

Dorset Harbours Draft Strategy Survey Responses

11 October - 5 December 2021

Visitors Summary



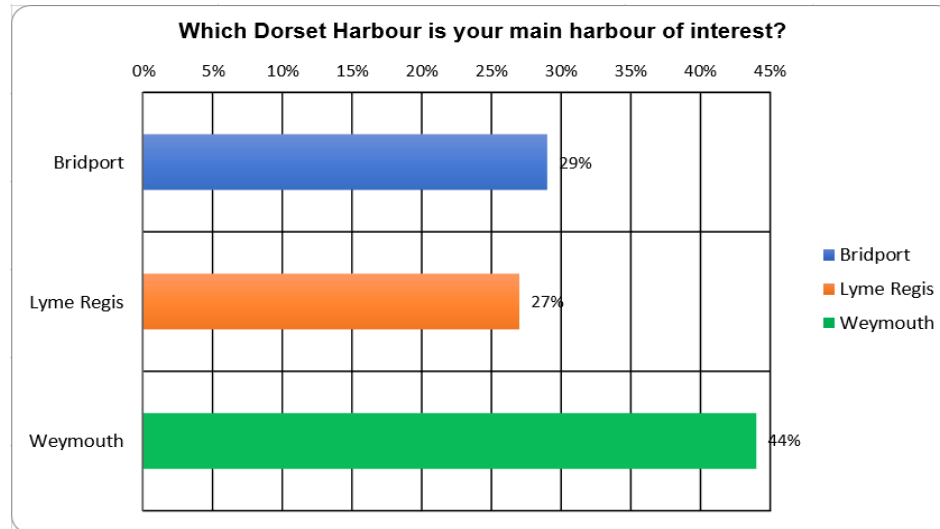
Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
1.4 k	196	
NEW REGISTRATIONS		
1		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
80	461	1 k

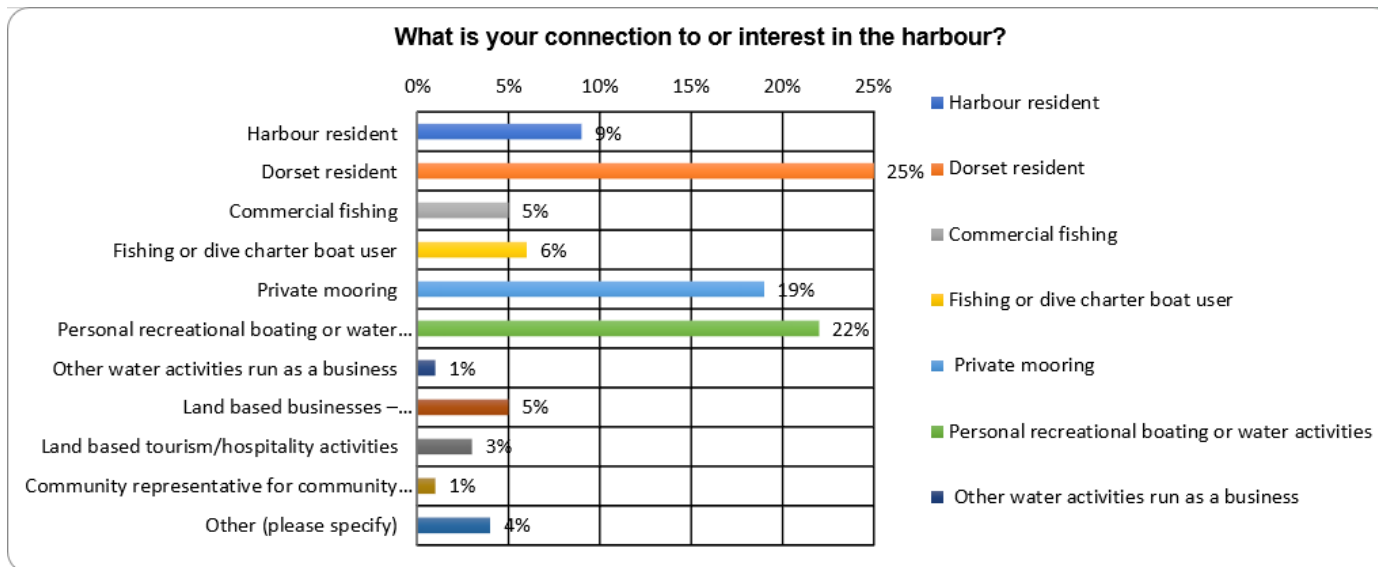
- *Engaged visitors have performed an action, i.e. completed the survey*
- *Informed visitors have accessed supplementary information, i.e. downloaded the strategy*
- *Aware visitors have actively accessed the page and could have performed an activity or been informed.*

1. **Name** (open/ mandatory: 82 responses)
2. **What is the name of your Organisation/Business (if relevant)?** (open): 18 responses
3. **What is your post code?** (open): 82 responses - within Dorset (DT postcode) - 70; Outside Dorset – 12

4. Which Dorset Harbour is your main harbour of interest? (Multiple choice (>1) mandatory)



5. What is your connection to or interest in the harbour? (Multiple choice (>1)/ mandatory)



6. What is your connection to or interest in the harbour? (Other please specify)) (open)

7 responses, including Lyme Regis Lifeboat; Sea Scouts and Kayak club.

7. Do you agree with the strategic goals? (Radio buttons/mandatory)



8. Is there anything you would like to add or change to these strategic goals? Mandatory Question – 82 responses

No – 58 (70.7%)

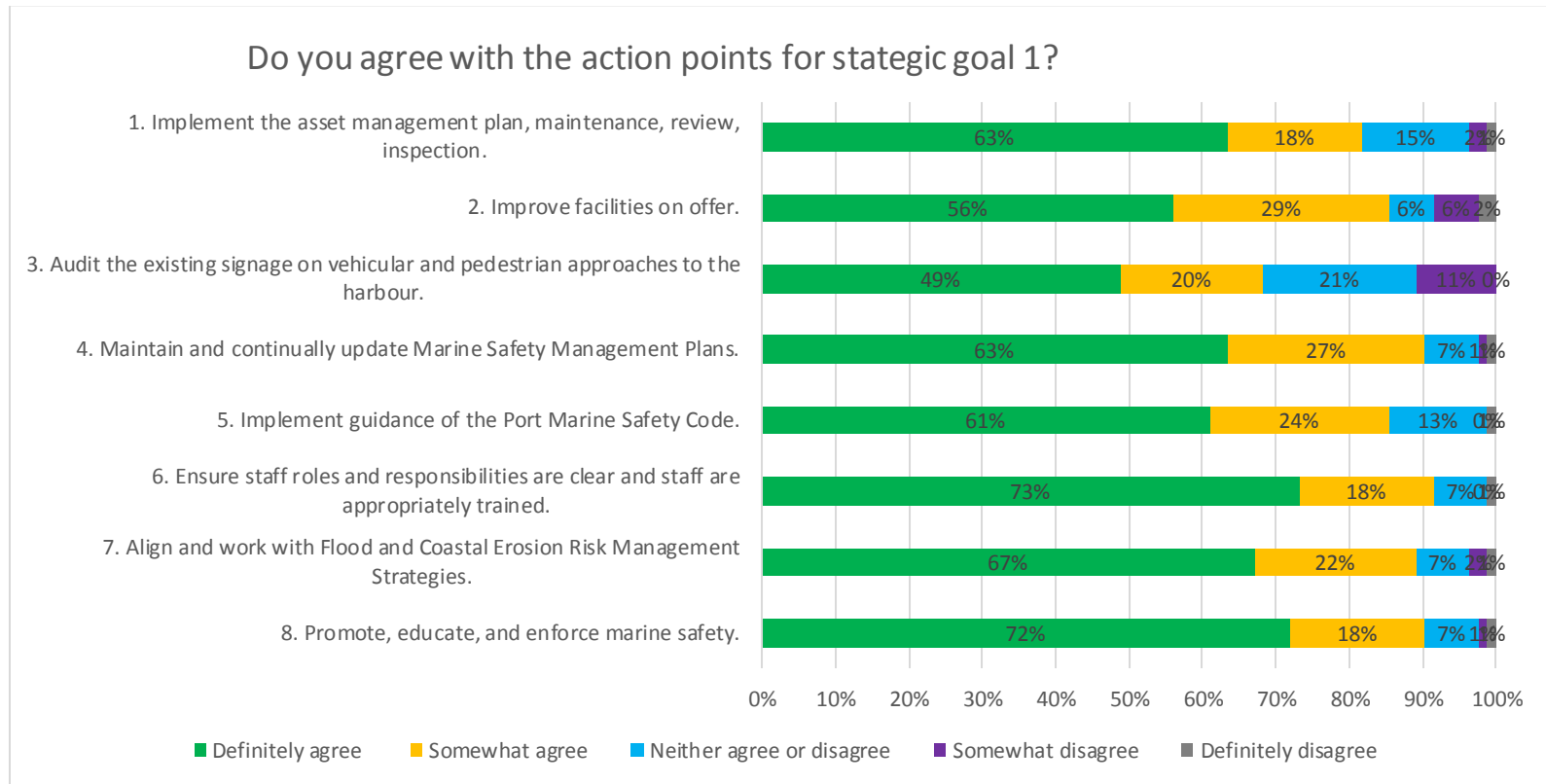
Yes – 24 (29.3%)

9. Please specify – changes to strategic goals – 24 responses

Category	No. of comments	Summary of comments
Management	3	Build a better relationship with the commercial harbour users. Have more of a presence on the Cobb itself rather than hanging round the harbour office drinking tea.
		The £10 parking charge for mooring holders who have already paid hundreds of pounds in annual fees is excessive and should be reviewed. Surely boat owners should not be treated like the general public when they are already contributing so much?
		More security is needed for pontoon berth holders.
Community	3	Whilst appreciating that the county needs to keep its head above water financially, I believe that we have reached limits of capital growth and need to find other creative models of fiscal management which prioritize environment & community.
		Recognising its role as a residential area and looking after the interests of residents.
		The needs an amenity of residents needs greater consideration and emphasis. This is particularly so for those residents living in the busy harbour catchment
Car parking	3	Whilst parking for boat users could come under several strategic goals, it desperately needs some specific consideration
		Maintain the Weymouth change away from being a free car park towards parking for boats only
		Parking permits for residents
SG6	2	Goal 6 makes no sense unless you commit to banning petrol and diesel use in the harbour. Such an action would severely damage the implementation of goal 1, 2 and 3.
		Strategic Goal 6. Does “best practice in environmental management” go far enough in light of climate change? Strategically, a more proactive objective to achieve net-zero operation of the harbours would be more environmentally responsible.
Finance	2	Great to see all harbours flourishing and paying for themselves and not a drag on ratepayers. Also looking at various ways to make them pay on top of what is already being achieved.

		Having a balanced budget does not preclude the need of willingness to have debt (loans or finance arrangements) necessary to achieve the greater goals of the strategy. It is important not to think that development must be financed from income.
Consultation	2	There is little or no reference to the clubs, associations, voluntary sectors in the harbours.
		Take into consideration and actively respond to the needs of local residents and organisations who support the harbour all year.
Traditional Harbour	2	Part of the charm of each of these harbours in my opinion is the way that they are run on a personable and common-sense approach without them becoming overly corporate informality to them without too much bureaucracy.
		Please do not over develop the Lyme Regis Harbour and surrounding area. It is almost perfect as it is.
Environment	2	Encourage aquaculture and servicing wind/tidal energy. Embrace the potential of more all year tourism, diving, leisure fishing. Ban bottom trawling.
		Whilst appreciating that the county needs to keep its head above water financially, I believe that we have reached limits of capital growth and need to find other creative models of fiscal management which prioritize environment & community.
Ferry	1	W&PBC mismanaged the resource of Weymouth Harbour and allowed it to fall into disrepair. and consequently lost the historic ferry link to the Channel Islands. This needs to be looked into as the CI has lost so many visitors and Poole does not fit the bill
SG4	1	Weymouth will not function as a commercial harbour unless serious investment (Goal 4)

10. Strategic Goal 1: To maintain a safe working harbour and provide high quality infrastructure and facilities. Action points for Strategic Goal 1 are listed below. Do you agree with the action points?



11. Are there any specific actions for Strategic Goal 1 you would like to add or change? Mandatory Question – 82 responses

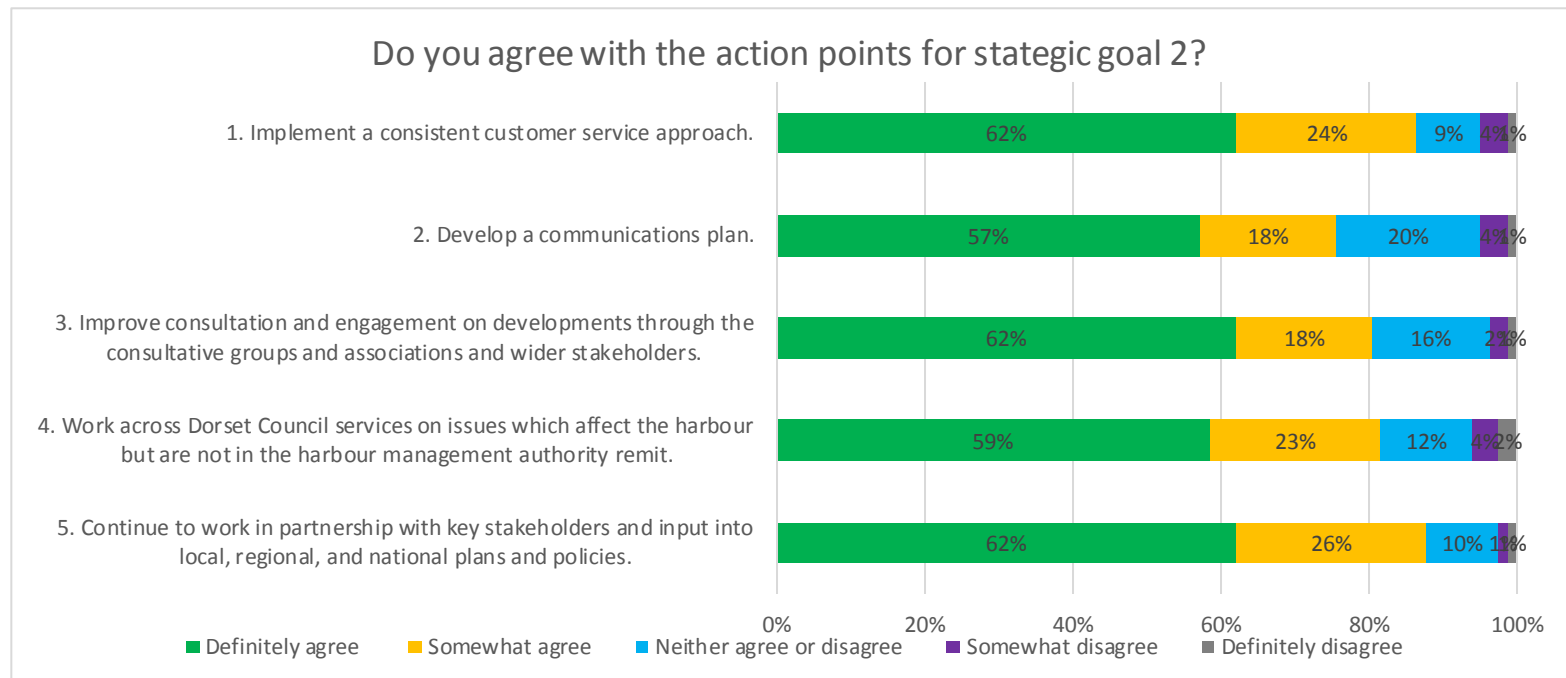
No – 71 (86.6%)

Yes – 11 (13.4%)

12. Please specify – changes to actions point for strategic goal 1 – 11 responses

Category	No. of comments	Summary of comments
Safety	3	Safety ladders on pontoons needs looking into i.e. not having to dive under pontoons to reach ladder or swim 50 meters to reach one
		The conflict between commercial operations and alcohol-based leisure facilities needs addressing to ensure health and safety targets are met. Banning off licence drinking along the harbour would be a step in the right direction.
		The Port Marine Safety Code only covers the on-water aspects of safety. There should be reference to the wider Health and Safety Regulations that apply.
Coastal Defence	2	Flood and erosion management cannot be the responsibility of harbour management teams. The subject requires specialist consideration.
		Define how rising sea levels will affect the harbours, what will be given over to the sea, and what will be retained.
Car parking	1	Threats identified refer to demand for parking exceeding existing facilities. Development plans for North Quay and Peninsula are to reduce available parking - surrounding development plans must take into account the effect they have on the harbour
Consultation	1	True engagement with residents and businesses on the harbour, including representation on harbour committee
Development	1	Our harbours are amazing, and their facilities can always be improved. However, they are finite resources and there is a limit to how far they can be utilized. / developed.
Management	1	The staff are the face of Weymouth and Dorset Council and training should be given to maximise Weymouth's appeal.

- 13. Strategic Goal 2: To strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals.**
Action points for Strategic Goal 2 are listed below. **Do you agree with the action points?**



- 14. Are there any specific actions for Strategic Goal 2 you would like to add or change?** Mandatory Question – 82 responses

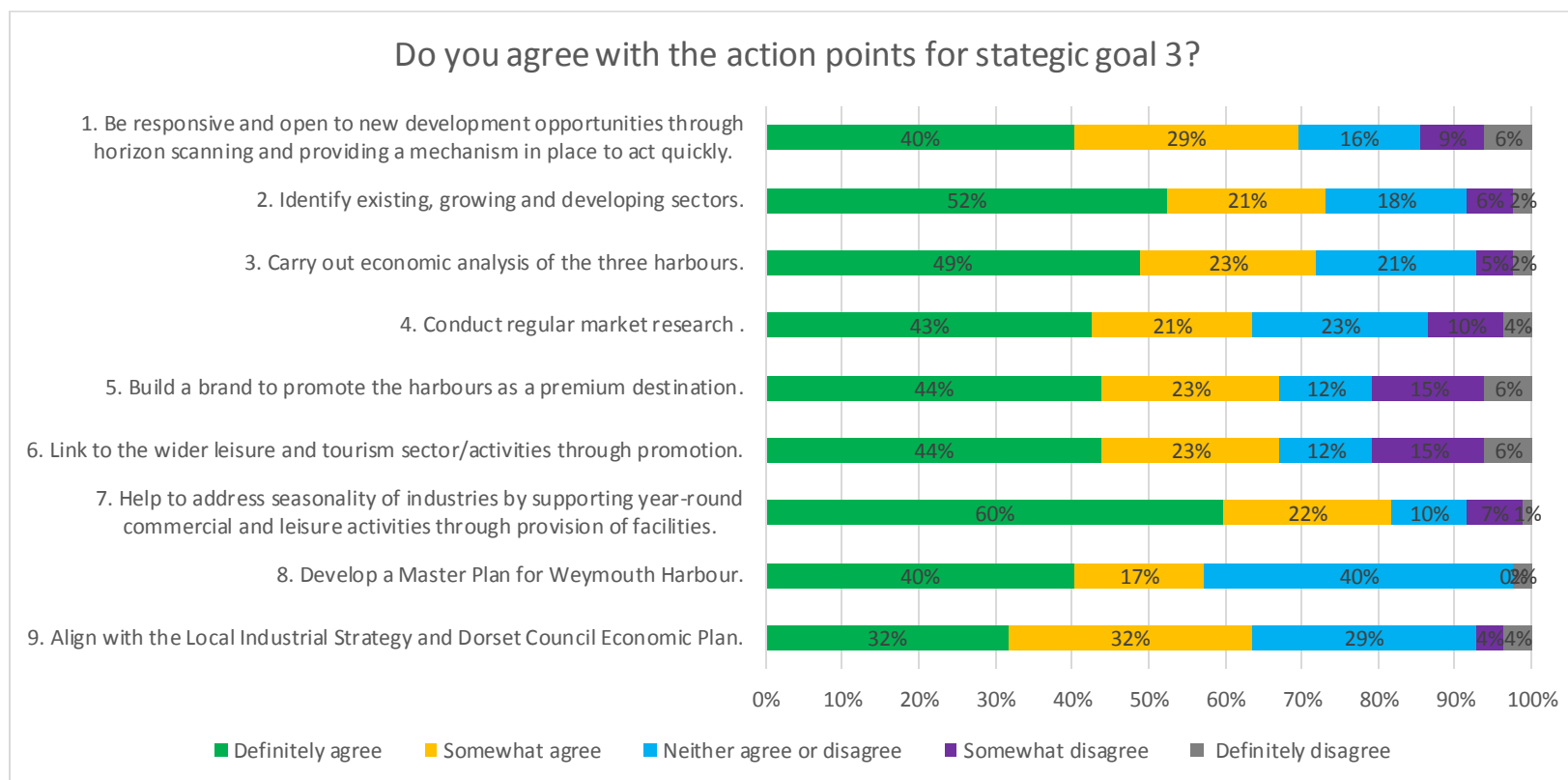
No – 67 (81.7%)

Yes – 15 (18.3%)

15. Please specify – changes to actions point for strategic goal 2 – 15 responses

Category	No. of comments	Summary of comments
Consultation	5	Recognise that not everyone seems to have a voice in consultations and work in the community to make sure this does not occur and residents and people who operate small businesses whether marine related or not are considered.
		Don't just consult, actually listen and take on board suggestions, don't just bulldoze through your own decisions.
		To utilise budgeted funding on actually making physical improvements. Listen to your own harbour workforce and user committees and follow up on their comments instead of spending huge amounts on external consultants
		True engagement with residents and businesses on the harbour' including representation on harbour committee
		Engagement with and participation of local residents, and not just the West Bay Community Forum should be sought
Management	2	Don't allow commercial vessels into the harbour that are too large. And suddenly finding that there is a mysterious new 10m mooring when we were told there weren't any for two years!
		Don't just listen to complaints from harbour users, act on them. Rearrange moorings to ensure berth holders are treated fairly and equally. If a boat needs a different location, move it!
Communication	2	Agree re communications. The Harbour balance sheet should include the money generated by people who enjoy the harbour whether walking or using cafes restaurants or sitting alongside it. Visiting tall ships should be encouraged & be open to the public.
		Communications need to be on both sides of harbour not just one as it is currently
Car parking	1	Car parking facilities
Access	1	To facilitate and encourage harbour access for Residents
Swanage	1	Where does Swanage fit in to this plan? A pseudo harbour with little governance is a potential source of issues for Dorset Council unless gripped.
Separate Harbours	1	Implement a customer service approach specific to the different needs of different harbours. For example, Weymouth, Bridport & Lyme Regis are very different harbours and cannot be compared
Customer Service	1	Action point 1. Consistency of service is important but achieving high customer service standards when benchmarked against other harbours would be better.

16. Strategic Goal 3: To be a premium destination by supporting existing and developing leisure, tourism, and commercial sectors, making a significant contribution to the local and blue economy. Action points for Strategic Goal 3 are listed below. **Do you agree with the action points?**



17. **Are there any specific actions for Strategic Goal 3 you would like to add or change?** Mandatory Question – 82 responses

No – 62 (75.6%)

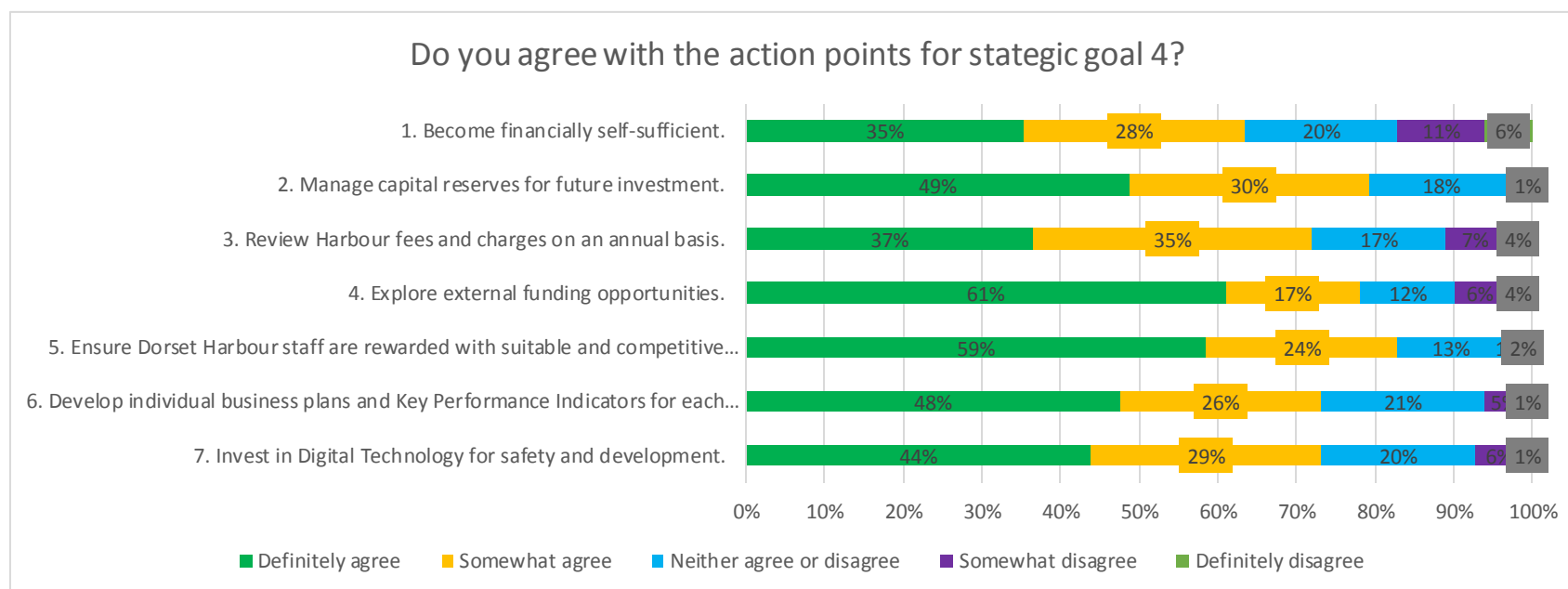
Yes – 20 (24.4%)

18. Please specify – changes to actions point for strategic goal 3 – 20 responses

Category	No. of comments	Summary of comments
Over-tourism	4	Bridport and Lyme Regis harbours are already used to capacity in season, they don't need any promotion or brand building.
		Harbours do not always fall into easily identifiable area suggested by planning and development. They are at present mixed use and it should not be all given over to tourism
		BRIDPORT harbour is already at full capacity in the hight of the season. Parking and access are already a problem, the new increase in parking charges have added a large sum to are yearly costs.
		The attraction is the sea. It's already overcrowded in Summer, we don't want 'attractions' to bring more people to harbours that don't actually want to use them, but fill up car parks and block the way strolling about gawping at them. Don't advertise.
Management	3	Also support small businesses on both sides of the harbour, as one sided at the moment even though we employ local people and add to the economy
		Support the needs of local users/residents over those of tourists
		It is all well and good pampering to the business holders along Weymouth Harbour, but if tourism is taken into consideration it is not only those harbourside businesses who should be looked after, take into consideration of whole community's requirements.
Goal 3 feedback	3	Identify specific value drivers required before trying to build a Brand.
		Assessing the economic viability of the harbour is necessary but what is the plan if the answer is result is negative? The big picture is that it is a safe haven for leisure transmitting Lyme Bay and provides income from known activities. Keep it open.
		To clearly delineate between harbour specific activity and peripheral commercial activity
Separate Harbours	2	Our harbours are unique assets. They cannot only be viewed from a commercial perspective. They differ in terms of limitation. e.g. It's good that Lyme and W.Bay are used for filmmaking. But mooring catamarans would be best at Weymouth. not LR/WB.
		Harbours do not always fall into easily identifiable area suggested by planning and development. They are at present mixed use and it should not be all given over to tourism
Heritage & Culture	2	To maintain to heritage, culture and mixed economy nature of the harbour
		The West Bay 'brand' is obvious. It is a unique, small working harbour which has remained relatively unchanged. Once lost it can never be regained. It should not become a theme park!

Monitoring	1	Yearly review of berths to ensure boats are in the best position for them for example commercial moorings should be given to active commercial operations. Some commercial vessels never move yet take premium mooring spaces.
Fees	1	The current cost of mooring is becoming inhibitive to local boat ownership which should be the right of local taxpayers and not totally cater particularly to "new trends in the market"
Master Plan	1	The completed by dates of 2024 are too late and need to tie in with the Master Plan work.
Development	1	The Peninsula development gives the opportunity to create a Maritime History Centre which would provide a wet weather/out of season attraction. Doors could open to a visiting tall ship moored alongside to go on or eat on.
Survey	1	Don't understand meaning of most of these questions - needs putting in layman's terms.

19. Strategic Goal 4: To have a balanced budget whilst building the ability for investment into the harbours. Action points for Strategic Goal 4 are listed below. **Do you agree with the action points?**



20. Are there any specific actions for Strategic Goal 4 you would like to add or change? Mandatory Question – 82 responses

No – 66 (80.5%)

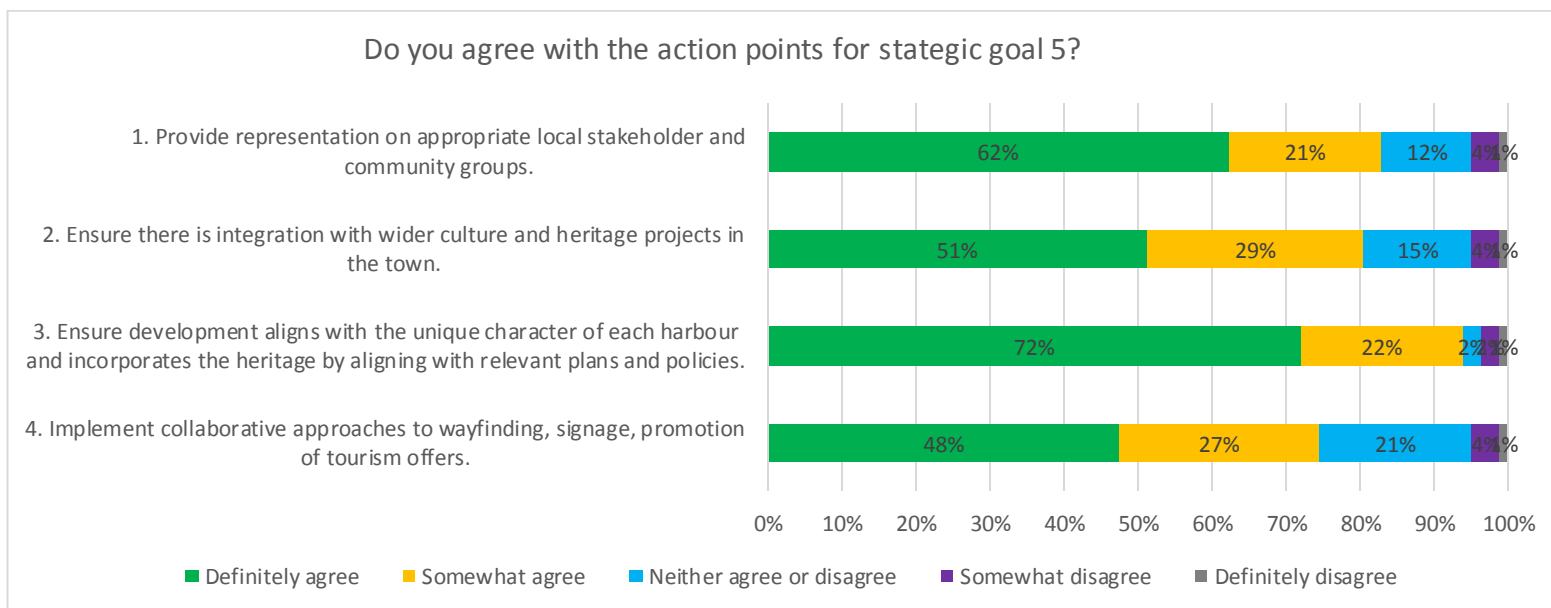
Yes – 16 (19.5%)

21. Please specify – changes to actions point for strategic goal 4 – 16 responses

Category	No. of comments	Summary of comments
Fees	8	Not all harbour users are rich!
		As Harbour fees are unlikely to go down, it will be important to demonstrate tangible benefits/improvements to facilities before they are raised and this may only be appropriate after particular projects over two to three years or more?
		An annual review of fees will inevitably lead to increase charges for Harbour users. You must not price people out of the market. There is little justification for increasing fees without increasing services e.g. berth holders' toilets are disgraceful
		Don't price out local people and local small businesses, in favour of temporary visitors, otherwise they will become ghost harbours during the colder seasons.
		No experience of Bridport or West Bay, but Weymouth must match users' expectations to berthing costs. This will not happen without major investment into the infrastructure.
		If the harbour must be an extended food culture, then the beneficiaries should pay a contribution relative to the area they are claiming.
		The current cost to harbour users managed properly should be more than enough to finance upkeep and safety considerations. If this money is used to make the harbour a tourist attraction (which it is anyway) that should not come from the money collected.
		To ensure that surpluses achieved from harbour operations are reinvested / ring fenced into the harbour and to ensure excessive council overheads are not inappropriately allocated to the harbours. Ensure that harbour income is applied efficiently.
Business plan/KPIs	3	The target date of 2032 for becoming financially self-sufficient is far too late. The business plans and KPIs need to be developed alongside this strategy as they will measure success.

		Action point 6. Accepting that the strategy is high level, however, with the exception of Weymouth, there is insufficient recognition at strategic level of Lyme and West Bay. To develop a business plan, some high level strategic aims could be added.
		Re KPI, apparently the last Harbourmaster's KPI was based on visiting yachts number while ignoring other aspects of the harbour such as permanent moorings, so the KPI should mirror the full extent of his/her duties.
Coastal Defences	2	Focus on horizon scanning for quayside works alongside future flood risk activity and resulting upgrades
		It's unrealistic to expect them to be financially self sufficient, particularly the dredging, reinforcement, repairs etc. At some point the sea will devour the harbour.
Digital technology	1	Invest in digital technology for safety but please be very careful with development.
Leisure activities	1	We need to safeguard the opportunity to develop watersports for our youth and those who are less well off. It would be tragic if the Portland sailing academy were the only place in the county where youngsters could sail.

22. Strategic Goal 5: To celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offer. Action points for Strategic Goal 5 are listed below. **Do you agree with the action points?**



23. Are there any specific actions for Strategic Goal 5 you would like to add or change? Mandatory Question – 82 responses

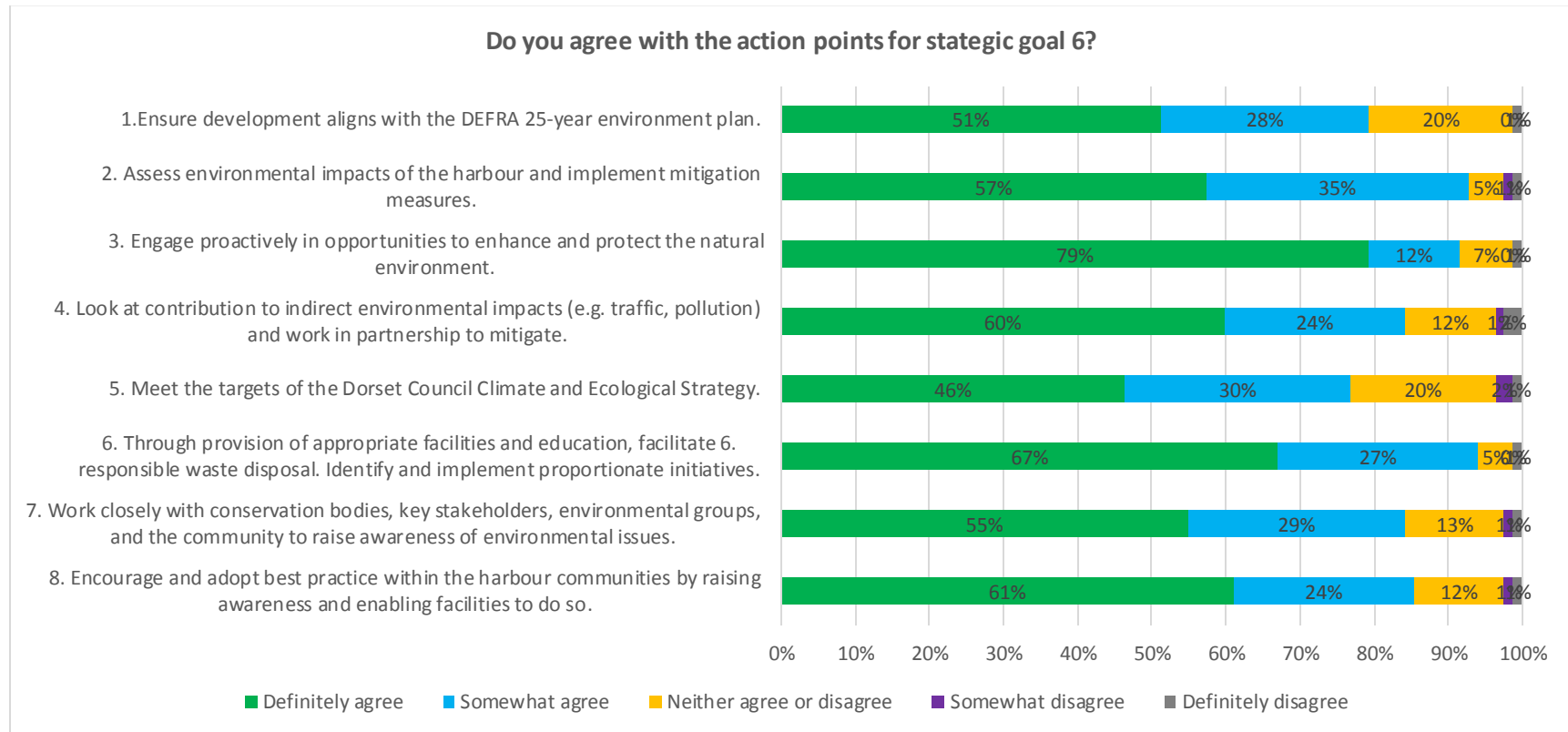
No – 75 (91.5%)

Yes – 7 (8.5%)

24. Please specify – changes to actions point for strategic goal 5 – 7 responses

Category	No. of comments	Summary of comments
Heritage & Culture	2	The harbour creates our natural cultural heritage. The working port element needs to be protected to ensure this culture continues. If other cultures take priority over the working operations of the harbour the cultural heritage will be lost
		This section is most important. West Bay has thrived on its heritage and its unique environment. This should be respected and preserved. Ditto earlier question. Once lost it can NEVER be reinstated - a loss to not only West Bay but to all Dorset
Tourism	2	Weymouth & Melcombe Regis have a rich maritime history and the discovery of local shipwrecks over the years allows that story to be told hence why a Maritime Centre/Museum needs to be built. Poole has magnificent maritime centre but less history than us.
		The Working harbour is a tourist attraction as is evident and that environment does not need to be sanitised for land based commercial/tourist interests
Commercial activity	1	To clearly delineate between harbour based and peripheral non harbour commercial activity
Leisure activity	1	Representation is possible at the moment. The Harbourmaster is available. It's a shame he doesn't permit kayaks inside the harbour but I respect his authority as it's probably for safety.
Access	1	Again remember residents and business owners need access and are entitled to retaining their ordinary lives. Many feel overlooked!

25. Strategic Goal 6: To protect Dorset’s natural capital by operating best practice in environmental management of the harbours. Action points for Strategic Goal 6 are listed below. **Do you agree with the action points?**



26. Are there any specific actions for Strategic Goal 6 you would like to add or change? Mandatory Question – 82 responses

No – 76 (92.7)

Yes – 6 (7.3%)

27. Please specify – changes to actions point for strategic goal 6 – 6 responses

Category	No. of comments	Summary of comments
Environment	2	Great to work to an environmental agenda as long as costs do not spiral.
		'Meet the targets of the Dorset Council Climate and Ecological Strategy. Not sure if these go far enough given the speed of change we are encountering?
Master Plan	1	A target date of 2040 seems a nonsense in a 10-year plan. The environmental impacts need to be developed with the Master Plan.
MPAs	1	Press for real marine protection zones. NO TAKE. A short-term loss of a declining fishing resource would lead to a permanent increase in stocks.
Activity	1	To clearly identify harbour related activity for cultural and community activity

28. Do you have any general comments about the strategy content? Mandatory Question – 82 responses

No – 49 (59.8%)

Yes – 33 (40.2%)

29. Do you have any general comments about the strategy content? Please specify – 33 responses

Category	No. of comments	Summary of comments
Finance	9	I think the goal of "self funding" will damage the potential benefits of using the harbour as an attraction for the town and surrounding area.
		Most of the goals are admirable but could be costly to implement.
		The actions need to be prioritised as some may have to be delayed until funding is available.
		This survey appears to be heading into a massive financial burden, I only hope that the marina users are not the ones footing the bill.
		I worry about the plan to get rid of the 1821 agreement which protects the Cobb - this needs external funding from national sources.

		Keep the fees from rising
		Encourage private development and investment and must be wary of squeezing too much from users and visitors.
		Not having a lot up front expenses which take a lot of time and interest to repay.
		SG4 "Become financially self-sufficient. Given the extensive works required to maintain and upgrade the harbour walls in Weymouth is this a practical proposition?
General Comments about the strategy	7	The strategy gives the harbours very little new direction, it is a summary of current business reflected by the large percentage of 'on-going' target dates. The way ahead cannot be determined until it is decided what people want out of Weymouth Harbour.
		The strategy should target the areas of significant and important socio-economic benefit. E.g. tourism and sea angling. The harbours continue to reflect their commercial (over) fishing past. They should look to the future areas of growth noted above.
		The SWOT Analysis may be better if it remained (in whole or part) distinct for each harbour. It is accepted that there needs to be common working but the strategy recognises that there are elements that are unique to each harbour. Has the strategy covered all the points in the SWOT Analysis? - probably not and needs to.
		On page 11 it is questionable that Weymouth Marina takes up most of the Inner Harbour. It is about a 60/40% split in number of berths between Weymouth Marina and Weymouth Harbour.
		More needs to be made of the comments on page 12 about North Quay and Commercial Road (and perhaps Westway Road). These developments are key to the future life of Weymouth Harbour.
		From a 24 page document, only pages 17 - 23 are key for the strategy. Can some of the earlier pages be slimmed?
		The strategy lays out a significant number of points, it is important that these are dealt with in manageable groupings so as not to constrain the overall success by bureaucratic process. I see little in the strategy, specifically, about how the harbours and surrounding areas are maintained; litter, dog mess, protection of the waters themselves from spillages and run off from adjacent properties and business.
Traditional Harbour/Heritage	7	I believe the working harbours of Dorset are an attraction and do not need to be made one.
		For all 3 harbours I wish to see the plan respect the traditional fishing/working culture of the activities that ensures this is supported.

		Again my fear is that with too much focus on marketing and finance and safety that it erodes the cultural character of the harbours. People love these harbours because they are unique not because they adhere to some overall bureaucratic notion of how harbours should be run. Keep Dorset unique.
		Greater appreciation of the current assets - heritage (Grade 11 Lister working harbour), fine examples of maritime warehouses, small inshore fishing fleet, unique geological assets (Chesil Beach - cliffs) - Coastal paths, World Heritage Coastline. etc etc etc
		I would like the fantastic heritage of Lyme Regis harbour protected.
		Don't lose the character of the place, maintain a mixed economy, don't price people out of the market, don't turn it into a theme park type location. The harbour does not operate in isolation, to make it an attractive destination the rest of the town needs tidying up and making more welcoming.
		Whilst economical strategies are necessary they should not be the main priority, it should not only be regarded as a business more of a custodian role to make sure that they can offer a positive experience, which in itself would lead to repeat visitation that would bring revenue to local businesses and the council. These are heritage sites that should be managed/maintained for future generations - their impact culturally should not be under-rated.
Survey feedback	5	Not sure how much this survey achieves as the questions are difficult not to agree with.
		Hard to understand the meaning of a lot of questions.
		Questions made easier to understand
		Reduce the number of questions. Use plain English. Stop referring to references that those completing the survey have not seen. Produce a simpler and more relevant questionnaire with less governmental committee based officialise. Think about who you are targeting with this survey.
		There's an awful lot of "corporate speak", which makes the report quite hard to read and understand.
Separate Harbours	4	Lacks detail and focus on what is actually required for each harbour. Each of the 3 harbours are very different and need to be considered separately.
		The strategy lumps the very different harbours together - it is not possible to treat Lyme Regis, Bridport and Weymouth harbours as the same.
		Generally, the right direction but accept that the 3 harbours are totally different from each other but share some common problems. They are not Torquay or Chichester and lack the natural and economic advantages they have

Supportive comments	2	<p>This is a terrific initiative. It's excellent that you are consulting as you are. Thank you. Rightly do you emphasize safety as paramount. Mention should be made somewhere of the RNLI & Coastguard - their integral role and support.</p> <p>Good to see alignment with flood risk issues.</p> <p>Harbours play a key role in reducing flood risk to the local communities and are under respected by current harbour users and staff</p>
Environment	2	<p>I would like to see the strategy promote marine and tourist activities very much focused on the need to manage the environment from a climate change perspective for instance more sailing, canoeing, paddle boarding, rowing, wind/kite surfing and any activity minimising the leisure use of fossil fuels.</p> <p>It is important to maintain and minimize environmental impact.</p>
Management	2	<p>The harbour and surrounding area including highways should be controlled by the harbour master.</p> <p>This is by nature a very high level document which will need much more development before it is a meaningful framework for the management and operation of the harbours in the near to medium term.</p>
Coastal Defence	3	<p>Good to see alignment with flood risk issues.</p> <p>Harbours play a key role in reducing flood risk to the local communities and are under respected by current harbour users and staff</p> <p>Protect the public with review in all flood defences around the harbours</p> <p>They don't address the most fundamental issue of how they are to adapt/be abandoned/be relocated due to rising sea levels.</p>
Master Plan	3	<p>SG3 "Develop a Master Plan for Weymouth Harbour". This is vital for the harbour, however the needs and contributions of the Clubs and other charitable organisations to the harbour need to be acknowledged and protected.</p> <p>The development of a robust, supported Master Plan as covered in Strategic Goal 3 is imperative and will then lead the strategy. Until there is a level of agreement between the Town Council, Dorset Council and key stakeholders it is difficult to move forward. The Harbours Committee and Council leadership then need to own the plan and defend it, supporting the harbour teams as they do do.</p> <p>There needs to be a working document (business plan, KPIs etc.) with more specifics so that the harbour teams and supporting Council can deliver against a plan.</p>

Over-tourism	2	<p>We should be wary of thinking that all growth is good and that more and bigger facilities are necessarily good. Lyme is already over-touristed in so far as many tourists have a disappointing experience because the parking, road capacity, accommodation, food outlets etc all fail to meet demand. Increasing supply is not the answer because there are geographical limits imposed by the very attractions of Lyme. There is a serious danger of over-reaching and spoiling the unique character and appeal of Lyme by, for instance, seeking to accommodate ever more boats, or attract ever more tourists. Inevitably, therefore, some potential 'customers' will be disappointed and revenue may be limited - but that is the price of conservation, and it is worth paying. To be sustainable as a tourist resort, we need to free up space and accommodation for people to live here affordably and be the staff who service the resort. Since demand will grow without any effort, as Lyme increasingly has international fame from films and Jurassic credentials, we must be careful not to fuel demand - and the harbour must play its part in that restraint for the longer term good.</p> <p>There is too much imbalance between tourism and the needs of the local people who support the harbour all year - our views appear to be ignored. Not even sure why I'm bothering to write this ...</p>
Businesses	2	<p>Although some excellent points and strategies to cover all three harbours, as a business owner and resident on Weymouth harbour, I feel that more consideration should be offered to include and support hospitality businesses and local people that are not in the tourism/fishing/marine category but also add to the local economy</p> <p>Identify areas that affect residents and businesses who live and maintain the community and harbour making it both vibrant and a community</p>
Enforcement	1	<p>I would like to see that the rules that are in place are enforced e.g. methods of fishing allowed on the pier in West Bay in particular.</p>
Car parking	1	<p>As so much short-term free parking has been removed from the area (Pavilion Car Park, North Quay this should be rectified. The number of business people who have to pop into the town to visit Banks, solicitors, specialist suppliers, etc from outside the town centre i.e. the business estates, as well as the elderly and handicapped and who are not probably expected to be more that not 30 minutes or so should be catered for. The overall view of the town should not be focussed on the few who trade along the harbour.</p>

30. How would you like to see the strategy evolve during its lifetime? 43 responses

Category	No. of comments	Summary of comments
Consultation	10	A working harbour that has full cooperation and consultation with the community and works for everyone not just tourism.
		Ideally an annual progress report will be published, and an opinion survey used to identify any changes that could be beneficial. If an aspect is not working there needs to be a way to adjust the goal rather than being rigid and generating local hostility to the plans.
		Consult local user groups and actually listen to what they say.
		Listen and act don't just do consultation then steamroll things through.
		Questions made easier to understand
		Reduce the number of questions. Use plain English. Stop referring to references that those completing the survey have not seen. Produce a simpler and more relevant questionnaire with less governmental committee based officialise. Think about who you are targeting with this survey.
		The strategy should have a clear vision as to how the harbour specific and dependent activity should evolve
		To be less complex, less vague and have more focus on the marine activities.
		Carefully and with proper consultation with a wide and fully representative group.
Monitoring	5	By monitoring the quality of service our harbours provide for existing users, and anticipating factors which might impact that quality
		The strategy needs to cover how it is going to be kept alive and how targets are going to be reported on.
		Ideally an annual progress report will be published, and an opinion survey used to identify any changes that could be beneficial. If an aspect is not working there needs to be a way to adjust the goal rather than being rigid and generating local hostility to the plans.
		Continuous assessment of the performance of the strategy by set reviews each year considering a limited number of targeted KPIs and transparent reporting of same.

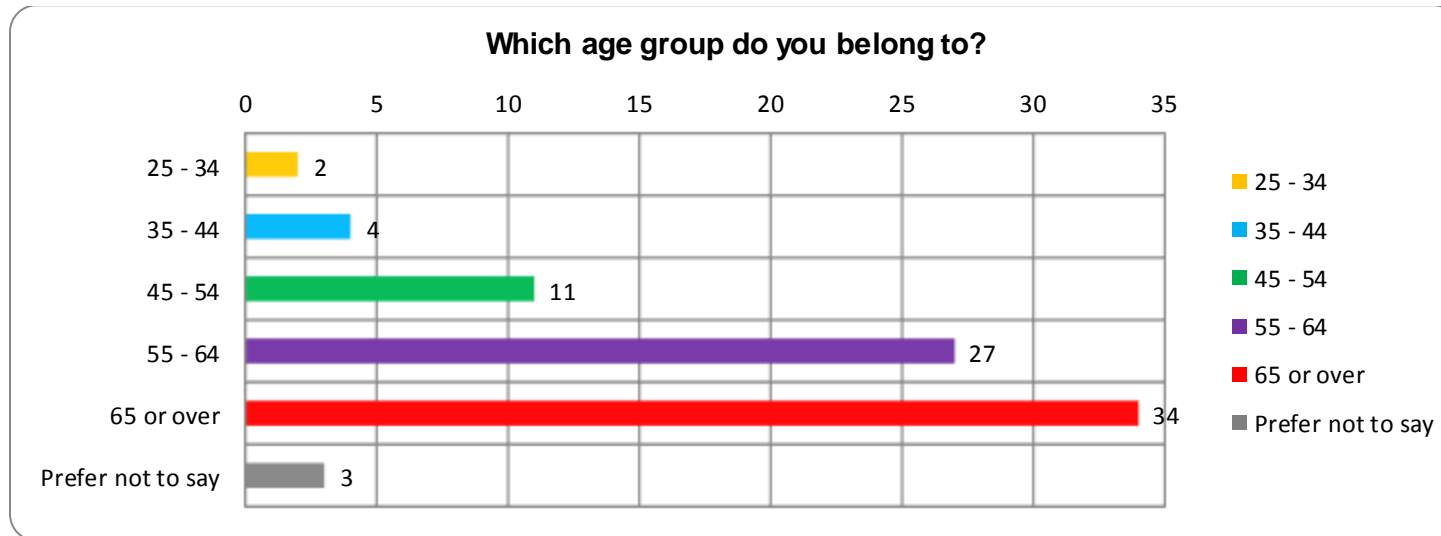
		Open, transparent communication that encompasses a common goal which is monitored and if necessary updated.
		A general trend to ever increasing environmental sensitivity and harmony.
		It must keep pace with environmental developments and ensure there is a consistent balance between the needs of the water craft users, both commercial and leisure. Undoubtedly there will be a move to introduce greater electric powered vessels and those will require suitable marine charging facilities, similarly visitors to the harbour will, and already do, expect charging facilities for vehicles.
Environment/ Climate Change	5	In the present uncertain climate, it's vital that it remains proactive and adaptable. It mustn't become something to look back to, but something to look forward with. Commercial viability in terms of economic sustainability is unpredictable at the best of times, but in the current climate it is precariously uncertain. We needed to be both focused and courageous in protecting our assets, whilst remaining wisely circumspect to risk a radical change of direction when necessary. I hope it goes well for you.
		Increased focus on the environment and achieving net zero operation.
		In an ideal world, the harbour would move away from the use of fossil fuels back to sail and electric motors - but it won't happen.
		Cautiously. This assumption of staycation increase is possibly misplaced.
		With review and caution on long term views.
Cautiously	4	Carefully and with the general consensus of the wider LOCAL community and not be decided by the few elected representatives in many cases people who have no idea of what goes on on a daily basis 365 days of the year in the town.
		Carefully and with proper consultation with a wide and fully representative group.

		<p>A working harbour that has full cooperation and consultation with the community and works for everyone not just tourism.</p> <p>For the benefit or both the local and wider community.</p>
Community	3	<p>Evolve whilst maintaining//protecting current local community as it is.</p> <p>Less talk and more action?</p> <p>Quickly and meaningfully</p>
Quickly	3	<p>Quickly</p> <p>Expand to include marina.</p> <p>To provide a specific direction towards developments that will actually make a difference in the next two decades. They are currently worded so widely that they does not provide any real direction but merely create a huge vehicle for officials to talk about but action very little. It needs to be more focused and take into account the experience and observations of those who work and use the harbours and implement these into improvement developments. Current plans for developments surrounding Weymouth Harbour do not take into account the impact that these developments will have upon the harbour. Dorset Council need to realise how the areas, operations and infrastructure around Weymouth Harbour and the town integrate, as recent activities demonstrate a lack of understanding and reports of the Weymouth Town Council and Harbour Users Committee not being consulted. Removal of parking availability and access being another example of Dorset Council changes having a negative impact upon the harbour. The town and the harbour are integrated, developments within the town centre will have an impact upon the harbour and improvements to harbour facilities will lead to an improvement to the town.</p>
Development	2	<p>The right balance between leisure and commercial activities is always difficult to achieve but the success of both are intrinsically linked.</p> <p>West Bay faces two problems. Firstly, it is not a natural harbour although the river Brit has reached the sea there and has provided a haven for a very long time. Secondly, it is a 'lee shore' offering difficult entry/departure in the prevailing SW wind. Strategy must evolve to address these immutable facts and ensure that a safe haven is always available in Lyme Bay, between Start Point and Weymouth. This could mean that sacrifices have to be made in the future. A difficult decision might be Lyme Regis or West Bay but not both.</p>

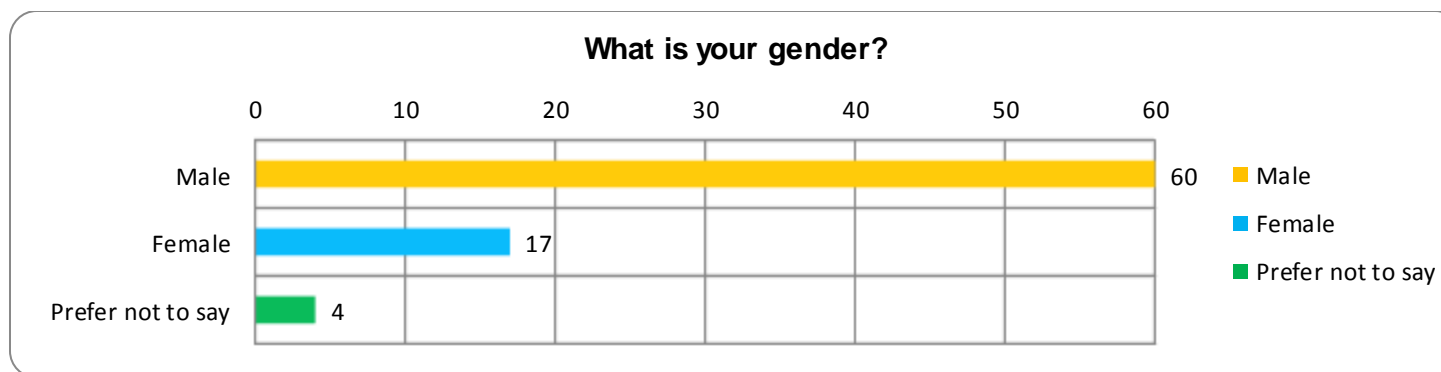
		To maintain a balance of usage between leisure users, commercial users, residents and visitors.
Balance	3	Balance of benefit for paying users and the enjoyment of visiting public.
		Most definitely regular communication instead of cloak and dagger meetings followed by announcements would be a great start!
		Open, transparent communication that encompasses a common goal which is monitored and if necessary updated.
Communication	2	More recognition of the individuality of each harbour and more consideration for local residents and mooring holders. Harbours are primarily about watercraft, not car parks, not chandlery stores, not film sets. I appreciate that these things help address budget deficiencies but what's the point if watercraft become unable to use their own facility as space becomes limited by other factors.
		We need a harbour master for Lyme only. Not shared between Westbay and Lyme.
Separate Harbours	3	This needs to be developed with more specific considerations for each harbour. In the case of Lyme Regis this needs to include details of how the mooring plot will be managed to meet the requirements of commercial and leisure users, how the crumbling Cobb structure will be restored, and how increasing numbers of pedestrian visitors to the harbour area can be safely managed. It also needs to address the

		vexed question of PWC usage, a question which seems to have been ducked in the previous consultation exercise.
		The purpose of a harbour is not to make money, but to provide a haven overnight and during bad weather and to provide commercial and private boats to safely unload their catch. Priority should be the provision of the haven over making money beyond breaking even. With demand greatly exceeding available permanent moorings and waiting list many years long, plus concerns over ever rising fuel prices, towing with electric vehicles and the environmental impact of powered craft, many are turning to kayaks to get out on the water and it is growing fast. Increased facilities to launch and recover kayaks, the beaches can be used, but during holiday times it can cause upset dragging a 13' kayak through someone's picnic, would be of advantage, as would parking space to remove/place kayak on the car roof.
		To maximise Weymouth's harbour potential the lack of decent road and rail connections needs to be taken into account and the Harbour Committee need to put their full weight behind getting better ones. Poole has a dual carriageway leading into it and has a fast and late-night rail connection to London. meanwhile the A31/A35 Trunk Road has had no major improvement for over 15 years and is mainly single carriageway around Weymouth and Dorchester while the Weymouth Relief Road comes to a stop at the merge in turn at the top of Ridegway.
Safety	1	
Access	1	

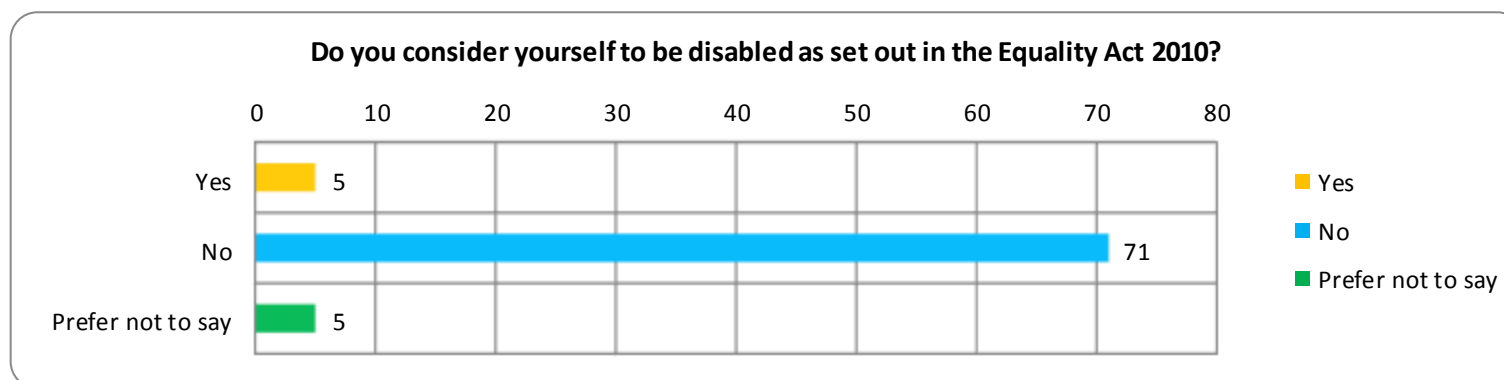
31. Which age group do you belong to?



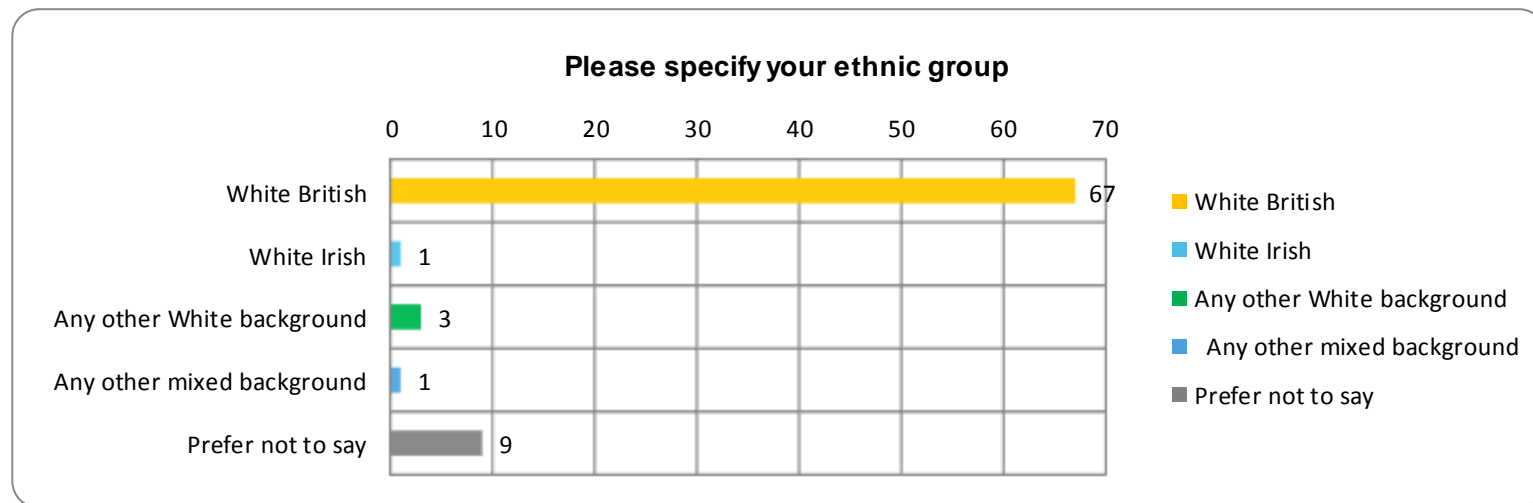
32. What is your gender?



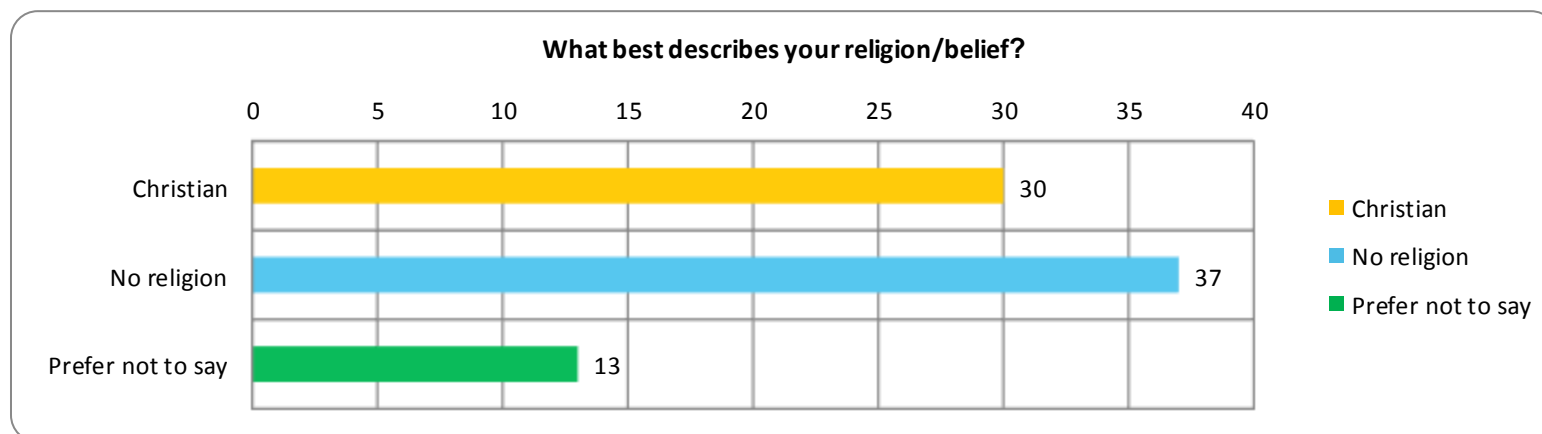
33. Do you consider yourself to be disabled as set out in the Equality Act 2010?



34. Please specify your ethnic group



35.What best describes your religion/belief?



NB: There were other options available in the survey and these were the ones selected.

35. **Please consent the privacy notice.** Privacy notice: This information is being collected by the Dorset Coast Forum (a coastal partnership hosted by Dorset Council) on behalf of Dorset Council. The information will only ever be used to contact you about this project. We will not share your information with any other individuals or organisations without seeking your permission in advance, however, please consent to Dorset Coast Forum sharing your information with Dorset Council for the purposes of this project only. You may apply for your information to be deleted from our database at any time. For more information please contact dorset.coast@dorsetcouncil.gov.uk or if you would like to be notified about new projects, please go the homepage to register.

81 respondents consented to the privacy notice.