

Meeting Title	Torquay & Paignton Harbour Liaison Forum
Venue	Torquay Harbour Office
Date	24 th November 2009 at 10.30

Present	Capt K. Mowat (KM) MS H. Meacock (HM) Mr J Bond (JB) Mr D Musgrove (DG) Cllr R. Horne (RH) Ms E Hayes (EH) Mr M Richie (MR) Mr W. Butcher (WB) Mr J. Turner (JT)
----------------	--

Agenda Items	<ol style="list-style-type: none"> 1. Apologies 2. Minutes of the last meeting 3. Matters Arising <ol style="list-style-type: none"> a) Stagecoach Ferry Update - KM b) Alcohol Ban Paignton Harbour - c) Torquay Harbour Entrance – KM d) SeaTorbay – Spatial Mapping – KM e) Decriminalised parking orders-update f) Harbourside Notice Boards 4. Capital works <ol style="list-style-type: none"> a) Haldon Pier – update b) TQ Inner Harbour Pontoon Berthing Project 5. Harbour Charges and budget 2010/11 6. New harbour workboat 7. Port Marine Safety Code - audit 8. Shoreline Management Plan Review (SMP2) 9. Commissioning of the Council's Harbour Authority function 10. Positioning of water/electricity pods on Town Dock 11. Harbour users responsibilities 12. Economic Benefit of Sailing Events to the English Riviera 13. Fishing within the Harbour - update 14. Harbour Committee - upcoming agenda
---------------------	--

1.	Apologies for Absence	Action
1.1	Capt P Labistour , Cllr C Stocks, Mr C Easterbrook, Ms S Armstrong, Mr M Smith	

2.	Minutes of the last meeting	
2.1	It was agreed that the minutes of the meeting of 1st September 2009 were a true and accurate record of that meeting except that Mr M Richie did attend the last meeting but was not shown as present.	

3.	Matters Arising	
(a)	Stagecoach/fast ferry update. KM stated that he had nothing to report on the matter of a Stagecoach fast ferry but that he was due to attend a meeting, later in the week, to discuss ferry links with the Council's transport planners. KM agreed to keep the Forum updated.	KM

5.	Harbour Budget & Charges 2010/2011	
	<p>KM reported that as a result of the work of the Harbour Committee's Budget Working Party, the recommendation for next year would be for an average increase of 5% on harbour charges. The recommendations would also include a proposal to equalise the harbour dues between all three harbours over a 3 year period.</p> <p>KM continued that without these increases the Torquay/Paignton account would have a deficit of £16k and Brixham's deficit would be £37k. KM also stated that he did not intend to continue the practice of writing directly to the harbour user groups on the subject of harbour charges. He pointed out that the consultation had effectively started with the Liaison Forums back in September. KM felt that consultation via the Liaison Forum, which was attended by the Chairmen of both harbours user groups, would be more productive.</p> <p>There followed considerable debate with WB and MR objecting to the increases for the following reasons :-</p> <p>MR – <i>"harbour users are now feeling the full bite of the credit crunch, and the effect that it is having on the country. They are unanimous in their feelings, that to survive their normal way of life, both in the leisure industry, and the commercial industry, they would not be able to support any rise in the dues for 2010. The users trust that the officers and the Council will understand their position, and like the Torquay Marina, enter into the spirit of the times of uncertainty, that we are experiencing at this moment, and agree zero rise for 2010".</i></p> <p>WB – <i>"Last year fees increased by 5% when inflation was 3%. Fees have risen for the past 3 years above inflation. The Town Dock/harbour moorings are for local boats (local people), many who find finances difficult in times of recession. Pay rises are nil or 1%, and many are finding incomes lower because of no overtime, bonuses etc. From your own survey 49% of boat owners are over 60, many of whom will be on a pension. The harbour is not a commercial operation (yet even MDL did not increase their fees last year when the harbour jumped 5%). The reputation and belief by boat mooring holders is that the harbour is not like a commercial concern and will run at reasonable inflation linked increases. That was originally the basis and is what boat owners believe hence their support to the harbours. This will be damaged if the increase is above inflation when your customers will become very suspicious of motives and start really asking questions of costs for running harbours, etc. If times are that tight, you may have to look at some deferment of spend or cut costs. Increases should only be in line with inflation".</i></p> <p>There was some objection to KM's plan not to consult directly with the user groups. EH stressed the need to consult so that the need for increases could be explained. KM suggested that it would be sensible to start the harbour charges debate in September, as he had done this year, and this would give the harbour user groups the opportunity to call a meeting ahead of the budget setting process. Both KM and the Chairman (RH) offered to attend such meetings to explain the reasons behind any proposed increase and the pressures on the harbour budget. RH emphasised that the Harbour Committee was looking at all ways of increasing income not just via increases to boat owners. e.g. more cruise ships, events etc. RH stressed the need to manage the budget via the Budget Working Party. KM made those present aware that it was government policy that municipal ports should be run on a commercial basis and that this applied equally to Tor Bay Harbour.</p>	<p>KM/RH</p>

6	New Harbour Workboat	
	<p>KM reported that the existing boat was beyond the end of its working life and with the Chairman's approval a replacement vessel would be purchased. The old boat would be sold on EBay and the new boat would be procured through this year's revenue budget. The net cost is estimated at circa £25k.</p>	KM
7	Port Marine Safety Code	
	<p>KM reported that the recent audit had been satisfactory and that the total number of accidents/incidents/near misses had been reduced compared with last year. Performance measures were on track and a full report would be submitted to the Harbour Committee in December.</p>	KM
8	Shoreline Management plan(SMP2)	
	<p>KM reported that the Shoreline Management Plan (SMP) for South Devon and Dorset was being redrafted into a new document called SMP2. The policy for Torbay over the next 100 years was to hold the line except for Broadsands and Goodrington where there was a possible need for beach realignment or managed retreat, within that period. KM did not feel this would have any adverse affect on plans for a watersports centre at Broadsands. More info is available at www.sdadcaq.org</p>	KM
9	Commissioning of the Council's Harbour Authority function	
	<p>KM reported that the Council would like to see the harbour function commissioned via the Harbour Committee and that he would be preparing a report for consultation. The reporting line would continue through the Harbour Committee which would remain as a decision making body. KM stated that it was important to get the governance right and that the arrangements should look and feel like a harbour authority. The plan was to deliver a commissioned harbour service by April 2010. KM would circulate the proposals for comment.</p>	KM
10	Positioning of water/electricity points on the Town Dock	
	<p>MR requested further improvements to enable users to access water and electricity. He suggested that users would be prepared to assist in the cost of improvements. KM responded that he had discussed this issue many times. The facility had been presented to the Council on the basis of minimal services and that if there was to be a change then there would need to be a shift in the Council's thinking.</p> <p>KM agreed to meet MR separately to hear his proposals in more depth.</p>	MR
11	Harbour users responsibilities	
	<p>MR stated that he did not see it as users' responsibility to ask other boat owners to move so as to acquire water/power etc. KM responded that harbour staff would ask people to move their craft but common sense should prevail between sensible people. It was agreed that users should not put themselves in a position where they fear abuse; KM would prefer that they simply contact the harbour office with any concerns.</p>	
12	Economic benefit of sailing events to the English Riviera	
	<p>WB reported that the RTYC had carried out some analysis to demonstrate the economic benefits of large sailing events. WB was thanked by KM and RH and asked to have the data in a format that would show overall gross financial benefits and present it to a future meeting of the Harbour Committee.</p>	WB

13	Fishing within Torquay Harbour	
	MR reported the continual problem. KM acknowledged the problem but felt that other than fencing the area, (which was considered unacceptable) there was little more he could do that had not already been done. JB stated he had an idea that may stop fish being landed which in theory would stop the fishing .KM welcomed any help and JB undertook to work up a proposal/plan	JB
14	Harbour committee-Upcoming agenda	
	KM ran through the various Agenda items for the forthcoming Harbour Committee	
	KM thanked the Forum members for their attendance and for their valued contribution.	
	The meeting closed at 1230pm.	

Next Meeting

Venue

Future meetings

**Dates of Harbour
Committee Meetings**

2nd March 2010

Torquay Harbour Office

8th June 2010

7th September 2010

7th December 2009

5.30pm Torquay

15th March 2010

5.30pm Brixham

21st June 2010

5.30pm Paignton

20th September 2010

5.30pm Torquay