

SCARBOROUGH BOROUGH COUNCIL

MAJOR PROJECTS PORTFOLIO CABINET MEMBER DECISION

Date: Wednesday, 14th February, 2018

DECISION


1. **OPERATIONS AND PERFORMANCE REPORT FOR WHITBY AND SCARBOROUGH HARBOURS AND FILEY COBLE LANDING** (Pages 1 - 8)
To consider a report of the Harbour Master (Reference 18/29).

These details are published for information only. The decision will be taken by the Cabinet Member who will receive Officer advice in private. A statement of the decision taken, with any appropriate supporting information, will be published as soon as reasonably practicable afterwards.

(N.B. If you have any questions or need further information, please contact Heather Donaldson, Democratic Services Officer, Town Hall, St. Nicholas Street, Scarborough – 01723 232310 or e-mail heather.donaldsonboldyn@scarborough.gov.uk)

NOTES

Agenda Item 1

	MAJOR PROJECTS PORTFOLIO INDIVIDUAL CABINET MEMBER DECISION TO BE TAKEN ON 14 FEBRUARY 2018						
	<table><tr><td>Key Decision</td><td>NO</td></tr><tr><td>Cabinet Portfolio Holder</td><td>Cllr M Cockerill</td></tr></table>	Key Decision	NO	Cabinet Portfolio Holder	Cllr M Cockerill		
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Cabinet Portfolio Holder	Cllr M Cockerill						
Corporate Aims: Place and Council	<table><tr><td>Date of Decision/ Referral to O&S</td><td>14 February 2018</td></tr><tr><td>Deadline for call-in 5.00pm</td><td>19 February 2018</td></tr><tr><td>Implementation Date (if no call-in)</td><td>20 February 2018</td></tr></table>	Date of Decision/ Referral to O&S	14 February 2018	Deadline for call-in 5.00pm	19 February 2018	Implementation Date (if no call-in)	20 February 2018
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REPORT OF: THE BOROUGH HARBOUR MASTER – 18/29

WARDS AFFECTED - ALL

SUBJECT: OPERATIONS AND PERFORMANCE REPORT FOR WHITBY AND SCARBOROUGH HARBOURS AND FILEY COBLE LANDING

RECOMMENDATION:

The Portfolio Holder accepts the contents of the report and notes the ports operational performance during the period 1 October to 31 December 2017

1. CORPORATE AIMS

The information contained within this report supports the Councils' corporate aims of Place and Council. It informs of the ports activities during the period the conservancy undertaken by the dredging system, the financials associated with the fisheries income, Port Marine Safety Code items and the ongoing projects within the harbour undertakings.

2. WHITE AND SHELL FISH

Submitted returns indicate the following figures and percentages:

2.1 Whitby

		2017	2016	2015	
October	Weight	56,186	44,835	73,253	Kilos
	Value	198,257	118,329	223,826	£
	Wharfage	7,930	4,733	8,927	£
November	Weight	51,635	67,819	52,290	Kilos
	Value	156,537	193,025	97,111	£
	Wharfage	6,261	7,721	3,884	£
December	Weight	26,222	31,853	40,237	Kilos
	Value	106,827	151,080	94,750	£
	Wharfage	4,273	6,043	3,790	£
Total to date	Weight	467,593	526,170	616,833	Kilos
1 April to	Value	1,994,654	1,879,182	1,786,912	£
31 December	Wharfage	79,716	73,489	62,190	£

- 2.2 October figures show grossing's to be 1% White, 99% Shell
 November figures show grossing's to be 1% White, 99% Shell
 December figures show grossing's to be 1% White, 99% Shell

2.3 Scarborough

		2017	2016	2015	
October	Weight	69,173	85,442	64,697	Kilos
	Value	265,753	219,491	291,359	£
	Wharfage	10,431	8,440	10,817	£
November	Weight	61,529	100,006	103,017	Kilos
	Value	243,143	331,789	283,917	£
	Wharfage	9,500	13,024	8,128	£
December	Weight	64,844	106,502	65,994	Kilos
	Value	225,503	339,841	187,890	£
	Wharfage	8,780	13,229	7,173	£
Total to date	Weight	1,291,192	1,276,026	1,275,288	Kilos
1 April to	Value	4,357,705	4,441,994	3,906,750	£
31 December	Wharfage	146,603	150,513	105,078	£

- 2.4 October figures show grossing's to be 4% White, 96% Shell
 November figures show grossing's to be 5% White, 95% Shell
 December figures show grossing's to be 5% White, 95% Shell

- 2.5 Poor weather conditions experienced during November and December has hindered fishing activities, however In general shellfish continues to achieve a higher market value than in previous years. The wharfage income to date shows an overall increase at Whitby with a slight decrease at Scarborough; Scarborough figures have been bolstered by two local vessels one undertaking scallop landings and one making notable white fish landings. One visiting scallop vessel during December at Scarborough also furthered wharfage returns.

1. DREDGING

- 3.1 During the months of 1 October to 31 December 2017 the following loads and tonnes were removed from Whitby Harbour:-

	OCTOBER TO DECEMBER 2017		OCTOBER TO DECEMBER 2016	
	Loads	Tonnes	Loads	Tonnes
<u>Upper Harbour, Whitby</u>				
Endeavour / TC	10	2430	-	-
Eskside Wharf	8	1870	-	-
Chicken Run	4	910	-	-
Church Street	5	1690	-	-
Party Pontoon	1	200	-	-
<u>Lower Harbour, Whitby</u>				
Bull Noses	3	760	-	-
Total	31	7860	-	-
Total To Date	105 Loads – 34080 Tonnes		45 Loads – 17,200 Tonnes	
Working Days	65		-	
<u>Dredging Days Lost Due:-</u>				
Repairs	-		-	
Bad Weather	29		-	
Sickness	5		-	
Holidays	12		-	
Total Days Lost	46			
TOTAL DAYS DREDGING	17 for 31 @ 1.82 loads (462 tonnes) per day		-	

- 3.2 During the months of 1 October to 31 December 2017 no dredging was undertaken at Scarborough Harbour
- 3.3 Whitby's maintenance dredging activities covered both the upper and lower harbour during the reporting period, with particular emphasis on both Endeavour and Eskside wharves.
- 3.4 A pile on the Church Street Pontoon had been observed leaning during low water periods. Underwater investigations were initiated to determine the cause, the outcome necessitated removal and replacement of the pile. All other East side pontoon piles were investigated and found to be in good order. Preliminary investigations were made with third parties indicating the required works would require significant capital expenditure. A decision was reached to endeavour to achieve an alternative solution. Accordingly some equipment was designed and fabricated to be utilised by the dredgers excavator, the overall outcome resulted in successful replacement of the pile and a substantial saving for the Council

2. FINANCIAL UPDATE

4.1 Whitby

Harbour income as at the end of Q3 (31 Dec 17) is in line with budget with higher fish dues offsetting slight negative variances across a number of other income sources. Some income has been achieved through a brief external charter of the dredger to the Port of Blyth however it is likely that there will be a shortfall against

budgeted income for the year. Potentially the shortfall in dredger income will be offset from savings in dredger maintenance costs following the recent substantial overhaul. Marina income is slightly behind budget however this is offset by higher than anticipated trade income. Expenditure across all areas is broadly in line with budget. Overall the consolidated harbour figures are in line with budget, and are expected to remain so over the rest of the financial year.

4.2 Scarborough

To date, currently income surpasses the profiled budget, annual income targets have been achieved in many areas with the exception of external rentals. In general the overall core driver to the increase in income is higher than anticipated fish dues. To date expenditure is broadly as profiled and currently there are no indications that any other significant variations to budget will occur throughout the year.

5. PORT MARINE SAFETY CODE (PMSC)

5.1 MCA Healthcheck

The Maritime & Coastguard Agency (MCA) has recently conducted a "Health Check" of the Ports Safety Management Systems. The two-day visit was carried out on 7 and 8 November, the audit team from the MCA was led by the Port Liaison Policy Manager and assisted by the Navigation Safety Manager. The draft report has now been received noting that 'a significant amount of work has been undertaken by the harbour to set up an effective Marine Safety Management System, risk assessments and supporting documentation, this is credit to the Harbour Master and his team'. Also commenting on four areas of best practise, and concluding that policies and procedures are in place, which supports compliance with the Port Marine Safety Code.

5.2 Scarborough Harbour Risk Management Measures

A project to increase the future safekeeping of all pontoon berths in Scarborough Harbour has recently been completed. The piles, which support the pontoons and all associated vessels in situ, has been increased in height by 1m. This project was carried out with minimum disruption to harbour users and will significantly reduce potential risk to all vessels, and the adjacent superstructure, from the consequences of any future storm surges or flooding events.

5.3 Incidents

There has only been one minor marine related incident during this reporting period. Which is noted in Appendix 1.

6. HARBOUR MAINTENANCE – PROJECTS

6.1 Scarborough North Wharf

Council Engineers are in the process of evaluating tenders received for the works required to strengthen an area of the North Wharf. The completed project, funded from Harbour Reserves, will enable an area of the wharf to accommodate HGV operation, vessel fuelling tankers and various crane operations. This will increase the limited options currently available for operations associated with commercial vessels.

6.2 Scarborough Harbour Onshore Facilities

Following the finalisation of contract details, building works have recently commenced on the Vincent Pier onshore marina and public toilet facility. It is anticipated that the scheme will take approximately 16 weeks to complete. The £170K project will be funded from harbour reserves.

6.3 Consultation on a Strategic Business Plan for Scarborough Harbour

An Overview and Scrutiny Task Group established to undertake a full and comprehensive review of the harbour, its infrastructure and processes has commenced a period of consultation. A series of events have been programmed for the 7,9 and 12 of February aimed at gathering information and obtaining the views and potential requirements of Harbour users, Stakeholders, general public and any interested parties.

6.4 Whitby Piers

The design and a schedule of defects has been completed and costed. Planning application for the site compound (to be situated on Endeavour Wharf) and also a Listed Building Application for the construction works have been granted, subject to conditions. Officers are actively seeking funding contributions for the identified works and additionally for the reinstatement of a bridge joining the East Pier to the East extension. It is anticipated that the outcome from the funding bids will be known by the end of March.

6.5 Endeavour Wharf

Remedial works to the piled frontage on Endeavour Wharf and Dock End is well underway. South Bay Civil Engineering has advised that some delay in the scheduled program of works is inevitable. Issues have arisen with a failure in the lightweight concrete, necessitating an element of redesign. Equally a number of existing wooden piles have proved to require completely renewing as opposed to a partial repair. It is anticipated works will be completed by the end of January 2018.

7. FILEY COBLE LANDING

7.1 Routine inspections of the Coble Landing continue with no defects being observed. Harbour staff carried out a general 'clean up' of the area and winter grit provision is in place. No stakeholder issues have been reported.

8. IMPLICATIONS

- 8.1 Policy - There are no policy issues to consider.
- 8.2 Legal & Financial - These implications have previously been considered.
- 8.3 Equalities & Diversity – There are no implications to consider.
- 8.4 Communication - To be communicated to harbour users.
- 8.5 Environmental - There are no environmental implications to consider.
- 8.6 Others – Following consideration of staffing, planning, crime and disorder and health and safety implications. I am satisfied that there are no alternative identified adverse implications that will arise from this recommendation.



Capt. Ian Vasey
Borough Harbour Master

**Whitby Harbour Incident Register
(1 October 2017 to 31 December 2017)**

Appendix 1

PMSC ref (if appropriate)	Date of Incident	Incident & Location	Consequences	Action Taken (if appropriate)	Mitigation	Action Plan (if appropriate)
WH 75	16/11/17	Commercial vessel caught on top piling on Endeavour Wharf.	No damage to vessel or infrastructure.	Harbour staff assisted with pilot boat.	Harbour staff and watch keeping service.	Maintain harbour watch keeper training regime, pilot boat and CCTV provision.

**Scarborough Harbour Incident Register
(1 October 2017 to 31 December 2017)**

No reported incidents.

**Filey Coble Landing Incident Register
(1 October 2017 to 31 December 2017)**

No reported incidents.

RISK MATRIX

Risk Ref	Date	Risk	Consequences	Mitigation	Current Risk Score	Target Score	Service Unit Manager/ Responsible Officer	Action Plan
1	February 2018	Council and Duty holder are unaware of current operational issues and performance.	Lack of correct information may lead to uninformed decisions.	Presentation of updated report to Cabinet Member.	C3	B2	Ian Vasey	Continue to present report
2	February 2018	Duty holder and Council are unaware of PMSC incidents	Non-compliance with PMSC recommendations.	Presentation of incident register	C3	B2	Ian Vasey	Continue to present report

Terms

Risk	An event which may prevent the Council achieving its objectives
Consequences	The outcome if the risk materialised
Mitigation	The processes and procedures that are in place to reduce the risk
Current Risk Score	The likelihood and impact score with the current mitigation measures in place
Corporate Objectives	An assessment of the Corporate Objectives that are affected by the risk identified
Target Risk Score	The likelihood and impact score that the Council is aiming to achieve
Service Unit Manager	The Service Unit or Officer responsible for managing the risk
Action Plan	The proposed actions to be implemented in order to reduce the risk to the target score

Risk Scoring

Impact	5					
	4					
	3					
	2					
	1					
			A	B	C	D
		Likelihood				

Likelihood:

- A = Very Low
- B = Not Likely
- C = Likely
- D = Very Likely
- E = Almost Certain

Impact

- 1 = Low
- 2 = Minor
- 3 = Medium
- 4 = Major
- 5 = Disaster