring the seafood festival to the harbourside and have it as a free event a contribution from the harbour was required.

The committee noted the updates.

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

The Service Manager for Flood and Coastal Erosion Risk Management (FCERM) provided an update on engineering matters across the harbours.

At Bridport Harbour, inspections had been undertaken in June and July. Harbour wall improvement works had been completed earlier in the month. Further construction works were scheduled to take place during the autumn.

At Lyme Regis Harbour, inspections and repair works had been scheduled for the previous week but had been postponed due to the hot weather. Repairs had been completed to a void identified at the base of the Cobb wall and the site would continue to be monitored. An update was also provided on the Lyme Regis Environmental Improvement Scheme Phase 5. Key stakeholders had been consulted on the proposals and the project had secured Community Infrastructure Levy (CIL) funding to address the remaining funding gap, enabling the scheme to progress. Subject to the necessary approvals, construction was expected to commence in summer 2027.

At Weymouth Harbour, inspections and repair works were scheduled to take place later in July.

An application to address a funding shortfall had been successful. It was anticipated that the Outline Business Case would be ready for submission in 2027. Members were advised that works to Harbour Walls F and G remained on programme and were expected to be completed on time. In relation to Harbour Wall E, areas of localised deterioration had been identified and a condition survey was being undertaken. The results of the survey would inform the scope of any future commissioned works.

In response to questions from members the officers provided the following responses:

- Funding for the pre-construction phase of the Lyme Regis Environmental Improvement Scheme Phase 5 had been secured and an overall funding matrix had been completed and it was anticipated that there was enough funding for the full scheme.
- The business case had been delayed due to changes in funding rules.
- Engineers would continue to inspect the walls annually so there was good knowledge of the condition of the walls.

Members noted the engineering updates.

8. Harbours Year End Budget Report 2025-26

The Harbour Business Manager presented the year end budget report. It was explained that service recharge calculations had been revised from the original budgets, resulting in increased costs for both Bridport and Lyme Regis. Staff costs had also increased as a result of the nationally agreed pay award being higher than had been budgeted for. At Bridport, a vacant mechanic post had contributed to staffing variances, while seasonal staffing costs at both Bridport and Lyme Regis had been reviewed. At Weymouth, additional staffing costs had been incurred due to a recruitment gap in the mooring team, although this had been partially offset by a small reduction in seasonal staff costs.

The year-end position for Bridport showed an increased surplus. It was noted that part of this increase related to the reorganisation of funding arrangements, with

some expenditure previously funded from revenue budgets now being funded from reserves. Members were advised that there were plans to adopt this approach more widely in future years. Significant additional expenditure had been incurred as a result of storm damage works. However, routine dredging costs, including water injection dredging, had been below budget. There were also a number of minor variances relating to business rates and banking charges. Overall, harbour income had generally performed in line with budget expectations.

The financial position at Lyme Regis had been more challenging, with a budget shortfall of approximately £30,000. It was reported that the harbour had been on track to achieve its budget position before the impact of storm damage costs. Lyme Regis ultimately recorded a net cost of £34,000, with the resulting overspend being absorbed within the wider Place Directorate budget.

Members were informed that Weymouth had experienced a successful financial year, with most areas achieving or exceeding budgeted expectations. Two significant factors had contributed to the positive position. The delay to Harbour Walls F and G works had meant that income from the Pavilion Car Park had not been affected. In addition, income generated from the fish landing quay had performed strongly and had not been included within the original budget. Offsetting pressures included increased energy costs following the installation of a new electrical supply and the cost of repairing a water leak on the Peninsula. These costs had been partly mitigated by underspends on routine maintenance and management costs.

Reserve balances for both Weymouth and Bridport remained well established. The year-end reserve balance for Bridport stood at £282,000. Storm damage costs had been partly offset by £200,000 of support approved from the Directorate's emergency fund. A programme of works had been scheduled for 2025/26. Owing to peak summer operational demands, a number of projects were not expected to commence until later in the season.

The committee noted the year end budget report.

9. Harbours Budget Monitoring Report 2026-27

The Harbours Business Manager presented the budget monitoring report. A summary of the budgets for all three harbours was provided and it was noted that there were no major variances from the forecasted budgets.

Officers provided the following responses to questions from members:

- In Bridport there was some concern over additional expenditure and work was being done to secure funding for the emergency works.
- There had been a slight reduction in seasonal hours to cover the additional administrative post.
- The engineering position in Bridport was still vacant and a review of all posts would be conducted later in the year.
- There was a budget for essential maintenance and if that money does not get used it is assigned to the reserves and the following years budget would be reassessed.

The committee noted the budget monitoring report.

10. Coastline Cruises Berthing Fee Waiver Request Report

The Harbour Manager summarised the report for a request to waiver berthing fees for two historic vessels in Weymouth. It was highlighted that it had been previously agreed that the fees would be reduced by an additional 20% as a result of the company registering as a community trust, and that the overall fee had been further reduced for the coming season as a result of a wider review of Operating Licences.

In response to questions, the Harbour Manager explained that the fees for both vessels, including the discount would be approximately £4000 and that last year one of the vessels was stationed in Portland.

Several members expressed concern about waiving fees for individual cases and it was suggested that a policy review would be more appropriate than making decisions on a case by case basis. In addition, it was felt that business costs should not necessarily be absorbed by the harbour. It was also suggested that the organisation could seek funding from more appropriate sources such as a grant from Weymouth Town Council or Dorset Council, or from the organisations that had submitted letters of support.

It was proposed by Mark Roberts and seconded by Cllr Northam that the request to waive the fees for Coastline Cruises be refused.

Decision: That the Harbours Advisory Committee recommend that the Cabinet Member for Place Services deny the request for a discretionary harbour fee waiver.

11. Marine Compliance and Enforcement Policy Report

The Marine Compliance and Enforcement Policy report was presented by the Harbour Manager, he explained that it had returned to committee for consideration after being deferred so that members could suggest some changes to the original policy.

In response to a question from one member, it was explained that training was routinely carried out, in line with requirements.

It was proposed by Mark Roberts and seconded by Lee Hardy, that the policy be recommended to the Cabinet Member for Place Services for approval.

Decision: That the Harbours Advisory Committee recommend that the Cabinet Member for Place Services approve the Marine Compliance and Enforcement Policy for adoption.

12. Marine Safety Management System Report

The Committee received a report on the Marine Safety Management System (MSMS) documentation from the Harbour Manager. Members were advised that

the latest formats had been reviewed and restructured to align with the Port and Marine Facilities Safety Code and now followed the current recommended format.

It was noted that the content of the management systems remained essentially unchanged, with the revisions relating primarily to the structure and presentation of the documents. The updated documents had been published on the respective harbour websites and were available for public access. Members were informed that a working group session involving members of the Committee may be arranged later in the year to provide a more detailed understanding of the Marine Safety Management System and its operation.

In response to a question the Harbour Manager confirmed that the documents undergo an annual review and typically out of date information is updated then.

The committee noted the re-structuring of the Marine Safety Management Systems.

13. Forward Plan

The Harbours Manager presented the committees forward plan and outlined what reports would be presented at the upcoming Harbours Advisory Committee meeting in September.

The committee noted the forward plan.

14. Urgent Items

There were no urgent items.

15. Exempt Business

There was no exempt business.

Duration of meeting: 10.00 am - 12.03 pm

Chairman

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Weymouth Harbour Consultation Group (WHCG)
Wednesday 19th of August 2026 (WTC Civic Suite and Teams, 19:00-21:00)

Present

Tim Day	TD	Chair and Clubs of Weymouth Representative
Ed Carter	EC	Weymouth Harbour Master
Jamie Pullin	JP	Charter Boats Representative and Vice Chair
Cllr Rob Hughes	RH	Harbours Advisory Committee Chair
Will Holmes	WH	Weymouth Beach / Leisure Users Representative
Mary Harris	MH	Weymouth Harbour Watch and Harbour Traders Representative
Simon Kershaw	SK	RNLI Representative
Cllr Kate Wheller	KW	Weymouth Town Council
Sara Cornick	SC	Training, Education & Schools Representative
Dan Bell	DB	Commercial Passenger Carrying Vessels Representative
Alan Hall	AH	Boat Owners Inner Harbour Representative
Sarah Johnston	SJ	Minute Taker

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

TD opened the meeting and members of the group introduced themselves.

Apologies for absence were received from Adrian Best, Paul Swain, Amanda Anderson and Andy Alcock

Welcomed Sara Cornick now representing Training & Educational Schools as Callum Seggie's tenure had ended.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES AND MATTERS ARISING

TD asked if anyone had any points from the previous minutes. No objections raised; minutes deemed accepted.

4. HARBOUR MASTER UPDATE

1. Harbour Use

The Harbour Master reported that marina occupancy remains below historic peak-season levels, reaching approximately 88% during August. This reflects wider trends across the recreational boating sector, with an increasing number of customers opting for shorter-term berthing arrangements rather than traditional annual contracts. Demand for larger vessel berths remains positive.

To help increase occupancy and visitor numbers, a targeted marketing campaign will be explored over the winter period, including advertising through boating publications and social media channels.

Visitor income was initially below the previous year's levels but recovered following a strong August and is now exceeding 2024 figures. Revenue from the slipway and personal watercraft operations has increased significantly, reflecting growth in day boat users and trailer-launched vessels. Bridge lifts and vessel transits have both increased, with transits rising by almost 12%.

The Harbour Master noted that periods of strong easterly winds have continued to affect harbour operations and visitor numbers throughout the season.

The return of the Seafood Festival to the harbour area was reported as a major success, generating significant visitor activity. Pedestrian counter data was collected as part of the Weymouth Quay Generation Project and will be reviewed alongside event debrief information. The Artisan Markets were also well attended, with five events already scheduled for next year. The new quay space adjacent to the Fish Landing Quay is proving to be a valuable events area and opportunities for additional events will be explored.

2. Incidents and Enforcement

Since the previous meeting, 64 incidents have been recorded. The majority related to vessel operations, including speeding and wash offences, bridge red-light infringements, mechanical failures and minor collisions.

Sixteen incidents involving crime, theft and antisocial behaviour were recorded, excluding the ongoing youth-related antisocial behaviour incidents that are monitored separately. Two minor personal injury incidents were recorded, together with one fatality. A harbour safety review is underway pending the Coroner's findings.

Six minor pollution incidents were reported, primarily linked to vessel operations and mechanical issues. None required activation of the Oil Spill Management Plan and all were resolved without significant environmental impact.

Two prosecutions relating to offences committed in 2025 are currently progressing through the courts, with several further investigations underway. The Harbour Authority remains committed to proportionate enforcement where necessary to protect harbour users and maintain safety.

Youth-related antisocial behaviour remains a significant operational challenge during the summer season, particularly involving swimming and jumping from harbour infrastructure within operational areas. The Harbour Authority continues to work closely with Dorset Police, Community Safety Accreditation Scheme officers, CCTV operators, youth services and Weymouth Town Council. The Harbour's internal Antisocial Behaviour Management Plan has been expanded to cover the entire harbour area and all harbour staff are now equipped with body-worn cameras.

3. Operations

Only a small number of minor pollution incidents have occurred during the reporting period. Where sources have been identified, harbour staff have engaged directly with vessel owners to ensure awareness of environmental responsibilities and regulatory requirements.

The annual Trinity House inspection of local aids to navigation was completed successfully, with all records and arrangements found to be in good order and no actions required.

4. Other Harbour Updates

Weymouth Harbour has been approved as an authorised landing port for Atlantic bluefin tuna, following the expansion of the UK's commercial bluefin tuna fishery. Several tuna have already been landed locally during the 2026 season. The Harbour Authority will continue to monitor any potential economic benefits arising from the fishery.

Plans are progressing for a multi-agency emergency response exercise involving Dorset & Wiltshire Fire and Rescue Service, HM Coastguard and other partner organisations. The exercise will simulate a vessel fire within the harbour environment and will test command, communication, casualty management and environmental response arrangements.

Members were also updated on Dorset Council's ongoing parking review. The Harbour Authority will ensure that the Consultative Group's views are fed into the review process, particularly regarding the specific parking challenges faced in Weymouth.

5. Harbour Works

The Cargo Stage railings were completed ahead of the Seafood Festival. Resurfacing works have been delayed until October to avoid disruption to summer events. Additional improvements, including enhanced planting and drainage modifications, are planned.

Refurbishment of the Stone Pier railings has been completed to a high standard, with further improvement works planned for the tower and surrounding infrastructure.

A comprehensive structural survey of the Sand Jetty has confirmed that the structure remains in good condition, with no restrictions recommended on its current use. Replacement of deteriorated timber fendering remains a priority and will be progressed alongside fender replacement works at Custom House Quay.

Minor remedial works have been completed as part of the Weymouth Quay Generation Project, including repairs to concrete surfaces, drainage issues and a

collapsed manhole. However, persistent water ingress issues within several storage and operational facilities remain unresolved and further action is being pursued under warranty arrangements.

Works at Pavilion Car Park (Walls F&G) are progressing well and sections of the car park are expected to reopen as works are completed.

Progress continues on the harbour waste pump-out facility, although installation has been delayed by regulatory approvals and design requirements. Final approvals are awaited, with installation planned for the coming winter.

6. Upcoming Events

Members noted the forthcoming events programme, including:

- RYA IQ Foil World Championships (4 to 12 September)
- Waverley visits (3 to 4, 9 and 13 September)
- Ironman Weymouth (20 September)
- Beach Motocross (10 to 11 October)

Concerns were raised regarding safe vessel transit routes during the RYA IQ Foil World Championships. The Harbour Master agreed to discuss the matter with Portland Port and the Weymouth and Portland Sailing Academy.

No pilotage acts have taken place during the reporting period.

6. CONSULTATIVE GROUP UPDATE

TA - RNLI

- **Ernest and Mabel** retirement has been delayed from June to **November** due to postponed mechanic training requirements.
- A replacement **Severn-class lifeboat** will arrive from Teignmouth, fitted with different MTU engines.
- Station refurbishment contractor appointed.
 - Works due to commence **7 September**.
 - Estimated duration: **6 months** (completion expected February).
 - Scaffolding requirements and timelines to be confirmed once contractor mobilisation begins.
- **Lifeboat Week** was considered successful, with improved signage and good community support.

RNLI Operations Report (2026)

January to May

- 44 taskings.
- 37 launches:
 - 11 All-Weather Lifeboat (ALB)
 - 26 Inshore Lifeboat (ILB)

June to Date

- 32 taskings.

- 30 launches:
 - 9 ALB
 - 21 ILB

Year to Date

- 76 taskings.
- 65 launches:
 - 20 ALB launches
 - 45 ILB launches
- Activity remains on track with the station's expected annual workload of approximately 100 launches.

PS – Premier Marina Weymouth

- Transfer to **Premier Marinas Ltd** completed.
- Some local signage still requires updating.
- Visitor numbers increasing, partly due to Premier Marina customer benefits across the marina network.
- Annual berth occupancy slightly down due to economic conditions.
- Optimism for increased occupancy next season.

DB – Commercial Passenger Carrying Vessels – Nothing to report.

AA/AT - Dorset Police

- Marine activities currently low
- Posters supplied advertising Project Kraken – to be provided to local businesses to promote as well.
- One incident, where youths had accessed the NQ pontoon via the harbour, anticlimbing paint has now been deployed.

MH - Harbour Traders Association/Harbour Watch

- Youths attempted to force entry into a Trinity Street property.
- Concern raised regarding a TikTok trend involving entering vacant buildings.
- Harbour Watch membership now stands at **71 members**.
- Harbour businesses encouraged to display Harbour Watch and Project Kraken information. **SJ** to provide posters for distribution.

JP - Charter Boats

- Charter fleet remains very busy during the summer season.
- Fisheries Minister visited Weymouth Harbour.
- Meeting broadly positive, although organisation and communication around the visit were criticised. **KW** to feed back.

TD - Clubs of Weymouth

- There are a couple of events but they are currently just in the planning stage -TBC.
- Discussion regarding hosepipe ban exemptions. Confirmation sought and confirmed that most boat-related cleaning and maintenance activities appear exempt, including:
 - Health and safety requirements.

- Business/professional use.
- Engine flushing.
- Prevention of invasive species spread.
- Harbour Office to circulate relevant exemption guidance.

KW – Weymouth Town Council – Nothing to report

BH - Weymouth Beach / Resort Leisure Users

- Exceptionally busy summer season reported.
- Fireworks events continue to be popular.
- Council preparing a proposal to introduce:
 - Pedalos
 - Additional watercraft activities
 - Other visitor attractions for next season
- No further shark incidents reported.

SC - Training, Education & Schools

IQ Foil Event (12 September)

- Significant planning and safety preparations underway.
- Alpha Pontoon and Fuel Pontoon allocated for event use.
- Fuel Pontoon closed on event day.
- Try-sailing sessions to operate from Sea Cadet moorings.
- Professional foiling demonstrations planned under strict risk controls.
- Local Notice to Mariners to be issued.

RH - Harbours Advisory Committee Chair

- Councillor **John Andrews** stepped down as Harbour Portfolio Holder.
- **Councillor Jack Jeans** appointed as new Cabinet Member responsible for Harbours.
- Interim Chair appointment announced for the Southern Inshore Fisheries and Conservation Authority (IFCA).

AH - Boat Owners Inner Harbour

- Harbour berth holders are encouraged to join the Facebook communication group, currently with **224 members**.
- Request made to improve communication channels through notices at gatehouses.

7. AGENDA ITEMS FROM MEMBERS

- **AH** – Items raised by NQ & WW Rd pontoon berth-holders:
 1. When are shower facilities going to be installed on the WWR pontoons? Many berth holders have suggested that they were promised new facilities when they initially obtained their berths. Can berth holders have an update? **EC** confirmed that funding remains identified within the Harbour Business Plan. Wider North Quay and Westwey development plans have delayed implementation. Pontoon replacement programme now moving forward with consideration being given to:
 - Floating toilet and shower facilities.
 - Improved marina layout.
 - Better parking provision.
 - Potential linking of Westwey and North Quay marinas.

And interim upgrades planned for existing shower facilities.

2. Can carparking be made available for WWR pontoon berth holders? Berth holders have suggested the former tyre company's site along WW Road is council owned. Can this be opened up for the use of berth holders? See above response.
3. Lighting on the WWR pontoons - berth holders have concerns for safety due to what they consider to be a poor level of lighting along the pontoons. Can the lighting be improved? To be reviewed as remedial work has been carried out recently. **EC** and **AH** to meet to review dark spots on the pontoons.
4. The toilets on the WWR pontoons have often been unavailable due to them not being emptied regularly enough. Can the toilets be emptied more frequently so they remain usable by berth holders? Additional emptying has been laid on for busy weekends ie – upcoming Bank Holiday. Will continue to monitor them. Also see above response to point 1.
5. Jet skis' speed within the harbour limits - a number of berth holders have complained about the speed and inconsiderate driving of some jet skis. These appear to be privately owned skis NOT those operated by a local hire company. Many of the skis appear to come down through the Inner Harbour, possibly from the slipway.
6. Pot buoys - berth holders have asked whether there are any regulations concerning the colour of pot buoys. Some buoys that are laid within the harbour limits are black or a neutral colour which make them difficult to see in low light levels or rough conditions. **RH** confirmed that the guidance is it should be fluorescent, orange or dayglow colour. They absolutely should be marked up with a major one with the identity of the vessel that has deployed them. **EC** confirmed that fishing gear within 500 metres of the harbour entrance is prohibited and any gear found within restricted areas is removed. Will contact Portland regarding the area beyond the Stone Pier. **EC** and **RH** to raise item with Fisheries in next meeting. **SK** advised that the Cruising Association have a campaign to log pot markers. WWW.THECA.ORG.UK
- **DB** – PWC concerns with general users and safety policy. **EC** confirmed that the HA actively follows user education and engagement when reports are received of dangerous behaviour within the harbour and bay area. All PWC launches require DataTag registration and permits to operate. Members are encouraged to report vessel DataTags whenever possible. And proposed actions are to have additional speed limit signage, improved information packs for visitors and for the group to hold a review of potential requirement for PWC competency certification within the Harbours General Directions.

7. ANY OTHER BUSINESS

- **DB** – asked about the water quality report. **WH** confirmed that it is updated each week and is currently awaiting the latest report.
- **JP** – raised access issues to the Ice Store by the Slipway. **EC** confirmed will review cross hatch markings on concrete in front of it and look to ensure they are clearly visible.

8. DATES FOR FUTURE MEETINGS

Harbour Consultative Group

- 11 November 2026
- 10 February 2027

Harbours Advisory Committee

- 23 September 2026
- 02 December 2026
- 03 March 2027

Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Advisory Committee
23 September 2026



James Radcliffe

Bridport (West Bay) and Lyme Regis Harbour Master

Harbour Statistics Report

Bridport Harbour

Season ticket numbers at Bridport appear lower than the previous year. However, this is principally due to changes in the charging structure, whereby increased storage fees now include a season ticket for slipway use. Demand for storage remains strong, with the boat park currently at full capacity and additional storage space being utilised on the pier.

Single launch numbers are slightly lower than last year. This can also be attributed, in part, to the revised storage arrangements, as some users who previously paid for individual launches are now covered by the season ticket included within their storage agreement.

Boat lift activity remains broadly comparable with the previous year, while quayside parking income is ahead of the same period last year.

Retail sales within the harbour shop have performed particularly well and have already exceeded last year's total income. Diving air fills are also ahead of the same period last year and are expected to surpass last year's overall figures, subject to favourable weather conditions for the remainder of the season.

Lyme Regis Harbour

Season ticket numbers are slightly lower than last year for reasons similar to those experienced at Bridport, with changes to charging structures influencing the figures.

Single launch activity has increased compared with the same period last year, while visiting vessel overnight stays remain broadly comparable. Quayside parking income currently appears lower than last year; however, once August income has been processed and included, figures are expected to be broadly in line with the previous year's performance.

As with Bridport, retail sales within the Lyme Regis harbour shop have performed strongly and have already exceeded total sales achieved during the previous year.

Mooring Occupancy

Bridport: Mooring occupancy is 78% for private moorings and 58% for commercial moorings.

Lyme Regis: Mooring occupancy is 81% for private moorings and 69% for commercial moorings.

Weather Impact

Weather conditions throughout the season have generally been favourable, with extended periods of settled weather supporting consistent harbour activity across both Bridport and Lyme Regis. Whilst good weather is typically beneficial to harbour operations and associated income streams, experience suggests that prolonged periods of fine weather do not necessarily result in significant peaks in activity. Instead, they tend to generate steady and sustained levels of use.

In contrast, short periods of favourable weather following prolonged unsettled conditions often result in more pronounced increases in harbour activity, as users seek to maximise opportunities on the water. As such, whilst the season has benefitted from generally good weather, activity levels have remained consistently strong rather than experiencing the sharper peaks commonly associated with improvements in weather following poorer conditions.

Bridport Harbour Statistics

	2023/24	2024/25	2025/26	2025/26 (Sept)	2026/27 (Sept)	Against Previous Year Profile
Season Tickets	85	66	69	69	38	-45%
Single Launches	404	318	371	337	281	-16.6%
Visiting Boats Nights	163	160	150	140	102	-6.2%
Boat Lifts	£7,785	£9,285	£9,043	£3,304	£4,364	32%
Quay Side Parking	£10,024	£13,795	£11,383	£8,288	£11,451	38%
Shop	£17,740	£17,764	£16,427	£9,480	£16,514	74%
Diving Air Fills	£23,134	£27,462	£22,731	£11,147	£13,350	20%
Waiting List – Leisure	9	10	5	12	11	-8%
Commercial	7	6	6	8	8	0%
Leisure Moorings (out of 137)	110	95	94	119	112	-6%
Commercial Moorings (out of 26)	21	12	12	18	15	-17%

Lyme Regis Harbour Statistics

	2023/24	2024/25	2025/26	2025/26 (Sept)	2026/27 (Sept)	Against Previous Year Profile
Season Tickets	78	51	78	78	50	-36%
Single Launches	159	181	160	136	153	12.5%
Visiting Boats Nights	313	168	199	186	173	-7%
Boat Lifts	£11,341	£12,375	£11,221	£4,979.60	£6,950.13	40%
Quay Side Parking	£21,541	£61,560	£62,709	£54,193.68	£47,845.24	-12%
Shop	£11,772	£10,825	£10,156	£7,259.43	£10,624.24	47%
Waiting List – Leisure	14	13	10	21	18	-14%
Commercial	09	11	12	09	12	33%
Leisure Moorings (out of 209)	158	140	156	169	174	3%
Commercial Moorings (out of 35)	30	30	22	30	24	-20%

Staff Training and Competency

Staff Update

Sam Harding, Assistant Harbour Master at Lyme Regis, will be leaving the service in October. We thank Sam for his contribution to the harbours and wish him every success in his future career within the Fire Service.

There will also be changes within the seasonal team. Mark Taylor will be leaving to undertake an extended sailing venture over the next five years. Max Collins will be departing at the end of the season to spend the winter abroad, with the intention of returning to the harbour team next year. We thank both for their hard work and commitment during their time with the harbour service.

In light of ongoing uncertainty and the continually evolving nature of services provided across the harbours, the current staffing structure is under review. The objective is to develop a more resilient operating model for 2027, providing greater continuity of service and reducing vulnerability arising from reliance on zero-hours seasonal staff.

Advertisements are currently live for Harbour Assistant positions to ensure sufficient staffing levels are maintained across the harbours throughout the winter

Interviews for the Moorings Officer position are scheduled to take place during the week commencing 7 September 2026, and a verbal update will be provided at the meeting.

Staff Training and Courses

- Iosh Managing Safely
- Telehandler Certificates
- Abrasive wheel
- Slinger/Banksman

Harbour Consultative Group (HCG)

The Harbour Consultative Groups have not met since the last reporting period. The next meetings are scheduled to take place in Lyme Regis on 29 October 2026 and in Bridport on 2 November 2026.

Harbour Works

Black Hut Coffee & Ice Cream – Bridport

As shown in the accompanying photographs, the structure of the Black Hut is now complete. Whilst there were some delays at the start of the project, the new building has been well received within West Bay. Once the power connection has been completed, we will be able to hand over the changing room facilities, which occupy one end of the building, to the local swimming groups for their use.

Recruitment for kiosk staff was intentionally postponed until the building was nearing completion. We now expect to advertise these positions shortly, with the aim of opening the facility as soon as staff have been appointed and the remaining internal fit-out works to the kiosk have been completed.



Anti-Social Behaviour – Bridport

Harbour officers have continued to work closely with Dorset Police to address reports of anti-social behaviour within the harbour area. Concerns have been raised through a number of forums, including the Harbour Consultative Groups and Ward Member meetings.

In response, additional CCTV cameras have been installed to improve coverage of identified problem areas. The footage is being monitored by Dorset Police and will assist in both deterring anti-social behaviour and supporting enforcement action where appropriate.

The situation will continue to be monitored, with harbour officers maintaining regular liaison with Dorset Police and local stakeholders.

Mobile Fuel Service - Bridport

A new mobile fuel service has been introduced at Bridport Harbour, based on the successful service already operating at Lyme Regis. A trailer fitted with petrol and diesel tanks enables fuel to be supplied directly to customers throughout the harbour, providing a flexible and convenient service for both resident vessels and visiting boat users. The new service is expected to improve access to fuel and enhance the facilities available within the harbour.

Dredging – Bridport & Lyme Regis

At Bridport Harbour, officers are working with colleagues in the Flood and Coastal Erosion Risk Management (FCERM) team to secure a cutter suction dredger for March 2027. This will allow sufficient time for dredging operations to be completed ahead of the start of the 2027 season in April.

At Lyme Regis Harbour, a different approach is being explored using mini excavators and dumpers to remove approximately 500m³ of material from the pontoon area and return it to the adjacent beach. This operation would be undertaken separately from the planned beach management works. Discussions are ongoing to confirm the permissions and requirements necessary to undertake the works, with the aim of completing them in early 2027.

Community Engagement

Both harbours attended the Melplash Show, providing an excellent opportunity to promote the services and facilities available at Bridport and Lyme Regis Harbours. The event enabled harbour staff to engage with existing harbour users, meet potential new customers, and showcase a range of harbour merchandise available for purchase. The show proved to be a valuable opportunity to raise the profile of the harbours and strengthen links with the local community.

Aids to Navigation

An inspection by Trinity House was undertaken in August 2026, following which a potential Improvement Notice was issued. All aids to navigation were found to be operational, functioning correctly and maintained in accordance with the required standards. However, an outstanding defect

identified during a previous inspection, relating to repainting works, had not been completed at the time of the inspection. These works have now been scheduled.

The potential Improvement Notice related to the communication of maintenance updates and the timely updating of the Trinity House database, rather than the condition or performance of the aids to navigation themselves. Procedures are being reviewed to ensure that future maintenance activities and inspection outcomes are reported and recorded promptly.

Maritime and Local Events

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

Bridport

- UKWR Waterski Race 16 & 17 May 2026
- West Bay Days Pirates Weekend 23 & 24 May 2026
- WBSAC 18 & 19 July 2026 Open Boat Weekend
- WB River Annual Raft Race 23 July 2026
- OCRDA Race 25 July 2026
- West Bay Days West Bay Weekend 1 & 2 August 2026
- Gig Club Regatta 8 August 2026
- Earth my Earth art project 13 September 2026
- West Bay Days Bonfire by the Beach 31 October 2026

Lyme Regis

- Bridgewater Harleys Group 2 May 2026
- RNLI Blessing of the boats 10 May 2026
- LRGC Masters regatta 16 & 17 May 2026
- Lyme Regis Sailing Club (LRSC) Fireballs Open 21 June 2026
- LRSC Youth Regatta 11 July 2026
- Somers Day Parade 2 July 2026
- LRSC Regatta 1 & 2 August 2026
- Lyme Splash Water Polo 1 & 2 August 2026
- Lifeboat week 15 – 23 August 2026
- Lyme Splash 6 September 2026

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Weymouth Harbour Report

Harbours Advisory Committee
23rd September 2026



Ed Carter
Dorset Harbours Manager & Weymouth Harbour Master

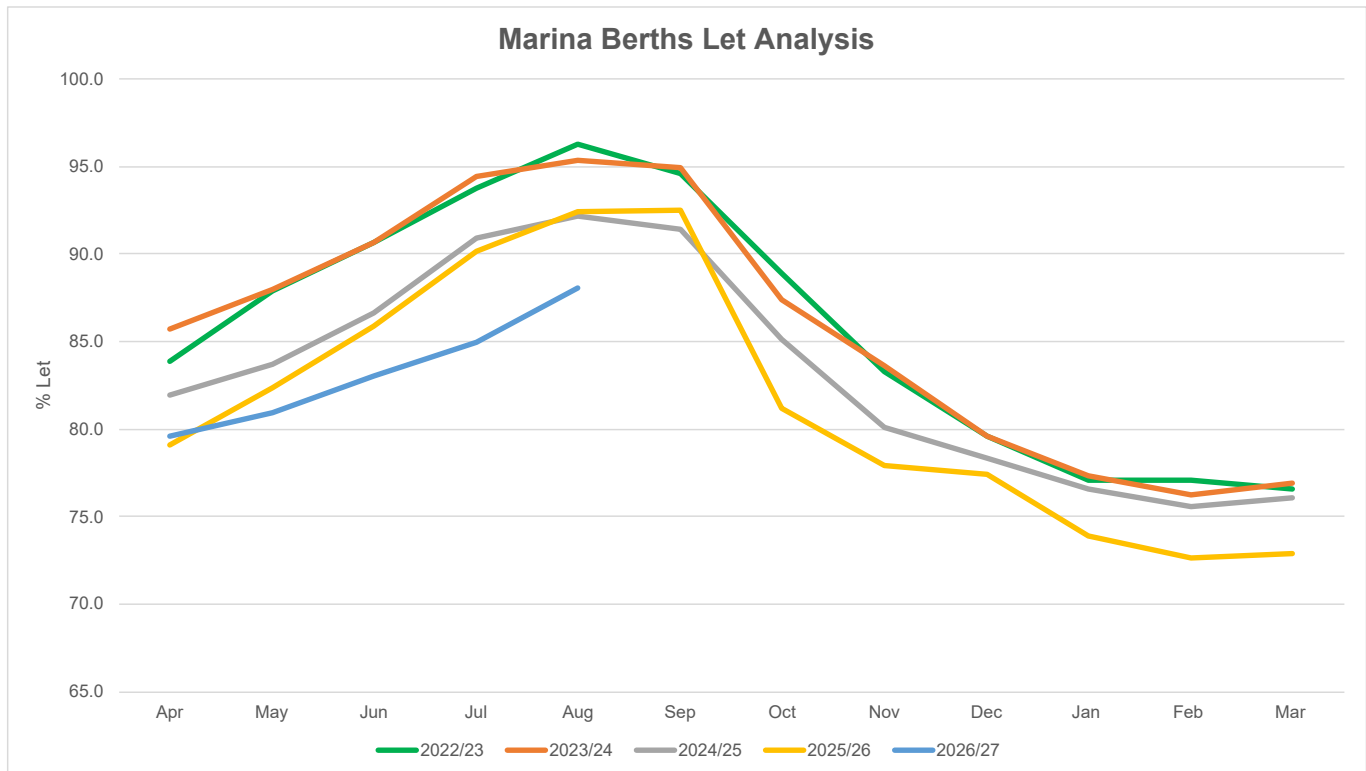
Weymouth Harbour Let Analysis

Marina Berths

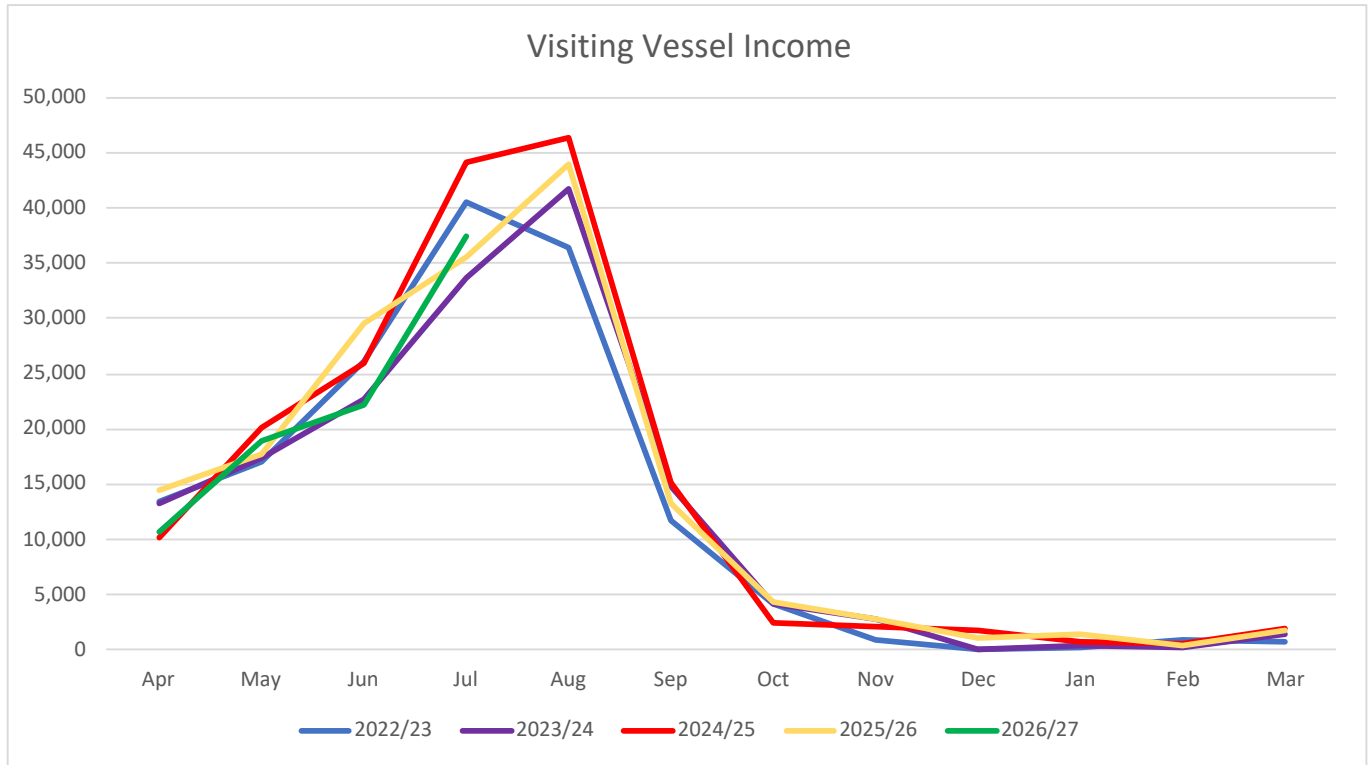
Marina occupancy has remained below the levels achieved in recent years, reaching 88% in August. Whilst this represents a lower position than historically experienced during the peak season, it is consistent with trends being observed across much of the recreational boating sector. Economic pressures, ongoing cost-of-living challenges, and sustained increases in vessel operating costs, including fuel, maintenance and insurance, continue to influence customer spending decisions and berthing preferences. The shift towards shorter-term and seasonal berthing arrangements highlighted in previous reports also remains evident, with some customers opting for more flexible arrangements rather than committing to annual agreements.

Despite occupancy levels being below those achieved in recent years, demand remains broadly stable and enquiries continue to be received. Officers remain proactive in engaging with prospective customers and promoting available berths.

Whilst previous marketing campaigns have generally delivered limited measurable uptake; the current occupancy trend provides an opportunity to review our approach. During the winter period, we will undertake a review of existing marketing activity and promotional materials to identify new opportunities, messaging, and advertising channels ahead of the 2027 season. Overall, the current position appears to reflect wider market conditions rather than any reduction in the attractiveness of Weymouth Harbour as a berthing destination.



Harbour Statistics



	2023/24	2024/25	2025/26	2026/27 (up to 01 Aug)	Against Previous Year Profile
Visiting Leisure Craft Revenue (Berthing Fees)	£162,974	£183,516	£177,126	£91,767	-5.8%
Slipway & PWC Permit Revenue	£21,382	£17,555	£19,159	£15,322	27.0%
Number of Bridge Lifts	1,354	1,404	1,366	689	0.7%
Number of Vessels Transiting Bridge	5,952	5,522	5,539	3,339	11.9%
Number of Non-resident Fishing Vessel Visits	78	174	206	61	-35.0%

Harbour Operations & Port Marine Safety – Quarterly Update

1.0 Harbour Use

1.1 Harbour activity throughout the summer season has remained generally positive, although visitor numbers have been somewhat variable. Visiting vessel revenue has fluctuated in comparison to 2025 and overall is currently slightly below last year's figures. This reflects a pattern seen across much of the season, with stronger activity during weekends and favourable weather periods, but quieter trading during less settled spells (strong winds) and mid-week periods.

Despite this, demand for harbour facilities remains healthy. Slipway usage has continued to perform particularly well, with revenue significantly ahead of the previous year throughout the reporting period. Watersports permit sales have also shown sustained growth, indicating continued strong participation in recreational boating and water-based activities.

At the time of writing this report, complete August figures were not available, however early indications were encouraging. Visitor overnight stays increased significantly compared with the same period last year, helping to improve the year-to-date position, while slipway usage and watersports permit sales continued to perform strongly.

It is worth noting in the above figures that the sharp drop in fishing vessel visits is due to a single visiting vessel from last season now operating from a Weymouth berth, and as such is no longer included within these statistics.

The visitor market continues to be influenced by wider economic pressures, including ongoing cost-of-living challenges and higher operating costs for vessel owners, particularly fuel prices. In addition, periods of windy weather during the season are likely to have affected cruising activity and short-term visitor stays. Nevertheless, Weymouth Harbour continues to attract strong levels of recreational use, with overall harbour activity remaining robust and broadly in line with expectations for the season.

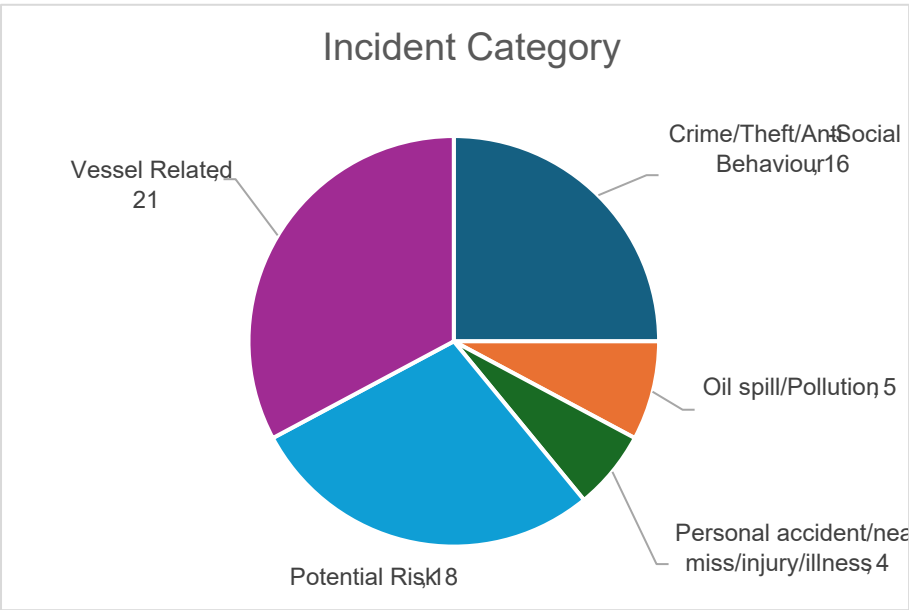
1.2 Dorset Seafood Festival & Harbour Nights Market

The Dorset Seafood Festival returned to Weymouth Harbour in July, marking its long-awaited return to the harbourside following a number of years at alternative venues. The event was very well attended and generated positive feedback from visitors, businesses and festival organisers, many of whom highlighted the harbour as the festival's natural home. The return of the festival supported significant footfall within the town and reinforced the important role the harbour plays in supporting tourism, the local fishing industry and the wider visitor economy.

Alongside the Seafood Festival, the Harbour Nights Artisan Markets have also been introduced to the harbourside events programme during 2026. Delivered by Dorset Artisan Markets, these evening events have brought together local traders, food producers, craftspeople and entertainers, helping to create additional activity along the waterfront during the summer months. The markets have complemented the harbour's existing events offer and support Dorset Council's wider ambitions to promote local businesses, encourage tourism and enhance the harbour's role as a vibrant community destination.

2.0 Incidents

2.1 Whilst harbour activity has increased significantly during the peak summer period, the majority of recorded incidents remained low consequence in nature. A total of 64 incidents were recorded during the reporting period. Consistent with previous reporting, the largest proportion related to vessel operations, potential safety risks, and anti-social behaviour, rather than serious accidents or infrastructure failures.



Crime/Theft/Antisocial Behaviour:

A notable proportion of incidents related to anti-social behaviour in and around the harbour, particularly involving people entering the water from quaysides, pontoons and harbour structures. Several incidents involved trespassing onto restricted areas, interference with lifesaving equipment, and nuisance behaviour towards harbour users. In a small number of cases, theft or attempted theft of property was reported. Harbour staff responded quickly, often working alongside Police, CSAS and other partners where appropriate.

Personal Accident/Near-miss/Injury:

Only a small number of incidents involved injury or personal accidents. These primarily consisted of slips, trips and falls, passenger welfare incidents, and situations where prompt intervention by harbour staff helped prevent more serious outcomes. No significant injuries were recorded during the period.

Potential Risk:

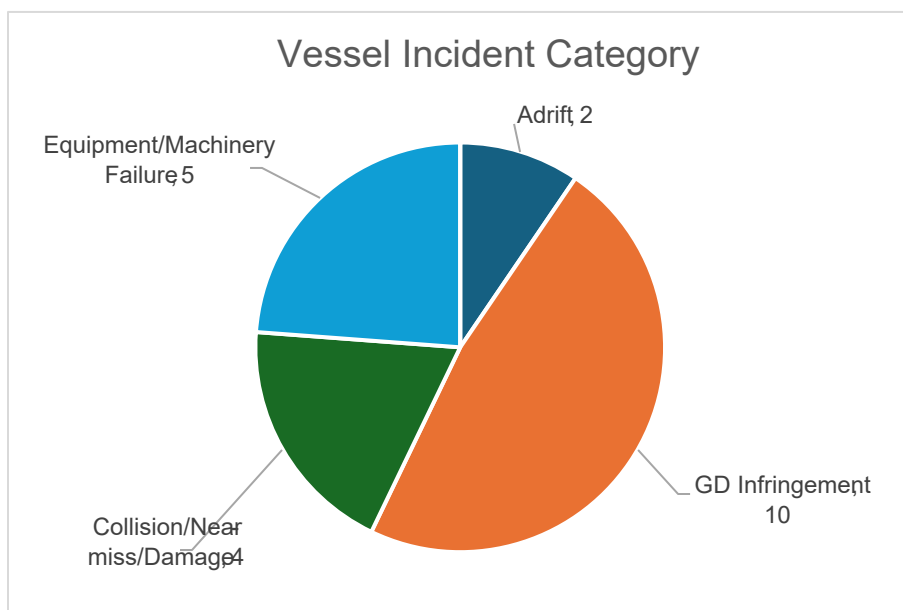
The most common risks recorded related to people entering the water within harbour limits, including swimming, paddleboarding, snorkelling and diving activities. Several incidents involved the deployment or interference of lifesaving equipment, whilst others related to obstructions, debris, or hazards to navigation. These incidents continue to highlight the challenges associated with managing a busy public waterfront alongside commercial and recreational vessel movements.

Pollution Incidents:

Five pollution incidents were recorded during the period. These were generally minor in nature and primarily linked to vessel operations or mechanical issues. All incidents were investigated and appropriate advice or mitigation measures were implemented. No major pollution events occurred and no activation of the Oil Spill Management Plan was required.

Vessel Related:

Vessel-related incidents remained the largest single category. The majority involved speeding, excess wash, red-light infringements at Town Bridge, minor collisions, machinery failures and vessels requiring assistance following loss of propulsion. As in previous reporting periods, most incidents were low severity and were resolved through advice, intervention by harbour staff, or routine harbour procedures. The data demonstrates that vessel manoeuvring and compliance with harbour speed limits continue to represent the most frequent operational challenges within the port.



2.2 Prosecutions

On the 27th of July 2025, the motor vessel AMBERLION was observed by Harbour Officers being navigated at a speed in excess of 4 knots and without care and caution within the Inner Harbour. Following investigation of the circumstances, the decision was made to proceed to prosecution. In July 2026, the Court found the skipper of the vessel guilty of offences for speed of vessels and navigating without care and caution, contrary to the Weymouth Harbour General Directions 2024, and was ordered to pay a fine of £936.

At the time of writing this report, a further prosecution for a similar incident that occurred in November 2025 had been adjourned until the 1st of September. It is hoped that a verbal update on this prosecution can be given to members at the September meeting.

Members should note that the progression of both cases through the Magistrates' Court has been significantly affected by wider pressures across the criminal justice system. Nationally, criminal courts

continue to experience substantial caseload backlogs and delays, with demand for court time exceeding disposal rates in many areas, resulting in longer waiting times between hearings and case conclusion.

As these are the first prosecutions brought under the Weymouth Harbour General Directions 2024, once both matters have concluded, officers will undertake a review of the end-to-end process with Dorset Council's Legal Services team. This review will seek to identify lessons learned, streamline procedures where possible, and improve the efficiency of future enforcement action.

3.0 Anti-social Behaviour

Anti-social behaviour continues to present a challenge during the summer months, particularly in relation to young people entering the water from harbour structures, swimming within operational areas, and accessing restricted parts of the harbour estate. The issue is not unique to Weymouth and reflects trends being experienced by many coastal communities across the country, particularly during periods of warm weather and school holidays.

Members should note that the Crime, Theft and Anti-Social Behaviour incident figures reported earlier in this document relate to incidents formally recorded through the Harbour's principal incident reporting system. Due to the frequency and recurring nature of youth-related anti-social behaviour, particularly harbour jumping and swimming, these events are recorded separately within a dedicated operational log. This approach allows officers to monitor trends, record interventions, and coordinate responses without disproportionately influencing broader incident reporting statistics.

The Harbour Team has recorded numerous interventions throughout the season involving groups of young people jumping from quaysides, piers, pontoons and harbour infrastructure. Whilst much of this behaviour may appear low-level in nature, it presents a significant safety concern due to the proximity of vessel traffic, commercial operations, harbour structures, bridge movements and other navigational hazards. Harbour staff have been required on occasion to warn vessels of swimmers, patrol affected areas, and work with partner agencies to reduce the risk of serious injury. Encouragingly, despite the frequency of intervention, no serious injuries associated with these activities have been reported.

A positive aspect of this year's response has been the continued partnership working between Weymouth Harbour, Dorset Police, Community Safety Accreditation Scheme (CSAS) officers, Dorset CCTV, Youth Services, Weymouth Town Council and other local stakeholders. Information sharing and joint responses have enabled a coordinated approach to tackling issues as they arise, combining education and engagement with proportionate enforcement where appropriate. The Harbour Team also continues to work closely with Dorset Council's Health and Safety colleagues to ensure that emerging risks are identified, reviewed and managed appropriately, with control measures being updated where necessary.

Recognising the changing nature of the issue, the Weymouth Harbour Anti-Social Behaviour Management Plan was reviewed and substantially expanded earlier this year. Previously focused primarily on the Pleasure Pier, the revised plan now encompasses the wider harbour estate and provides officers with a structured framework for intervention, enforcement, escalation and officer safety. The revised arrangements have improved consistency in recording, reporting and managing incidents across the harbour.

Whilst anti-social behaviour remains an ongoing challenge, the Harbour Authority's primary objective remains the prevention of serious injury. Current experience suggests that persistent engagement, targeted enforcement, environmental improvements, close partnership working and regular review of management arrangements continue to provide the most effective and proportionate means of managing the issue. The situation will continue to be monitored closely throughout the remainder of the season and further measures considered where trends indicate they are required.

4.0 Harbour Operations

4.1 Oil Spills & Emergency Response

During the reporting period, the Harbour team responded to a small number of pollution incidents, all of which were minor in nature and managed using routine procedures and available pollution response equipment. Incidents primarily involved light oil sheens, vessel-related discharges, and small spills associated with vessel maintenance or operation. In each case, appropriate containment, monitoring, and follow-up action was undertaken by harbour staff and, where necessary, vessel owners were advised regarding corrective measures.

No pollution incident during the reporting period reached the threshold requiring activation of the Oil Spill Contingency Plan, and there were no significant environmental impacts identified. The Harbour team will continue to promote good housekeeping practices and maintain readiness to respond should a more serious incident occur.

In addition, as part of the planned multi-agency emergency exercise, officers intend to incorporate a tabletop Tier 1 oil spill response scenario. This will provide an opportunity to test notification procedures, decision-making processes, inter-agency communication, and the practical application of the Oil Spill Contingency Plan within a controlled environment, helping to identify any lessons that can be incorporated into future emergency planning arrangements.

4.2 Trinity House Inspection

Weymouth's Aids to Navigation are managed to IALA standards and inspected by Trinity House under the Local Lighthouse Authority regime. The latest inspection, conducted on the 18th of August, reported:

"We are pleased to advise you that the audit of the records of the availability of the local aids to navigation under the management of Dorset Council was satisfactorily carried out on 18/08/2026 by an Officer of Trinity House and everything was found in good order and there were no matters arising which require further comment."

4.3 Tuna Licence

Weymouth Harbour has recently been approved as an authorised landing port for Atlantic Bluefin Tuna, following the expansion of the UK's commercial Bluefin Tuna fishery for 2026. The fishery operates under a tightly regulated national quota system administered by the Marine Management Organisation (MMO), with authorised vessels permitted to target and land tuna using low-impact rod-and-reel methods. The 2026 season opened in mid-July and forms part of the UK's growing participation in a sustainable and internationally managed fishery.

Since receiving approval, Weymouth has already seen a number of tuna landings, providing a new opportunity for the harbour's commercial fishing sector and further diversifying activity within the port. The return of Bluefin Tuna to waters off the south coast has been one of the most significant developments in UK fisheries in recent years, with increasing numbers being observed in the English Channel and along the Dorset coastline.

Whilst it remains too early to properly assess the long-term economic benefits, initial activity has generated considerable interest from both the fishing industry and the wider public. Officers will continue to monitor landings and engagement with the fishery and will provide further updates to the Committee as things progress.

4.4 Multi-agency Emergency Exercise

Further to the update provided at the previous meeting, officers have continued to work with Dorset & Wiltshire Fire and Rescue Service on the development of a multi-agency emergency response exercise for Weymouth Harbour. A draft exercise scenario has now been prepared, based around a simulated vessel fire within North Quay Marina, involving multiple casualties, potential fire spread, and associated environmental considerations. At the time of writing this report, the draft scenario is under review, before being finalised.

The exercise is intended to test operational response arrangements, command and control structures, inter-agency communications, casualty management procedures, and environmental response capabilities within a realistic harbour setting. It will also help inform the development of a Memorandum of Understanding between Dorset Council Harbours and Dorset & Wiltshire Fire and Rescue Service, providing greater clarity around roles, responsibilities and joint working arrangements during maritime emergency incidents.

At present, the exercise is provisionally scheduled to take place towards the end of September. However, given the operational demands of the summer season and the time required to fully develop and agree the exercise arrangements with participating agencies, it may be necessary to move the exercise into October. A final date will be agreed once the planning process has been completed and all agencies are satisfied that the exercise can deliver meaningful outcomes and learning opportunities.

The exercise represents an important opportunity to strengthen existing partnerships, validate emergency response procedures, and identify any lessons that can be incorporated into future harbour emergency planning arrangements.

4.5 Dorset Council Parking Review and Listening Events

Dorset Council is currently undertaking a comprehensive review of its parking services alongside the preparation of a new local plan for public bus and community transport. The review will help shape parking tariffs for 2027/28 and inform wider transport policy over the next 15 years. The Council has stated that any future parking surplus could be used to support improvements to public and community transport across the county.

Issues under consideration include parking tariffs, lengths of stay, management of seasonal visitor demand, congestion, wayfinding, the promotion of underused car parks, and the relationship between parking and wider transport objectives.

The Council currently expects to consider the outcomes of the review at a Cabinet meeting on 6 October 2026, with any approved changes anticipated to be implemented from April 2027 onwards. Formal consultation on the 2027/2028 proposed parking charges is planned to take place between November 2026 and February 2027, prior to final decisions being made by Cabinet in March 2027.

5.0 Harbour Works

5.1 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.

5.2 Cargo Stage

Following the update provided at the previous meeting, works to improve the Cargo Stage have continued to progress. The installation of new safety railings along the edge of the raised platform was completed ahead of the Dorset Seafood Festival, significantly improving the safety of the area and helping to create a well-defined and usable space for events and public activities. This allowed the area to be utilised successfully during the festival and the July and August Artisan Market events.

Whilst it had originally been hoped that resurfacing works would also be completed before the summer season, further to the requirement for investigation work into the area it became apparent that there was a significant risk of the works remaining unfinished during the events period. To avoid disruption to a major public event and ensure the area remained safe and accessible, a decision was taken to defer the resurfacing element of the project until later in the year.

The resurfacing works will be undertaken by Dorset Council's Highways team after the summer season. The completion of both the railings and resurfacing elements will provide a safer, more attractive and more functional space, supporting both day-to-day harbour operations and the growing programme of events held on the harbourside.

5.3 Stone Pier Railings

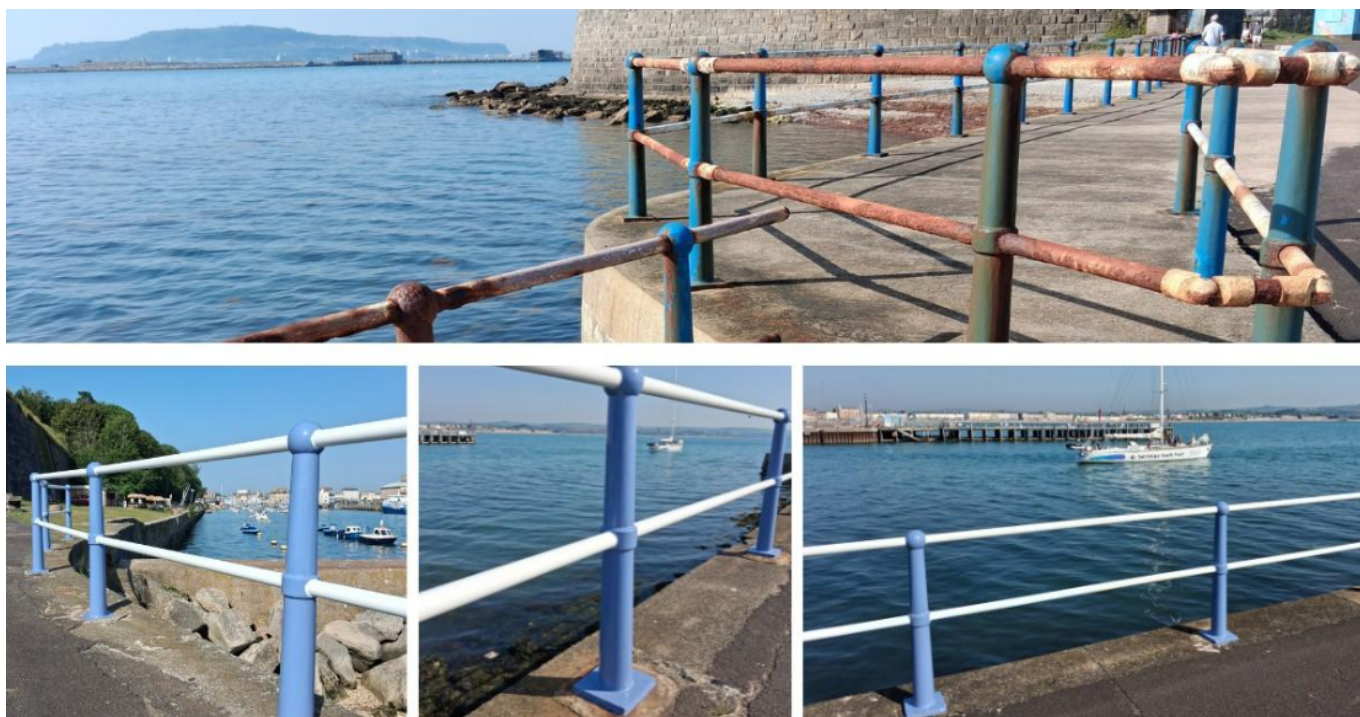
Work to refurbish and replace sections of the Stone Pier railings has continued throughout the reporting period. The project follows inspections which identified areas of corrosion and deterioration caused by prolonged exposure to the marine environment. The railings form an important safety barrier along the 500-metre pier and the works are intended to ensure the structure remains safe and serviceable for residents and visitors for many years to come.

The scheme commenced on 6 May 2026 and has been completed in phased sections, enabling the Stone Pier to remain open to the public throughout the works. Dorset Council's Communications Team highlighted the project in July, drawing attention to the importance of the investment, both from a public safety perspective and as part of wider improvements taking place around Weymouth's waterfront.

Once completed, the refurbished railings are expected to provide a service life of 20 to 30 years with routine maintenance, helping to protect one of Weymouth Harbour's most popular public assets whilst reducing the need for more extensive future intervention. Further improvement works being considered

in the wider Stone Pier area include enhancements to the viewing tower, repairs to concrete benches, and resurfacing of adjacent walkways.

This project continues to support the Dorset Harbours Strategy objective of maintaining safe, high-quality infrastructure and enhancing the visitor experience throughout the harbour estate.



5.4 Sand Jetty

Ramboll have now completed the structural survey of Sand Jetty, including land-based, boat-based and underwater dive inspections of the structure. The survey reviewed the condition of the deck, beams, piles, fendering, harbour wall and riverbed, and compared findings against Ramboll's previous inspection undertaken in 2013.

The report concludes that the overall structural condition of Sand Jetty remains fair for its age, with no evidence of significant settlement, movement, deformation or scour. Ramboll noted no visible signs that the structure is being overstressed in its current form and did not recommend any restrictions on the jetty's current use, including the existing vehicle parking provision.

Whilst the main reinforced concrete structure remains generally serviceable, the survey identified ongoing deterioration consistent with a structure operating in a marine environment. The most significant defects were associated with the timber fendering system around the perimeter of the jetty, together with a seized drainage flap valve.

The key maintenance actions identified by Ramboll are:

- Review the existing timber fendering system and remove or replace damaged, deteriorated or redundant timber fenders that are at risk of detaching from the structure.
- Repair or replace corroded fixings and associated timber elements connected to the fendering system where necessary.

- Repair and maintain the jetty drainage flap valve, which is currently seized in the open position and could allow floodwater ingress during periods of high water levels.
- Continue regular inspection and maintenance of the concrete structure, including future monitoring of historic sprayed-concrete repairs to piles and soffits.
- Undertake future structural inspections at approximately three-year intervals, with the next inspection including a tapping survey of sprayed concrete repair areas to detect any hidden delamination or voids.

Officers are currently reviewing the report in detail and will be progressing the recommended maintenance works, with priority being given to the timber fendering and drainage valve repairs. Subject to the outcome of this review, any budget implications or further works required will be reported to the Committee in due course.

5.5 Weymouth Quay Regeneration Project

Officers have continued to oversee completion of outstanding defects associated with the Weymouth Quay Regeneration Project. Remedial works have now been completed to cracking on the Fish Landing Quay slab, ponding issues adjacent to the davit crane area, a collapsed manhole, and blocked drainage infrastructure. Harbour staff are currently inspecting and verifying completed works, with a small number of outstanding items remaining, including final electrical connections to the vehicle access gates, fuel system related works, and completion of Operation and Maintenance documentation.

Harbour staff continue to investigate recurring water ingress issues affecting the fishermen's stores, including the catch store, bait store and associated office accommodation. During recent inspections, additional evidence of water penetration was identified, including concerns regarding sealing between wall panels and the concrete slab. Advice received from the project management team indicates that these matters remain within the defects process and should continue to be pursued through the principal contractor. Officers are therefore continuing discussions regarding responsibility for remedial works and long-term resolution.

5.6 Weymouth Quay Fuel Pontoon

Following final commissioning, and the opening of the fuel pontoon at the end of April, several minor operational issues were identified, including a minor leak within the fuel cabinet, replacement of a damaged fuel hose and completion of final contractor works. These items have been progressed through the defects process and contractor visits remain scheduled where necessary to finalise outstanding matters and ensure the installation continues to operate as intended.

5.7 Pavilion Car Park

Harbour officers have reviewed the final Pavilion Car Park lining and traffic management layout associated with wider wall F & G repair works. The design has undergone swept-path assessment to ensure continued access for larger commercial vehicles serving the harbour while improving parking arrangements within the wider site.

5.8 Waste Pump-out Facility

Plans for a waste pump-out facility at Weymouth Harbour have progressed through an extended design and approvals process to ensure compliance with environmental, waste management, and fuel

infrastructure regulations. The facility will be located on the fuel pontoon, with waste collected in a shoreside holding tank for off-site treatment. The project represents a long-term investment in harbour infrastructure, supporting improved water quality and enhanced services for harbour users. Due to the time required to complete the design and approval stages, installation is now planned for the upcoming winter period.

6.0 Commercial Port Berths & Notable Traffic

6.1 Weymouth Harbour was pleased to welcome the sail training vessel Pelican of London (45m LOA) once again in late August. Originally built in 1948 as an Arctic trawler, the vessel now provides sail training and educational programmes that introduce young people to seamanship, marine science and careers within the maritime sector.

Repeat visits from vessels such as Pelican of London demonstrate the harbour's continued appeal to a diverse range of maritime users. As a striking presence on the waterfront, the vessel attracted considerable public interest during her stay and provided a visible reminder of the harbour's connection to maritime heritage, education and training. Such visits add vibrancy to the port, support local businesses and further enhance Weymouth's reputation as a welcoming destination for visiting vessels.



We are also looking forward to again seeing the P/S Waverley make a number of stops in Weymouth during early September.

7.0 Pilotage

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

8.0 Significant Events Relevant to Harbour Operations and/or Access

At the time of writing this report, we were awaiting multiple visits from the *P/S Waverley* in early September, along with the events of the iQFoil World Championships, Ironman, and Ironkids.

As all of these events are scheduled to take place after the deadline for Committee papers to be submitted, verbal updates will be given to members.

Event Calendar:

Month	Event	Date(s)
September	P/S Waverley P/S Waverley iQFoil World Championships P/S Waverley Ironman & Ironkids	3 rd & 4 th 9 th 4 th – 12 th 13 th 20 th – 21 st
October	Beach Motocross	10 th
November	-	-
December	Christmas Day Swim	25 th

Harbours Advisory Committee

23 September 2026

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update For Review and Consultation

Cabinet Member:

Cllr J Jeanes, Place Services

Local Councillor(s): All

Senior Leadership Team:

J Britton - Executive Director, Economy & Environment

Report author and job title: Matthew Penny, Service Manager Flood & Coastal Erosion Risk Management

Email: matthew.penny@dorsetcouncil.gov.uk

Statutory Authority: n/a

Report status: Public Choose an item.

1. **Executive summary (maximum of 500 words)**

- 1.1 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.

2. **Recommendation(s)**

- 2.1 Review report and comment.

3. **Reason for the recommendation(s)**

- 3.1 Update and consult with Harbours Advisory Committee.

4. The report

4.1 Bridport Harbour (West Bay)

a. Dredging

The Coastal Risk Management team are supporting the Harbours team to deliver this work.

Procurement processes for dredging works in 2027 are now being put in place.

b. Inspections and Repairs

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

Inspection works are now substantially complete, with only the boat-based inspection of the inner harbour wall remaining. To date, no significant defects have been identified, and the overall condition of the inspected assets appears satisfactory.

c. Harbour Wall A and B Works.

Remedial work on Wall A was completed by end of May 2026 except for the repairs to the sheet pile section. The masonry section of Wall B was repaired and the damaged section of footway repaired up to the base of the concrete slab.

The main Wall B construction works are scheduled for Autumn/Winter 2026, subject to the licenses being issued, but all licensing and planning applications have been submitted. Currently a working method to remove the need for a cofferdam is being investigated as this will be much less intrusive for stakeholders and should result in a safer method of working.

4.2 Lyme Regis Harbour

a. Dredging

The Coastal Risk Management team are supporting the Harbours team to deliver this work. Documentation is currently being compiled to progress this.

b. Inspections and repairs

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

Inspection works are now substantially complete, with only the boat-based inspection of the inner harbour wall remaining. To date, no significant defects have been identified, and the overall condition of the inspected assets appears satisfactory.

c. The Cobb Repairs.

The void repair works completed in June have performed well and we are satisfied with their effectiveness. Attention has now turned to the next phase of works, comprising of repointing to the eastern side of Victoria Pier and structural investigations and minor repairs to the inner face of the Southern Arm. Material specifications are currently being reviewed in consultation with Historic England, and, subject to approval, the works are expected to be completed by the end of the financial year.

d. Lyme Regis Environmental Improvement Scheme Phase 5

We are still in the process of progressing design refinement in consultation with key stakeholders such as Historic England and Natural England. In August, an onsite inspection of the seaward side of the Cobb with key stakeholders was a success and productive dialogue is ongoing. All parties are engaged in the collaborative process of identifying measures to secure long-term strengthening of the Cobb coupled with a comprehensive maintenance regime.

We are currently processing Environment Agency documentation to release approved grant funds for the pre-construction design process.

Subject to the necessary statutory consenting process, construction should begin in Winter of 2027 to ensure that preparation for the seaward side toe protection works can be properly prepared for execution in the Summer of 2028.

4.3 Weymouth Harbour

a. Dredging

Nothing to note.

b. Inspections and repairs.

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

Routine inspections have been rescheduled to September. Repair works to a section of Wall 2, located adjacent to the Stone Pier Café, are currently planned for during Autumn, subject to suitable weather conditions.

c. Weymouth Flood & Coastal Erosion Risk Management Scheme Phase 1

The EA has released various updates on the new funding guidance; there's now sufficient certainty to continue the development of the Outline Business Case (OBC) under the new funding rules. Additional funding was secured through Local Levy to address the shortfall created by the implementation of the new guidance. Appraisal economics are being updated in accordance with new requirements and will inform the approach to scheme implementation and gaining maximum benefits.

Wessex Water agreed to make their surface water model available for the Weymouth Surface Water Investigation. This will further strengthen confidence in the modelling outcomes and support the development of the OBC.

The OBC is anticipated to be ready for submission by summer 2027, after which Full Business Case development will commence in conjunction with detail design, consenting and contractor procurement. It is envisaged that construction will commence Winter 2029.

d. Harbour Walls F&G (Peninsula)

Construction has progressed well, and the contractor is now engaged in the landscaping and associated public realm works. All site activity should be concluded on programme by 01 October 2026.

e. Harbour Wall E (Harbour Compound)

Weymouth harbour wall E is a sheet piled wall located on the north of the harbour mouth adjacent to the former ferry berthing and continues around to the pleasure pier at the end of the peninsula. There are areas of localised deterioration and heavy corrosion of the sheet piled wall.

A design consultant has undertaken a condition survey of Wall E. Following the results of the survey, we will be commissioning a detailed design and specification document for the remedial and replacement section of this wall.

Initial investigations are due to commence later this year to inform the proposals for the wall design, following which a consultant will be appointed for the first stage design. The design consultant for the main works will be appointed following a mini tender competition this financial year.

Subject to design proposals and appointment of an appropriate construction contractor, the construction works are anticipated to be commenced in the 2028/29 financial year.

5. Alternative options considered

5.1 n/a

6. Legal considerations

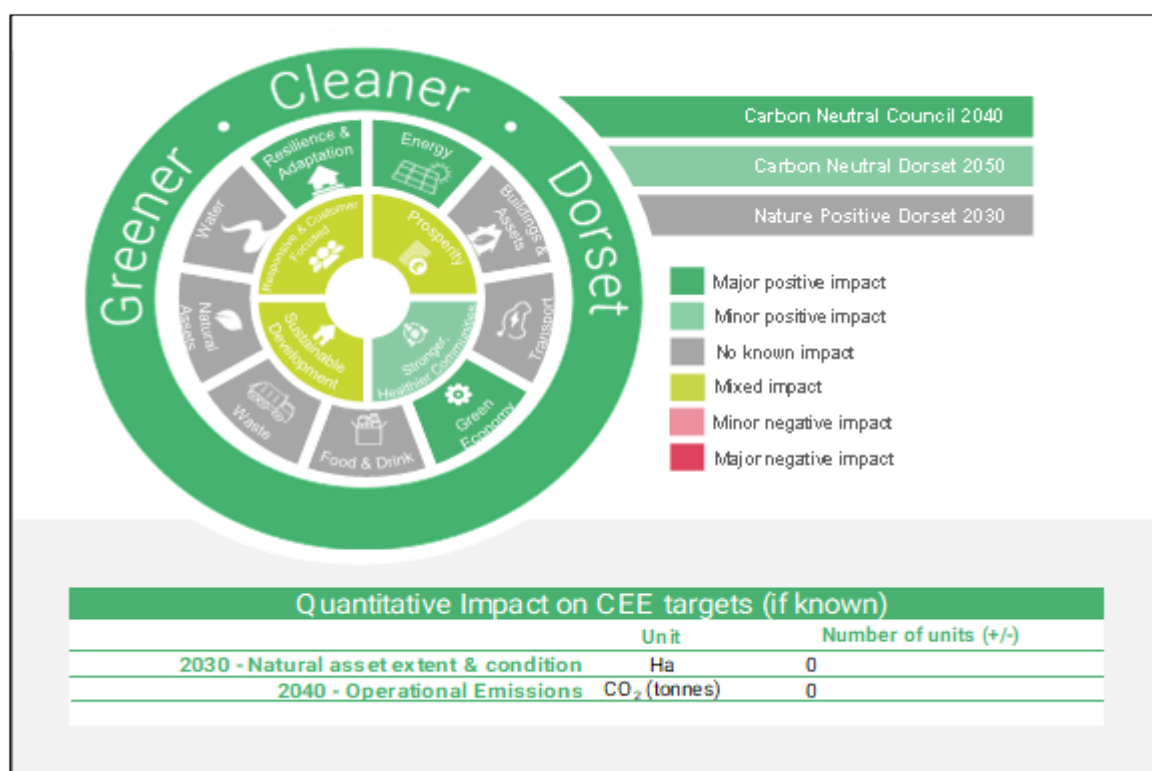
6.1 There are no legal implications arising from this report.

7. Financial implications

7.1 The financial implications of capital projects are detailed within the individual business cases which are reviewed as part of Dorset Councils capital programme approval process. Revenue maintenance activities are managed within the constraints of the allotted Dorset Council revenue budgets.

8. Natural environment, climate & ecology implications

8.1



8.2 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 each respective cabinet paper.

9. Well-being and health implications

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

10. Other implications

10.1 n/a

11. Risk implications

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

Current Risk: Low

Residual Risk: Low

12. Equalities

- 12.1 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.

13. Appendices

- 13.1 Weymouth Harbour Wall Location Map
- 13.2 Bridport Harbour Walls A&B Location Map
- 13.3 Climate Decision Wheel Output

14. Background papers

- 14.1 n/a

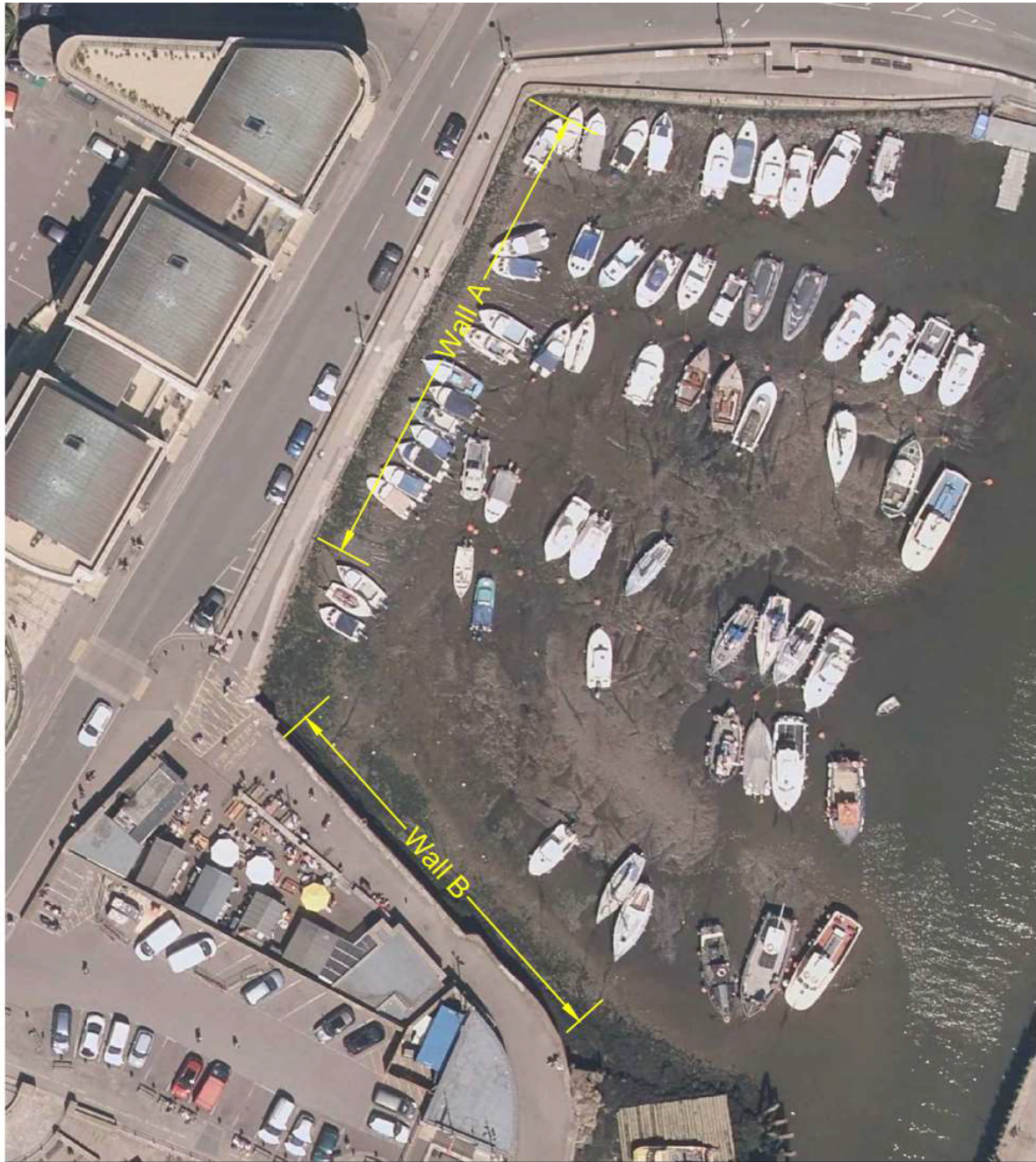
15. Report sign-off

- 15.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s)

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Bridport Harbour Walls A&B Location Map:



Photographic Copyright: Channel Coastal Observatory, 2017.

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Appendix 3 - Climate Wheel Accessible Impact Assessment and 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

23 September 2026

Harbour Budget Monitoring Report 2026-27

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s):

All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title:

Ed Carter, Dorset Councils Harbours Manager, James Radcliffe, Bridport and Lyme Regis Harbour Master, Claire Connolly, Weymouth Harbour Business Manager

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

Statutory Authority: Weymouth Harbour Revision Order 2021, Local Legislation

Report status: Public Choose an item.

Executive summary

1. The purpose of the report is report is to set out the current budget forecasts and reserve balances for Dorset Councils Harbours for 2026/27. The financial summaries are given in the appendices.
2. **Recommendation(s)**
 - 2.1 That the Harbours Advisory Group note the 2026/27 budget monitoring figures and reserve balances for Dorset Councils harbours as at the end July 2026.
3. **Reason for the recommendation(s)**
 - 3.1 The Dorset Council Harbours Strategy and Business Plan provide comprehensive five year financial and investment framework that guides the future allocation and use of harbour budgets.
 - 3.2 Overall, Dorset Council's harbours are performing well, with Weymouth forecast to exceed its budgeted surplus, Lyme Regis remaining on track for a balanced position, and Bridport forecasting a reduced but still positive surplus.

Cost pressures are being actively managed, and reserve balances continue to support investment in harbour infrastructure and future strategic priorities.

3.3 Strategic goal number 4 of the harbour strategy is to maintain a balanced budget while building the capacity for ongoing investment in the harbours. The overarching aim is for Dorset's harbours to become financially self-sufficient, with the ability to manage and reinvest reserves to support strategic aims.

3.3 Regular budget monitoring and reporting to the Harbours Advisory Committee plays a key role in managing financial risks. This process ensures that income is reviewed against expectations and that any potential under or overspending is identified and addressed promptly.

4. **Bridport Harbour:**

4.1 Bridport Harbour budget forecast figures are given at Appendix 1; there is a budgeted surplus of £90,400. The current forecast is that this surplus will decrease to £71,807.

4.2 The vacant Harbour Mechanic post has resulted in salary savings; it has also contributed to lower than anticipated income due to the loss of revenue-generating activities linked to the role. The long-term future of the post remains uncertain and will be addressed as part of the next round of budget setting.

4.3 Premises-related costs are currently showing an overspend, largely attributable to the installation of three quayside davits. However, as the project is eligible for 75% fisheries grant funding, the associated income is included within the forecast and mitigates the overall budget impact.

4.4 There are also some minor overspends relating to Legal Costs and Business Rates.

4.5 There is a reduction in income relating to the vacant mechanic post.

4.6 Car park income is forecast to be below budget, reflecting lower income levels compared with the previous year.

4.7 Mooring and Boat Storage Fees have been forecast to match last year's actual income, resulting in a minor shortfall on budget.

4.8 Income from shop and fuel sales are currently on track to achieve budget expectations.

5 Lyme Regis Harbour:

- 5.1 Lyme Harbour budget forecast figures are given at Appendix 2.
- 5.2 Expenditure on seasonal staff is currently lower than anticipated and this saving has been reflected in the forecast.
- 5.3 Additional costs relating to business rates have arisen during the year and are reflected in the forecast.
- 5.4 Fuel expenditure is currently forecast to exceed budget; however, this is offset by the associated income generated from fuel sales.
- 5.5 Income from licences is forecast to be below budget. Improved data is now available, which will assist in refining future forecasts and ensuring budgets more accurately reflect actual income levels.
- 5.6 There remains a requirement to deliver a balanced budget, and any emerging cost pressures will continue to be closely monitored and managed to achieve a cost-neutral position.

6 Weymouth Harbour:

- 6.1 Weymouth Harbour budget forecast figures are given at Appendix 3.
- 6.2 Weymouth Harbour budget was originally set to deliver a year-end surplus of £603,300. The current forecast indicates an increase to this surplus to £675,607.
- 6.3 Income: overall £157,184 favourable**
- 6.4 Marina berthing income is currently forecast to be slightly below budget. Annual berthing income is expected to fall short of budget expectations; however, this has been partially offset by the continued growth in demand for short-term and seasonal berthing. Income from shorter-term lets continues to perform well and is forecast to exceed budget. As a result, overall, there is adverse variance against the marina berthing income budget with a shortfall of 1.6%.
- 6.5 Income from recreational visitor overnight berthing is currently forecast to be slightly below budget, this reflects the variability in visitor numbers experienced throughout the season.

- 6.6 This shortfall is offset within the wider visitor leisure income streams by a strong performance from both slipway usage and water sports permit with both income streams outperforming budget expectations.
- 6.7 Combined income from these activities represents a favourable variance of approximately 1.2%.
- 6.8 Income generated by existing and new income streams at the commercial area is improving. Although the number of visiting vessels using the Fish Landing Quay is lower than last year, this is primarily due to one regular visitor now occupying a permanent mooring. Associated income such as overnight berthing, short-stay fees and use of the catch store are all performing ahead of budget and making a positive contribution to the commercial area's financial position.
- 6.9 There is new income from fuel sales, business continues to improve with the facility being used by both annual berth holders and visiting vessels.
- 6.10 A review of operating licences and associated berthing arrangements has resulted in a reduction in income. The review was undertaken to ensure greater consistency and fairness across licence fees. This has given operators better flexibility in berthing arrangements.
- 6.11 Income from harbour-owned car parks was expected to be below budget, with allowances made within the forecast for the anticipated loss of revenue resulting from the partial closure of the Pavilion car park. However, current projections indicate that car park income will exceed those forecasts.
- 6.12 Expenditure overall £84,877 adverse**
- 6.13 Pay related costs are higher than budgeted due to the re-evaluation of two established posts.
- 6.14 Increases have been applied to a number of budget areas to better reflect actual costs, based on last year's outturn. These include insurance and vehicle maintenance recharges.
- 6.15 Parking expenditure has also been increased to align more closely with last year's outturn. This ensures consistency with previous costs and more accurately reflects the expenditure now known to the service.
- 6.16 Energy costs continue to be closely monitored. Whilst the overall utilities budget is currently forecast to achieve a small favourable variance, electricity costs remain under pressure due to a number of known issues. Work is

ongoing with relevant officers and service providers to resolve these matters and identify opportunities to reduce the associated costs.

- 6.17 The electrical supply installed as part of the regeneration project continues to attract significant fixed charges that are disproportionate to the harbour's operational requirements. Discussions with Assets and Property remain ongoing to identify a long-term solution and explore opportunities to remove or reduce this cost burden within the harbour budget.
- 6.18 Electricity consumption within the commercial area remains high due to the ongoing Walls F&G works. These additional costs are being recharged to the contractor and therefore do not represent a direct cost pressure to the harbour.
- 6.19 A water leak in the commercial area during the previous financial year resulted in water charges being incorrectly billed. The subsequent credits and reissued invoices have impacted the current year's accounts. Whilst this does not represent a saving, it is expected to result in water costs being below budget for the year.
- 6.20 In other areas of the harbour, the water supplier has identified a number of faulty meters and installed replacement meters where required. As a result, water consumption that was previously unrecorded is now being accurately measured and billed, leading to increased costs in some budget areas.
- 6.21 The new facilities at the commercial area are generating additional income, there are also increased operational costs through ongoing maintenance and servicing commitments.

7 Reserves Balances and Asset Management Plans

- 7.1 Budgeted surpluses for all three harbours go into designated reserves. Any extra surplus at year-end will also be added to these reserves. Decisions on how to use the additional funds will be made at year-end based on priorities and financial needs.
- 7.2 Reserves balances are committed to delivering a programme of works aimed maintaining and improving harbour facilities. These investments are essential to protect income streams and support the strategic priorities outlined in the Dorset Harbours Strategy and Business Plan.
- 7.3 Both Bridport and Weymouth reserves spend include works associated with the Business Plan and Development and Improvement projects.

- 7.4 Bridport's opening reserve balance is £282,494. Of this reserve, there are further costs associated with the dredging relating to the storm damage. It is planned that this will be funded from Emergency Flood Funds.
- 7.5 Lyme Regis does not currently have a balance in reserves.
- 7.6 The reserve balance for Weymouth is forecast to be £2.6 million. This is split into several separate reserves detailed in the financial plan at appendix 3.
- 7.7 Whilst reserves are currently healthy for Weymouth, over the next few years, several costly projects are scheduled as part of the business plan. Weymouth Harbour has extensive infrastructure that is expensive to maintain and replace so it is essential to recognise that these funds are required to support this level of work.

8 Financial Implications

The report covers harbour budgets. The summary information is presented under the standard corporate headings. Dorset Council has outlined its financial plans for Bridport, Lyme Regis, and Weymouth Harbours for the 2026/27 financial year, with a focus on maintaining safe, sustainable, and economically viable operations. Revenue adjustments and any cost pressures have been considered when setting forecasts.

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

9 Legal considerations

This report has been reviewed and signed off by the Monitoring Officer and Section 151 Officer, confirming compliance with relevant legal and financial regulations. All proposed fees and use of reserves are in line with the Council's statutory powers and financial governance requirements.

10 Natural environment, climate & ecology implications

The Harbours' budgets 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.

11 Well-being and health implications

The harbour budget supports safe, well-maintained facilities that contribute to the well-being of harbour users, including local fishermen, recreational boaters, and visitors. Continued investment in infrastructure and services

helps promote a safe working environment and supports the economic and social vitality of coastal communities.

12 12 Other implications

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

13 Risk implications

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

Current Risk: Low

Residual Risk: Low

14 Equalities

There are no equalities implications arising from this report

15 Appendices

Appendix 1 Bridport Harbour Financial Summary

Appendix 2 Lyme Regis Harbour Financial Summary

Appendix 3 Weymouth Harbour Financial Summary

16 Background papers

None

17 Report sign-off

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).

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Appendix 1
Budget Monitoring Summary 2026/27 for Bridport Harbour
Harbours Advisory Committee 23 September 2026

	2026/27	2026/27	Variance	
	Full Yr Budget	Forecast		
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Service Recharges	93,100	93,100	0	(F)
Pay Related Costs	270,600	246,600	24,000	(F)
Premises Related Costs	48,000	111,569	(63,569)	(A)
Transport Related Costs	13,400	13,400	0	(F)
Supplies and Services	243,600	213,600	30,000	(F)
Third Party Payments (Contracted Out)	60,000	60,000	0	(F)
Total Expenditure	728,700	738,269	(9,569)	(A)
Income:				
Reimbursements & Contributions	24,500	59,000	34,500	(F)
Fees and Charges	794,600	751,076	(43,524)	(A)
Total Income	819,100	810,076	(9,024)	(A)
Total Bridport Harbour	90,400	71,807	(18,593)	(A)

Bridport Harbour Reserve (986847)	B/f	Funding /	In year	Balance	
	£	Surplus In	spend	£	£
Balance b/f from 2025/26	282,494				
In year spend Asset Management			117,000		
Surplus In		71,807			
Emergency dredging for storm damage		124,000	190,000		
End of year reserve balance	282,494	195,807	307,000		171,301

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Appendix 2
Budget Monitoring Summary 2026/27 for Lyme Regis Harbour
Harbours Advisory Committee 23 September 2026

	2026/27 Full Yr Budget £	2026/27 Forecast £	Variance £	
Summary of Revenue Budget:				
Expenditure:				
Service Recharges	38,500	38,500	0	(F)
Pay Related Costs	225,900	218,750	7,150	(F)
Premises Related Costs	43,700	46,015	(2,315)	(A)
Transport Related Costs	14,700	17,700	(3,000)	(A)
Supplies and Services	86,800	86,800	0	(F)
Third Party Payments (Contracted Out)	30,000	30,000	0	(F)
Total Expenditure	439,600	437,765	1,835	(F)
Income:				
Government Grants	0	0	0	(F)
Reimbursements & Contributions	500	500	0	(F)
Fees and Charges	439,100	437,266	(1,834)	(A)
Total Income	439,600	437,766	(1,834)	(A)
Total Lyme Regis Harbour	0	0	0	(F)
 Lyme Regis Harbour Reserve (986988)				
	£			
Balance b/f from 2025/26	0			
2026/27 Predicted Transfer to Reserves	0			
Forecast at Year End	0			

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Appendix 3
Budget Monitoring Summary 2026/27 for Weymouth Harbour
Harbours Advisory Committee 23 September 2026

	2026/27 Full Yr Budget £	2026/27 Predicted £	Variance £	
Summary of Harbour Operational Budget:				
Expenditure:				
Pay related costs	808,021	824,203	(16,182)	(A)
Premises	185,458	196,253	(10,795)	(A)
Transport	4,163	4,207	(44)	(A)
Supplies and Services	201,178	223,334	(22,156)	(A)
Routine Maintenance	51,500	51,500	0	(F)
Service Recharges	138,500	138,500	0	(F)
Parking costs	271,400	307,100	(35,700)	(A)
Total Expenditure	1,660,220	1,745,097	(84,877)	(A)
Income:				
Rents and Licences	229,900	228,725	(1,175)	(A)
Recoverables	54,216	63,598	9,382	(F)
Commercial Activities	248,840	278,655	29,815	(F)
Leisure Activities	1,165,264	1,152,172	(13,092)	(A)
Parking	565,300	697,554	132,254	(F)
Total Income	2,263,520	2,420,704	157,184	(F)
Budgeted Surplus	603,300	675,607	72,307	(F)

Harbour Reserves Summary 2026/27

End of year reserve predicted balance	B/f	Surplus In	In year spend	Balance
Emergency and Contingency	636,969	100,000	480,000	256,969
Maintenance dredging	183,575	20,000	0	203,575
Pleasure Pier	176,551	10,000	0	186,551
Asset Management	1,133,370	100,000	265,000	968,370
Asset Management Projects c/f			620,750	(620,750)
Development and Project	2,010,030	373,300	695,000	1,688,330
Budget Monitoring (adverse)			72,307	(72,307)
	4,140,495	603,300	2,133,057	2,610,738

Reserves: Walls F&G Repairs	Balance b/f	In year	Balance
Year 2 of 3: funded from reserves	1,000,000	480,000	<u>1,480,000</u>

Reserves: Capital Receipts	Balance b/f	In year	Balance
	69,000	0	<u>69,000</u>

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Harbours Advisory Committee

23 September 2026

Proposed Procurement of Dredging Services for Bridport (West Bay) Harbour For Recommendation to Cabinet

Cabinet Member:

Cllr J Jeanes, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:

J Britton - Executive Director, Economy & Environment

Report author and job title: Ed Carter – Harbours Manager & Weymouth Harbour Master

Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: The Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026, Local Legislation

Report status: Public [Choose an item.](#)

1. Executive summary

1.1 Annual maintenance dredging is required at Bridport (West Bay) Harbour to maintain safe navigable depths and support the continued operation of the harbour.

The requirement has been approved for submission to the Council's Procurement Pipeline, and early engagement with Procurement has commenced. It is proposed to procure a five-year contract for annual dredging from 2027 to 2031, with an estimated total value of between £800,000 and £1 million. Due to the anticipated total contract value, Cabinet approval is required before the procurement process can commence.

The five-year contract is the preferred approach. However, if it is not practicable to complete that procurement in time for the March 2027 dredging campaign, approval will also be sought to procure a single-year contract for 2027 as an interim measure.

2. Recommendation(s)

2.1 That the Harbours Advisory Committee supports that Cabinet:

- Approves the procurement of a five-year contract for annual maintenance dredging at Bridport (West Bay) Harbour from 2027 to 2031;
- Approves, as a contingency, the procurement of a single-year contract for the 2027 dredging campaign if it is not practicable to complete the preferred five-year procurement within the required timeframe; and
- That authority be delegated to the Executive Director for Economy & Environment, in consultation with the Section 151 Officer and the Cabinet Member for Place Services, to take all necessary steps to procure and award the contract(s) in accordance with the above approvals.

3. Reason for the recommendation(s)

3.1 As the Statutory Harbour Authority, Dorset Council is responsible for the safe and effective management of Bridport (West Bay) Harbour. This includes maintaining a safe and navigable harbour and managing risks to vessels, harbour users and the public in accordance with the Port & Marine Facilities Safety Code and the Council's Marine Safety Management System.

Sediment accumulation reduces navigable depths and, if not appropriately managed, could affect safe access to and operation of the harbour. Regular maintenance dredging is therefore an important part of the Council's discharge of its harbour authority responsibilities.

A planned, competitively procured five-year arrangement will support the reliable delivery of these works and provide greater operational resilience and value for money. The recommendation enables the proposal to progress through the Council's governance process so that Cabinet approval can be sought.

4. The report

Background

4.1 Bridport (West Bay) Harbour, at West Bay, provides mooring and launching facilities for small vessels and serves as a refuge harbour along this part of the Dorset coast. The outer harbour provides the principal navigable route between the sea and the harbour facilities.

4.2 Sand transported from East Beach, together with smaller quantities of sediment from the River Brit, accumulates within the outer harbour and progressively reduces navigable water depths.

4.3 Dorset Council, as the Statutory Harbour Authority, is responsible for maintaining a safe and navigable harbour. Annual maintenance dredging is required to maintain adequate depths, including during lower states of the tide. Without

regular dredging, access would become increasingly restricted, affecting harbour operations and its function as a refuge harbour.

Proposed dredging works

4.4 It is proposed that the Council procures a contract covering five annual dredging campaigns from 2027 to 2031. The works would focus on the outer harbour, between the entrance to the inner harbour and the main harbour entrance, within an indicative area of approximately 7,000 square metres.

4.5 The tender documentation is based on an estimated annual dredging volume of approximately 10,500 cubic metres, with the objective of restoring the harbour bed to approximately two metres below Chart Datum. The actual requirement each year will be informed by pre-dredge survey data, with a post-dredge survey used to assess the completed works.

4.6 The proposed methodology is to use a cutter suction dredger, with suitable dredged material pumped through a temporary pipeline to West Beach or West Cliff Beach. This returns sand trapped within the harbour to the coastal system and contributes to the maintenance of adjacent beach profiles.

4.7 The contractor will be required to manage the works safely, including the installation and removal of the pipeline, lifting operations and protection of public access. Appropriate barriers, warning notices, temporary access arrangements and marshals will be provided where necessary.

Programme and environmental requirements

4.8 Dredging is intended to take place during March each year, after the main winter storm period and before the summer pontoons are installed on 1 April. Each campaign is expected to involve approximately ten working days of dredging, subject to weather, sea conditions and the volume identified by survey.

4.9 The contractor will be responsible for mobilising and demobilising the dredger and associated equipment, carrying out the works and fulfilling the role of Principal Contractor under the Construction (Design and Management) Regulations 2015.

4.10 The dredging will be undertaken in accordance with the applicable Marine Management Organisation licence and associated environmental requirements. The existing licence covers the proposed contract period. Amendments to the permitted discharge arrangements are being pursued and will need to be secured before any activities affected by them take place.

Procurement proposal

4.11 Dredging requires specialist equipment and experienced contractors and is generally a long-lead activity. Timely procurement is therefore necessary to complete

a competitive process and secure contractor availability before the first proposed campaign in March 2027.

4.12 It is proposed that the opportunity is advertised through the Council's electronic tendering system and evaluated against appropriate price and quality criteria. The successful tenderer would be appointed under an NEC4 Engineering and Construction Short Contract.

4.13 Tenderers will be asked to price the five annual campaigns, including mobilisation and demobilisation, lifting and transportation of equipment, dredging by measured volume, pipeline installation and removal, and potential standing time. The final contract value will depend upon the tendered rates and the actual quantity dredged each year.

4.14 A five-year arrangement is considered preferable to separate annual procurements. It would provide continuity for an essential operation, improve certainty over specialist contractor availability and reduce the administrative and programme risks associated with procuring the works annually.

Procurement approach and approval route

4.14 A five-year arrangement remains the Council's preferred approach. It would provide continuity for an essential operation, improve certainty over specialist contractor availability and reduce the administrative and programme risks associated with procuring the works annually.

4.15 The requirement has received Executive Director approval for submission to the Council's Procurement Pipeline, and early engagement with Procurement has commenced. However, inclusion within the pipeline does not guarantee the immediate allocation of Procurement resources. There remains a limited period in which to complete the necessary governance and procurement processes and secure a contractor before the March 2027 dredging window.

4.16 If it is not practicable to complete the preferred five-year procurement within the required timeframe, it is proposed that the Council may procure a single-year contract for the 2027 campaign as an interim measure. This would protect delivery of the essential dredging works while allowing the longer-term procurement to continue. Any interim procurement would be subject to the Council's Contract Procedure Rules, available budget and applicable procurement legislation.

4.17 The estimated total value of the preferred five-year contract is between £800,000 and £1 million. The value of any interim single-year contract would be established through the relevant procurement process and managed within the available harbour budget.

4.18 Due to the anticipated value of the five-year contract, Dorset Council Cabinet approval is required before that procurement process can commence.

4.19 The Harbours Advisory Committee is therefore asked to support the preferred five-year approach, together with the interim single-year contingency, and recommend to the Cabinet Member that a report is presented to Cabinet seeking approval to proceed on this basis.

5. **Alternative options considered**

5.1 *Water Injection Dredging:* Water Injection Dredging has previously been trialled at Bridport (West Bay) Harbour but is not capable of moving the heavier shingle that accumulates in the outer harbour from East Beach. It has therefore been discounted as the principal method for the proposed contract.

5.2 Water Injection Dredging will continue to be used when required in the inner harbour, where it is suitable for removing finer alluvial sediment. As this work is required less frequently and differs from the annual outer harbour dredging operation, it will be procured separately.

5.3 *Crane and grab dredging:* Following the significant influx of shingle during a storm in January 2026, a crane and grab were used to provide a rapid response and begin removing material. While effective as an initial intervention, this method is comparatively slow and costly when removing the volumes required. It has therefore been discounted as the primary dredging methodology but may remain appropriate for urgent or localised works.

5.4 *Single-year procurement:* Procuring the cutter suction dredging separately each year would increase procurement activity, reduce certainty over specialist contractor availability and create a greater risk that the works could not be completed within the required operational window. It is therefore not the preferred long-term approach. However, a single-year procurement for the 2027 campaign may be necessary as an interim measure if the five-year procurement cannot be completed within the available timeframe.

6. **Legal considerations**

6.1 Dorset Council is the Statutory Harbour Authority for Bridport (West Bay) Harbour and has responsibilities relating to the safe and effective management of the harbour. Maintenance dredging supports the Council in maintaining navigable access and managing marine safety risks.

6.2 The procurement will be undertaken in accordance with the Procurement Act 2023, associated regulations and statutory guidance, together with the Council's Contract Procedure Rules and governance requirements. The estimated value will be calculated over the full five-year contract period, including any applicable contingency and VAT, for the purpose of determining the appropriate procurement procedure.

6.3 Dredging and the deposit of dredged material are regulated activities under the Marine and Coastal Access Act 2009. The works must be undertaken in accordance with a valid Marine Management Organisation licence and its conditions. The current licence covers the proposed contract period, although amendments to the discharge arrangements are being pursued and must be secured before any affected works take place.

6.4 The works will also be subject to relevant health and safety legislation, including the Construction (Design and Management) Regulations 2015. The appointed contractor will undertake the Principal Contractor role and will be required to prepare and implement suitable plans and controls for the safe delivery of the works.

6.5 The successful contractor will be appointed under an NEC4 Engineering and Construction Short Contract. The final procurement and contract documentation will be reviewed by the Council's Procurement and Legal Services teams before the tender is issued and the contract awarded.

7. Financial implications

7.1 The estimated value of the five-year contract is between £800,000 and £1 million. The final contract value will be determined through the competitive tender process.

7.2 Annual expenditure will vary according to the quantity of material dredged, the contractor's tendered rates and any authorised additional works or standing time.

7.3 The costs of the dredging works will be met from the harbour budget and will not create a financial pressure on the Council's General Fund.

7.4 Budget approval is recorded as being in place for the requirement identified in the Procurement Pipeline Request. Financial provision for the final contract will need to reflect the agreed contract duration and tendered price and be incorporated within the Harbour's annual budgets.

7.5 Contract award will be subject to the tendered price being affordable, representing value for money and remaining within the approved financial provision. Any tender exceeding that provision would require further consideration and approval.

8. Natural environment, climate & ecology implications

8.1 The dredging and discharge works will be undertaken in accordance with the existing Marine Management Organisation licence and associated environmental conditions.

8.2 Dredged material will be returned to the coastal system at West Beach or West Cliff Beach. This supports the natural westward movement of sediment and

contributes to the maintenance of local beach profiles, rather than removing the material permanently from the area.

8.3 The works may cause temporary local effects, including sediment disturbance, noise, emissions from plant and equipment, and disruption at the discharge location. These will be managed through the marine licence, contract requirements and the contractor's working methods.

8.4 The Council will continue established Drop-Down Video monitoring of local reef habitats. Surveys will follow a standardised and repeatable methodology, enabling ecological assessment of reef condition and any evidence of sediment accumulation associated with dredging activities.

8.5 Tenderers will be required to demonstrate appropriate environmental management arrangements, including measures to prevent pollution, minimise unnecessary emissions and protect the marine and coastal environment during the works.

9. Well-being and health implications

9.1 Maintaining safe and accessible harbour infrastructure supports health and well-being by enabling boating, water-based recreation and other outdoor activities. It also encourages people to visit the harbour and enjoy its natural and cultural heritage. Regular maintenance dredging, together with the harbour's established safety management systems, supports the ongoing safety, health and well-being of harbour users, employees, contractors and visitors.

10. Other implications

10.1 None.

11. Risk implications

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

Current Risk: High

Residual Risk: Medium

Risk - Failure to secure and deliver dredging within the required operational window, resulting in restricted navigation and disruption to harbour operations.

Current Likelihood	Current Impact	Current Score	Residual Likelihood	Residual Impact	Residual Score

Likely (4)	Major (4)	16	Unlikely (2)	Moderate (3)	6
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11.2 The current risk reflects the specialist nature and long lead time of dredging procurement. Failure to secure a suitable contractor could result in continued sediment accumulation, restricted navigation, operational disruption and difficulty in discharging the Council's statutory harbour responsibilities.

11.3 The proposed five-year procurement will reduce the likelihood of this risk by securing access to a suitably experienced contractor, enabling works to be planned in advance and reducing reliance on annual or emergency procurement. The ability to undertake a single-year procurement for the 2027 campaign, if the five-year process cannot be completed in time, provides an additional contingency to protect delivery of the essential works.

11.4 The residual impact remains Moderate, rather than Minor, because contractor failure or delay could still result in temporary navigational restrictions, additional expenditure and local reputational consequences.

11.5 Operational risks arising during the dredging works, including vessel movements, lifting operations, public access, weather conditions and environmental effects, will be managed through the harbour's Marine Safety Management System, project-specific risk assessments, marine licence conditions and the contractor's Construction Phase Plan.

12. Equalities

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

13. Appendices

13.1 None.

14. Background papers

14.1 None.

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s).

Harbours Advisory Committee Forward Plan – June 2026

For the period September 2026 – December 2026

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 standing items for the meeting, which are shown in the table below.

Harbours Advisory Committee Members

Cllr Rob Hughes	Chair
Cllr Sarah Williams	Vice-Chair
Cllr Sally Holland	
Cllr Peter Dickenson	
Cllr David Northam	
Cllr Gary Suttle	
Richard Tinsley	
Mark Saxby	
Mark Roberts	
Lee Hardy	

STANDING ITEMS

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

					<i>Claire Connolly, Business Manager, Weymouth Harbour, Claire.connolly@dorsetcouncil.gov.uk</i>
Flood & Coastal Erosion Risk Management (FCERM) Engineering Update To provide an update of the engineering projects progress and issues. Key decision – No Public Access – Open	Cabinet Member for Place Services	N/A	Dorset Council Engineering Team	None	Cabinet Member for Place Services Chair of Harbours Advisory Committee <i>Lead Officer – Matthew Penny, Service Manager for Flood and Coastal Erosion Risk Management</i> matthew.penny@dorsetcouncil.gov.uk
Marine Safety Plan To receive a report on the Marine Safety Plan. Annual: Spring meeting Key Decision – No Public Access - Open	Cabinet Member for Place Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member, Harbours Advisory Committee, Harbour Consultative Groups	Dorset Council Harbours Marine Safety Plan	Chair of Harbours Advisory Committee <i>Lead Officers - James Radcliffe, Bridport and Lyme Regis Harbour Master</i> James.Radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Business Plan Update To provide an update on Business Plan delivery and progression of proposed developments On a biannual basis (spring and autumn meetings) Key Decision – No Public Access - Open	Cabinet Member for Place Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group	Dorset Harbours Business Plan 2024 - 2029	Cabinet Member for Place Services Chair of Harbours Advisory Committee <i>Lead Officer – Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.carter@dorsetcouncil.gov.uk

Points/questions from Committee Members To discuss any concerns or issues raised by Committee Members. Key decision – No Public Access - Open		N/A	N/A	None	Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
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ADDITIONAL ITEMS

Bridport & Lyme Regis General Directions To receive a report from the Harbours Manager about the creation of General Directions for Bridport (West Bay) and Lyme Regis Harbours.	Cabinet Member for Place Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group	None	Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
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Private/Exempt Items for Decision

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

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

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