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Harbours Advisory Committee

29 June 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

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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 May 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 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.

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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.

4.2 A programme of works outlined in the Business Plan for 2026/27 will be funded from the reserve balance, which shows as an underspend in the revenue budget.

4.3 Ther are no other variances to budget at this stage.

5 **Lyme Regis Harbour**:

5.1 Lyme Harbour budget forecast figures are given at Appendix 2. There is a requirement to deliver a balanced budget, and any emerging cost pressures must be carefully managed to achieve a cost-neutral position.

5.2 There are currently no variances to the budget.

6 Weymouth Harbour budget predicted surplus £537,293:

6.1 Weymouth Harbour budget was originally set to deliver a year-end surplus of £603,300. The current forecast indicates a reduction in this surplus to £537,293.

6.2 Income: overall £13,217 adverse

6.3 A review of operating licences and associated berthing arrangements has resulted in a reduction in income. The review was necessary to ensure greater consistency and fairness across licence fees. This has given operators better flexibility in berthing arrangements.

6.4 This has meant that there are some commercial berths that are vacant and currently under offer.

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6.5 Expenditure overall £52,790 adverse

6.6 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.

6.7 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.

7 **Reserves Balances and Asset Management Plans**

7.1 Any 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 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 hoped that this will be funded from Emergency Flood Funds.

7.4 Lyme Regis does not currently have a balance in reserves.

7.5 The reserve balance for Weymouth is forecast to be £2.7 million. This is split into several separate reserves detailed in the financial plan at appendix 3.

7.6 The in-year spend includes works detailed in the business plan. Below are tables that list projects planned for 2026/27 and includes those that have been carried forward from 2025/26: These will be funded from reserves set aside for Asset Management and Developments and Projects.

Asset Management Plan	C/F (Y/N)
Refurbish Port Traffic Signals	Y (in progress)
Cargo Stage Enhancements	Y (in progress)
Replacement Steps (ferry steps area)	Y

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Harbour Office Management Software	Y
Westwey Road Marina WC Improvements	Y (in progress)
Information boards / signage to Pleasure Pier / Commercial Area Walkway	Y
Replacement pontoons – Trinity Road	Y
CCTV – installation of ANPR commercial area	Y (in progress)
Replace Stone Pier Railings	Y (in progress)
Improvements to heating at harbour office shower facilities	Y (in progress)
Install Waste Pump Out	Y (in progress)
Replacement hot water cylinders	N
Replacement/repair access bridge / gangways	N (in progress)
Lease arrangement for harbour RIB	N
Electricity Management Software	N

Development and Projects
Building D – enhancements
Commercial Area enhancements on completion of the Weymouth Quay Regeneration Project
Commercial Area – slipway and scrubbing area – design stage
Marina replacement works – design stage, and tender process

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

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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

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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).