

# Strategic Business Plan for Scarborough Harbour

## Introduction

Scarborough Borough Council is seeking views on a draft Strategic Business Plan for Scarborough Harbour.

## Mission, Vision and Objectives

### Mission

Scarborough Borough Council, as the statutory Harbour Authority for both Scarborough, and Whitby and managing Filey Coble Landing, strives to support the economic and social progression of the Port undertakings on behalf of current and future stakeholders whilst maintaining the historic and social economic value of the Ports.

### Do you agree with this as a Mission Statement?

Strongly agree	27	31%
Agree	43	49%
Neither agree nor disagree	9	10%
Disagree	2	2%
Strongly disagree	5	6%
Don't know / no opinion	2	2%
	<b>88</b>	<b>100%</b>

### Do you have any comments regarding this Mission Statement?

This is nothing but logical and is what I would expect of a mission statement.

I have been involved significantly with Scarborough harbour for more than 50 years and still own fishing vessels and a fishing agency. In my opinion it is essential that all users are consulted and that pre-conceived plans are not adopted without a broad agreement from the major stakeholders.

Whilst the statement is correct there are few examples of progression at all the ports

who is the final arbitrator of this plan? Why is this suddenly an issue?

A mission statement should be bold not bland!

But what is your mission on how to improve the area which has been neglected for far to long as Whitby put Scarborough to shame

Have the word Safety or Safely in there?

The Harbour continually shows no regard for its users. Hopefully this will change

No

Would not like any plan that Whitby became the poor cousin.

What improvements have been done in the last 5 years?

Economic and social progression along with social economic value seems to indicate

**Do you have any comments regarding this Mission Statement?**

"traditional" only emphasis. Fishing port first, everyone else the scraps?

A mission statement should not have to qualify the role of the Council. Placing 'economic' first sounds like a mandate to raise fees. You should have the value set first "we value the historic and social and cultural value of our ports and shall strive to support the ports, the facilities they provide etc" 'social economic' value is not clear to the lay person.

The title is draft "Strategic Business Plan for Scarborough Harbour", so why does the mission statement cover Whitby & Filey when they are not covered by this business plan - surely this should have been a draft "Strategic Business Plan for SBC's Harbour Authority (covering Scarborough, and Whitby harbours and managing Filey Coble Landing)." I would also ask why a business plan was not put forward before implementing all the changes to Whitby harbour last year which failed totally to maintain the "historic value of the Port" - is this another waste of taxpayers' money, particularly when progress on restoring and strengthening the piers/pier extensions which protect Whitby Harbour's very existence are not being progressed in line with professional report and surveys carried out on behalf of SBC.

Sounds a bit controlling and uncaring.

A specific commitment to provide a higher standard of maintenance, cleaning and hygiene to all existing and future facilities should be included.

The Mission Statement refers Scarborough, WHITBY and Filey. The Business Plan only refers to Scarborough Harbour. The other ports are just as important if not more so. Whitby's piers have been and continue to be seriously neglected. Money has been received from the DoE but not matched by SBC so repairs are not being undertaken - only endless studies.

This is poorly written set of words that doesn't clearly set out either a strategic statement or an understandable mission statement. I think that somewhere in the words is an idea, but it is largely gobbledygook.

## Vision

To continually improve the Ports of Scarborough, Whitby and Filey Coble Landing to make them the safest, most efficient and sustainable Port undertakings possible and to create value for our customers by developing a diverse and adaptable approach to management, operations, infrastructure and investment in order to capitalize on growth markets and secure the ongoing success of the Ports for generations to come. Ultimately, by working in partnership with our stakeholders to provide the country's leading Port undertakings of their kind by 2030.

### Do you agree with this Vision?

Strongly agree	25	29%
Agree	45	52%
Neither agree nor disagree	9	10%
Disagree	3	3%
Strongly disagree	4	5%
Don't know / no opinion	0	0%
	86	100%

### Do you have any comments regarding this vision?

This does not demonstrate just what the exact strategic plan is going forward
Unrealistic without substantial funding and far grander plans
Just a query over why 2030 Can it be sooner ?
just say continue improve the commercial aspect of the ports up till further review 2030 not sure there's much explanation of the actual Vision here
yes, you must work with the significant revenue earners and not take them for granted.
Does this include beach and water safety?
Not enough about being green and environmentally friendly
be realistic. No possibility with the present stupid approach to public toilets. Toilets are needed for harbour and its environs, the present ones are not very glamorous. The foreshore is the area of the harbour.
all words with no substance
Safety or safely again
Delivering it is completely different
No
Again, Whitby is a very different prospect and geographical opportunity from Scarborough and should be considered as such.
Little improvements have been made in the past from the inconsequential infrequent meetings
Provide better facilities for berth holders and visitors
13 years seems a very distant target date

**Do you have any comments regarding this vision?**

You make it sound like you are going to compete with Rotterdam or Felixstowe. There is no appreciation of the nature or cultural significance of the ports. Efficient? Sounds like you intend to install gantry cranes and container storage. 'Capitalise' should be narrowed to opportunities that would fit with each facility. You should state that you recognise the important differences between each port facility. BTW 'Capitalize' is an Americanism.

Whilst I share your ambitions and would welcome them, they must be progressed for each harbour/landing - not just Scarborough. However on past history and failure to maintain the harbours, the lack of transparency in revenues and funding of the individual sites I feel this plan is another waste of tax payers' money and does not clearly indicate your support for sensible development that promotes sustainable employment, but is all about short term economics.

You do make it sound too good to be true; the evidence will be in the actions.

The vision is good IF all three ports of the Borough are covered. The current Strategic Business Plan does not refer to Whitby or Filey. Once again all resources are being channelled to Scarborough. There are reserves in the Whitby Harbour account which should be used exclusively for Whitby.

Circumstances change - often at inconvenient times. Flexibility is essential.

safety does not meet modern standards poor maintenance particularly East Pier.

**Strategic Objectives**

**It is proposed that the strategic objectives for Scarborough Harbour are as follows:**

1. To provide the highest practicable levels of service to our customers and stakeholders.
2. To consolidate and optimise operations and practice together with the utilisation of resources to drive up commercial viability of the Harbour undertakings.
3. To invest in the overarching infrastructure necessary to secure sustainable and competitive current and future Port activity.
4. To provide a significant focus of effort on the development of growth markets and opportunities in all sectors including commercial fishing, leisure, tourism and the renewables sector.
5. To create a welcoming environment for innovation, business and investment.
6. To maintain and improve the social and community value of the Port undertakings recognizing their historic and future role within the communities in which they are located.

**Do you agree with these objectives?**

Strongly agree	27	31%
Agree	47	55%
Neither agree nor disagree	8	9%
Disagree	1	1%
Strongly disagree	3	3%
Don't know / no opinion	0	0%

Do you have any comments regarding these objectives?
This is not in any shape or form a strategic plan, which lays down stage by stage and the timescale involved to reach just what objective ?
Service levels must include the quality of how SBC communicates with stakeholders and users.
All of the exiting assets are old and very tired and most if not all require renewal in their entirety, i.e. piling, fish market buildings, surfaces, energy infrastructure and the clock/toilet building which is a typical example of what happens to a building that is neglected through poor/lack of maintenance over an extended period, it is virtually falling apart now before your eyes!!
I agree with them To be honest they are not very clearly worded especially no 2 !
That statement would appear to be an obvious approach, I would more interested in hearing how that is actually going to manifest it self and how different this will be from the past working of the Harbour's so far this survey isn't achieving much
but not to take space and infrastructure from one group who need pier space to give to others
These are very broad strokes with worthwhile ambitions - But behind the words what does it mean in practice?
Needs more emphasis on leisure and pleasure craft amenities and services
see before
same as before, just words
Safety or safely
Whitby had always been the poor cousin and we (my wife and I) are fed up with this situation.
2&3. The Harbour should not be considered as a viability in the same way that parking spaces or highways are not considered viable. The Harbour is more like a park, school or allotment, the fabric of the community. It has a socioeconomic value that is not recognized. The amenity value has been overlooked. What value do you attribute to walking along the piers, fishing from them, enjoying looking at the boats, or sitting on one of the 30+ benches.
'Drive up commercial viability'? Sounds like you wish to increase fees. These all seem fairly bland and not specific to Harbours/Ports. Replace the word port with 'car park' and you will understand what I mean
What are the Strategic Objectives for Whitby & Filey? I am extremely concerned over point 6 bearing in mind developments which took place in Whitby last year as this appeared to be entirely economically driven and does not recognise the need for space and place setting to meet tourism and conservation needs for our historic ports - we need to ensure we "CREATE MEMORABLE PLACES" - very important aim for Councils to ensure our tourists want to keep on coming back. SBC has already been highlighted as having third highest density of fast food outlets in the UK and the Kiosk developments at Whitby in the last year and this business plan appear to be continuing this problem, rather than seeking

Do you have any comments regarding these objectives?
solutions to rectify the issue.
Like I said, the proof of the cake will be in the eating!
A specific commitment to provide a higher standard of maintenance, cleaning and hygiene to all existing and future facilities should be included.
These are good in principle but why aren't Whitby and Filey included in these strategic objectives? Whitby is just as important and has the potential to be a busy thriving port if more resources are invested.
Council should be lobbying for the withdrawal from the Common Fisheries Policy and maximum control of 200 miles of UK territorial waters.
Balancing the needs of all users will be tricky so a harbour consultation meeting should be regularly organised.

### Outline Action Plan

#### Proposal 1: West Pier, Scarborough

It is proposed that "potential developers" and interested parties be approached to bring forward proposals for the redevelopment of the West Pier to include mixed use development opportunities.

#### Do you agree or disagree with this proposal?

Strongly agree	25	28%
Agree	36	41%
Neither agree nor disagree	10	11%
Disagree	8	9%
Strongly disagree	7	8%
Don't know / no opinion	2	2%
	88	100%

#### If you disagree or strongly disagree, please say why?

Again these are just words, or sound bites that mean little or nothing. What proposals are actually being generated from SBC Cabinet and Officers alike. The redevelopment of the West Pier has been on the cards for years, is this the best that SBC can come up with. This is not a Strategic Plan.

but it must be part of the vision created by the SBC with the users and stakeholders and to 'future proof' the schemes that gain momentum.

Agree although consideration should be given to wider impact on the surrounding towns and villages, not least our smaller (often family owned) businesses, supporting local business over large chains!

I am concerned that that would leave us at the mercy of external parties Have we no ideas of our own ?

I would welcome redevelopment of the West Pier as long as it is done with absolute sympathy for the fishing industry. Other types of development could really smarten the West Pier up and it could become a venue in its own right because of its unique location and views. But, it is the operating base for the fishing industry and must be allowed to remain that way at least in part.

If you disagree or strongly disagree, please say why?
development is all ways welcomed but change has to be done sensitively ,so much these days is done without enough care on how things will look and the impact on general environment seems to get over looked when it actually comes to it. accountability after developments needs to be enforced. so much in Scarborough in the past has been done which has not improved the place we need learn from our mistakes. We have a great legacy from our past town planners .all we really need to do is clean maintain and paint what we have un less you have a great vision and a great big money tree and a complete rebuild of the Harbour.
this depends on which parts of the west pier and which parties if any loses.
This sounds like sell off - just like The Futurist
Needs more for the tourists as well as the work force
will believe it when it happens
The West Pier is the only part of the harbour dedicated to the fishing fleet and should be maintained/enhanced as a market and processing area for the fishing industry, which hopefully will enjoy a mini revival after Brexit. The fishing industry is not only a massive part of the town's heritage it is part of the "historic and social economy of the harbour/town mentioned in you Mission Statement. in the 61 years of my life the "fish" pier has always been a major point of interest for tourists (not stag parties) to the town.
In keeping with the piers heritage?
the council will bring in amusements and rollercoasters which we don't want
What about Whitby?
Why have mixed development when fishermen have poor access now.
no amusement park rides
I agree, providing any development enhances the harbour in line with your "vision" and "objectives". For example, yacht users urgently need lift out facilities and a cradle area for storage ashore.
The council needs to tread carefully here. Developers have their own interests first.
Development proposals should be openly reviewed with existing users and their views taken into account.
dont give it to amusements like flamingo land etc
'Potential Developers' sounds like an excuse to take a public facility and sell it off for private gain. Recent council initiatives seem only to involve the building of flats or providing funds to private companies. I do not trust the council's track record in encouraging the development of the social, cultural and thus economic progression. I would rather see a car park than another block of flats.
Harbour developments on harbour land should also be restricted for harbour purposes and with Brexit perhaps it's time to welcome the fishing industry back, particularly as cod is now considered sustainable!
Get on with it.
We need to retain decent public conveniences in this area.
I cannot agree because the details are not clear

**If you disagree or strongly disagree, please say why?**

Once again, potential developers are being approached for Scarborough. Whitby has potential. There is no mention of the Dalby off shore service support facility mentioned in the action plan.

What hidden message does 'potential developers' contain rather potential developers?

Must provide Event space

The West Pier is a working area and needs careful planning so that public access is not putting people at risk. The pier also has flood risk issues that will increase with climate change over the next decade.

why is the place held together with agro props The property above most of the shops etc are a disgrace to the harbour area. Also look at the old St Thomas hospital

I would be reluctant to decrease the amount of parking on the west pier. In the report it says the car park is only filled to capacity in the main summer season. Whilst this is true it's also a fact that the main summer season is the time when local traders make most of their profit. They need this profit to survive the winter months. Decreasing the amount of parking in such a central location in a town which already suffers from a shortage of parking would be a bad idea in my view. Also potential developers will always focus on themselves, understandably. Great care should be taken to ensure developers do not damage the heritage and the 'look' of the local area. For instance, the eyesore on the Foreshore known as Poundland, or Poundworld or whichever one it is. On the subject of the car park, if you were to build on the car park you would remove space for other events such as Seafest and the Goldwing Light Parade. Though all the buildings are in definite need of some investment.

## Proposal 2: Further retail and commercial concessions around the Port

It is proposed that a feasibility study be undertaken for the creation of additional retail kiosk concessions around the Port. The study will identify the number of potential concessions which could be created, a cost of construction and an assessment of marketability and return on investment. On the basis the scheme is feasible, funds could then be secured and a project implemented.

### Do you agree or disagree with this proposal?

Strongly agree	18	20%
Agree	35	40%
Neither agree nor disagree	15	17%
Disagree	12	14%
Strongly disagree	7	8%
Don't know / no opinion	1	1%
	88	100%

### If you disagree or strongly disagree, please say why?

Wow ! But where is the starting point in these proposals it seems that SBC are going at this piecemeal rather than having a long term vision set out stage by stage which will compliment each other.

which comes first, the business of the port or the businesses around the port. The strategy for the port should be the driver for what happens around it on its land!

Kiosks could be the future....

Prefer eating establishments like 'Ask' and coffee/tea shops, but not more of the current kiosks

I agree we should have more commercial activity but please not fast food outlets ! How can we ensure a mixed and appropriate development

It could be argued that we already have sufficient kiosk concessions around the harbour. Any increase in numbers would need to be justified by evidence of greater footfall and therefore the opportunity for more businesses to flourish.

consult people properly who use the Harbour don't pay lip service to expensive studies

You must not take away pier space used by fishermen. This will create massive resentment and confrontation.

There needs to be a balance, as a priority the facilities for harbour users needs to be addressed, Toilets, parking, access, additional mooring/pontoons, this will bring people and then the additional concessions will be viable

More privatisation - no

But these should be more up market and fit in with a sustainable environmentally theme and not just more burger and tat stands

You mean you want more revenue for whatever you do

But not on the West Pier which is rich in fishing and RNLI heritage

If you disagree or strongly disagree, please say why?
The existing kiosks don't seem to be busy enough to warrant expansion. Alternative and less seasonal business options should be considered.
I am wondering how money can be available for a feasibility study when Whitby pier needs urgent attention.
Kiosks date back to the Victorian age can nobody think past that age.
Over-provision of kiosks will degrade the environment
concern over the selection of potential concessions ,
Hopefully not something that threatens existence of current businesses
<p>Public toilets serve as an amenity for visitors to Scarborough. They are not solely for harbour users. Therefore, when highlighting the need for maintenance (cost), the draft strategy would be more balanced if an amenity value (benefit) is also identified. On page 14 under the section on "Employment and value to the local economy" you have indicated the economic value relating to leisure craft activity. This type of assessment should be developed further so that you understand the full socio-economic value the harbour provides. Visitor numbers and activities should be surveyed and the amenity value calculated. I am pleased to see reference to possible opportunities arising from the EU exit. I would welcome the sale of more local fish as far as York, Harrogate and beyond.</p> <p>Proposal 2. Further retail and commercial concessions around the Port. I am opposed to this proposal for two reasons, landscape and false economy. Views across the harbour and on South To all House, for example, would be improved if Luna Park were removed. My point about false economy is that money spent in new retail outlets will be money not spent in existing outlets. I advocate focusing on landscape and retail quality, not quantity. Please visit The Tea Pot and imagine views with Luna Park removed. For many visitors who park along Marine Drive, the first impression of Scarborough is the back of a funfair. Visitors should walk through South Toll House and be met with far reaching views across the bay and of the lighthouse.</p> <p>Proposal 3. Provision of Port user facilities (leisure and commercial) on Vincent Pier. I recently stayed at East Cowes Marina and others. The walk to facilities was similar to the distance to existing facilities in the Yacht Club, and so the point made about distance is misinformed. Wider benefits could possibly be achieved if the Yacht Club facilities were extended and improved rather than the provision of independent facilities for visiting boats.</p>
I would love to see more activity and kiosks around the harbour area but I suspect that this would then hamper the already difficult access of harbour users to their craft. If this can be done with some imagination, does not replicate existing kiosks, and maintains access and parking for harbour users then very good. If it is a way of making more money by taking car parking space then the viability of maintaining a working harbour decreases and sends craft to other more welcoming areas.
This appears to be entirely economically driven and does not recognise the need for space and place setting to meet tourism and conservation needs for our historic ports - we need to ensure we "CREATE MEMORABLE PLACES" - very important aim for Councils to ensure our tourists want to keep on coming back. SBC has already been highlighted as having third highest density of fast food outlets in the UK and the Kiosk developments at Whitby in the last year and this

If you disagree or strongly disagree, please say why?
business plan appear to be continuing this problem, rather than seeking solutions to rectify the issue.
Visitors needed and cash injection.
We don't need any more "tat" around the harbour. We do need proper facilities for visiting yachtsmen , dinghy sailors and surfers.
It would depend on the type of thing and the type of constructions, people walk along the harbour now and sit around looking at the view and taking in the surroundings it's a place to get away from the crowds and the commercial side of the rest of the seafront, what you could look at is the eye sores around the seafront the derelict bathing building near the clock tower, the awful mess at the bottom of the Grand Hotel next to the tramway, these areas spoil the seafront the Harbour is the least thing that needs to be changed.
This is good if all income is ring fenced to benefit the port of Scarborough. I would like confirmation that the kiosk revenue in Whitby is going to the Whitby Harbour reserve account.
Care needs to be taken not to adversely affect the "atmosphere of the harbour Care must be taken to ensure that the "atmosphere" is not adversely affected
I think there are already plenty of food outlet kiosks and the harbour may become cluttered with more.
there are enough Please spend some money eliminating the SEAGULLS
more kiosks would block views footway in places already too congested
I agree with the above statement but as above I feel we should ensure that any development doesn't damage the heritage value of the harbour area.

### **Proposal 3: Provision of Port user facilities (leisure and commercial) on Vincent Pier**

The creation of dedicated Port user facilities including toilet, shower, laundry and waste disposal facilities within the Port for leisure and commercial vessel users.

#### **Do you agree or disagree with this proposal?**

Strongly agree	48	56%
Agree	25	29%
Neither agree nor disagree	6	7%
Disagree	4	5%
Strongly disagree	2	2%
Don't know / no opinion	0	0%
	85	100%

If you disagree or strongly disagree, please say why?
Just where will this facility be proposed, this needs again to be part of the strategy but clearly again is an ad-hoc proposal.
Long overdue to have facilities which reflect the increased use of the port particularly for visiting boats but also for indigenous ones.
An increase in Harbour dues needs to take account of these facilities/services...
and as such these should be as user friendly as possible, ideally on offer free of charge to users to encourage a welcoming environment to tourists and business users alike
Long overdue, I know for a fact that the lack / absence of facilities in this area puts boats off from visiting Scarborough. This would be very welcome.
The public toilets need modernizing for sure the other things are not necessary, yachtman can use the yacht club facilities and if need improving they can pay for them privately as this is small minority group of people.
It is not explained who will run this - is this a council operation?
Also needs pontoons in the outer harbour
long, long over due
Much needed
We were on verge of such venture several years ago funded by Yorkshire Forward who disagreed with plans they had been party to. Funding was withdrawn soon after We should consider that we my miss funding opportunities re Brexit
Will help people
Whitby had not been reviewed!
As long as Whitby's more urgent needs are dealt with too.
Anything that includes a toilet within the borough has got to be a bonus.
all the Port user facilities should not be charged to tax payers, rate payers,
Also a lift out capability for boat repair with a secure hard standing area
Public toilets serve as an amenity for visitors to Scarborough. They are not solely for harbour users. Therefore, when highlighting the need for maintenance (cost), the draft strategy would be more balanced if an amenity value (benefit) is also identified. On page 14 under the section on "Employment and value to the local economy" you have indicated the economic value relating to leisure craft activity. This type of assessment should be developed further so that you understand the full socio-economic value the harbour provides. Visitor numbers and activities should be surveyed and the amenity value calculated. I am pleased to see reference to possible opportunities arising from the EU exit. I would welcome the sale of more local fish as far as York, Harrogate and beyond. Proposal 2. Further retail and commercial concessions around the Port. I am opposed to this proposal for two reasons, landscape and false economy. Views across the harbour and on South To Il House, for example, would be improved if Luna Park were removed. My point about false economy is that money spent in new retail outlets will be money not spent in existing outlets. I advocate focusing on landscape and retail quality, not quantity. Please visit The Tea Pot and imagine views with Luna Park removed. For

If you disagree or strongly disagree, please say why?
<p>many visitors who park along Marine Drive, the first impression of Scarborough is the back of a funfair. Visitors should walk through South Toll House and be met with far reaching views across the bay and of the lighthouse. Proposal 3. Provision of Port user facilities (leisure and commercial) on Vincent Pier. I recently stayed at East Cowes Marina and others. The walk to facilities was similar to the distance to existing facilities in the Yacht Club, and so the point made about distance is misinformed. Wider benefits could possibly be achieved if the Yacht Club facilities were extended and improved rather than the provision of independent facilities for visiting boats.</p>
<p>This was agreed within the terms of the last harbour investments when the additional pontoons were added. The current toilet facilities show the value that the town places on its harbourside</p>
<p>Why is SBC paying for toilets in Scarborough when Town/Parish councils are paying in the rest of the Borough, however agree good facilities are key to these areas but for all visitors and residents alike?</p>
<p>Needs brightening up.</p>
<p>At a time when public toilets are being closed across the borough this goes against the grain.</p>
<p>The port facilities for leisure craft if nothing else are very poor in Scarborough. The actual floating pontoons themselves are great but there's nothing to back them up. However, any investment in this area should be consulted with the Scarborough Yacht Club first. They have a very long history with the town and port and I can imagine are often hosts to visiting yachts/yacht clubs. They do have some facilities and it may be a better idea to develop their facilities to accommodate visiting vessels. Also, regarding the public toilets on Vincent Pier. If nothing else some redecoration is needed. Even if you choose not to develop it into showers, laundry services etc just a new coat of paint and some new washing facilities are well overdue. If you are going to try to accommodate wind farm crew transfer vessels, then fuel bunkering speed and water bunkering speeds need to be addressed. On some of the bigger crew transfer vessels, they can have a fuel capacity of up to 50,000 litres and 20,000 litre water tanks.</p>

#### **Proposal 4: Continued investment in general Port infrastructure**

A programme of investment, maintenance and repair already exists for the Port's infrastructure. This element of the business plan aims to derive best value from these investments by shortlisting / prioritising them in terms of the importance to the strategic objectives of the Harbour Authority.

On this basis it is proposed that focus be placed on the following three items:

1. Resolving structural issues relating to Listed Building on West pier.
2. Undertaking works to North Wharf to increase load bearing capacity of the structure and allow heavy vehicle movement on/off the site.
3. Undertaking sheet pile / facing repairs and corrosion protection to the pier structures to maintain their long term integrity.

**Do you agree or disagree with this proposal?**

Strongly agree	35	40%
Agree	38	43%
Neither agree nor disagree	6	7%
Disagree	5	6%
Strongly disagree	3	3%
Don't know / no opinion	1	1%
	88	100%

**If you disagree or strongly disagree, please say why?**

A new crane , where ? North Wharf repairs and load capacity, is this really within your strategic plan. These are issues that should be done on an ongoing basis. Strategy no !

Integrity of the piers and wharfs so important and increasing load bearing capacity will allow for better access to both service and replenish boats, particularly larger ones.

Year on Year Revenue/Maintenance funding increases is essential for maintaining these primary infrastructure items

hopefully such consideration has been afforded to the historic and functional piers of Whitby also?

The fun fair has had its day and this structure is now on a merely visual inspection becoming unsafe and is an eye sore in first instance and would improve the town and harbour immensely if it was taken down .whatever possessed such an ugly structure ever to adorn the sea front are fore fathers would turning in their graves at its baseness i could carry on. There are now plenty of amusing things in north bay for our day trippers to entertain themselves with and this would help boost their sales and help take the stress off the harbour environment in all respects.

I would agree so long as this pier when strengthened remains for the predominant use of both local and visiting fishermen.

Much work is obviously needed

What about Whitby?

Whitby must be the priority.

Wrong emphasis. More facilities for leisure users required. A decent boat lift and dry storage required.

I find this statement somewhat puzzling when Whitby has had a number of in-depth technical surveys carried out by expert companies then ignored, with limited repair work planned in 2019-20, but not covering the pier extensions in Whitby – so why is it being planned for Scarborough if it cannot be carried out across the Borough?

No effort given to save futurist which was more important than piers

Go ahead ASAP

How much revenue is going to improvements to Scarborough Harbour? Continued investment is required in Whitby and has been for several years. Whitby Harbour has serious repair issues and few resources have been found to carry out the urgently required works in Whitby.

Whilst it may be in the interest of commercial users of the harbour to have the

**If you disagree or strongly disagree, please say why?**

option of allowing heavier vehicles onto the pier, this is not consistent with current Government guidelines and/or strategies re vehicular emissions bearing in mind the influx of visitors throughout the year on the adjoining area. In addition, whilst it may be the cheaper initially the use of sheet piling is not the most aesthetically pleasing in what is essentially a tourist location.

Personally, before investing in other parts of the port (apart from maybe retail), this should take priority. In my opinion, it's better to improve your foundations before you build on top of them.

**Overall:**

**Overall, do you agree or disagree that this Strategic Business Plan for Scarborough Harbour will assist in securing a sustainable future for the Port?**

Strongly agree	20	23%
Agree	42	48%
Neither agree nor disagree	15	17%
Disagree	5	6%
Strongly disagree	5	6%
Don't know / no opinion	0	0%
	87	100%

**If you disagree, please say why and what else you think we should include?**

This is NOT a strategic plan. Get real.

The mix for leisure, pleasure and business is as I see it the future, recognising that the fascination with the fishing industry is a draw for many people and within this historic history of the port every opportunity should be offered to ensure it has opportunity to continue to have successes.

Again, adequate funding allocation is essential to maintain these ageing ports so generations in the future can enjoy the prosperity they have the potential to generate, not sure that Filey requires any input, perhaps small boats can be stored off site....

I hope so, action and time will tell ultimately

Difficult to say without knowing the amount of financial support available and the capability to achieve these outline ideas. The listed ideas and options seem to come a long way short of delivering the best Port of its type (whatever that actually means) by 2030. How about the redevelopment of the fun fair area (Lunar Park), adding more berths, upgrading the buildings (not just fixing), creating viewing areas, creating water sports centres, quality Wi-Fi, Meeting rooms, a conference centre, creating a vibrant evening coffee culture, visitor attractions, creating the fish dock area into a more visible and accessible tourist experience. Engaging with cruise lines, shipping companies and major businesses to come forward and engage them in co-developing and/or sponsoring in order to make something truly great for the future? The current pleasure boats are historic - too historic (rusty, smelly relics).

Be bold think well before you step out ,have a vision by all means but one with integrity which will not improve facilities but make people think wow that's great we must go to Scarborough it looks stunning clear the seedy grot !

If you disagree, please say why and what else you think we should include?
There is nothing in this survey that mentions supporting the existing fishermen and boats.
Improvements in the facilities and infrastructure including retail are required, however there is a need for additional permanent berths for leisure craft and 24hour access visitor berths, these need not be at the expense of the commercial fishing fleet
It is not clear how much outside investment or what stakeholder partners are being consulted and considered.
Its a very bland set of statements what it lists is the bare minimum I would expect the council to do, there's no real vision for a future there, no forward thinking, all in all its reasonable in that it maintains, but where's the vision.? Where's the drive to take Scarborough to the next level? Where's the future.... Basically all I've read is we will maintain what we ve got and maybe build a new toilet shower block.... It needs shops, restaurants investment, upgrades.... If your not upto the job step aside and let someone who is
don't underestimate public feeling about toilets
Just wonder how much extra it's going to cost the boat owners
Scarborough as a port had limited access for commercial and pleasure craft which you appear to be ignoring.
Yes.... but only if the chronic issues facing Whitby harbour are addressed.
Scarborough Council has a long history of practical underdevelopment .Just talk and vague ideas don't produce progress.
How does the adjacent RNLI building enter into the equation?
There is too much emphasis on fishing boats within the harbour. They have a valued place but do not represent the best commercial plan for the borough or the harbour. Poor harbour administration and increasing costs are hampering growth of the leisure sector and the large revenues/potential revenues being generated from it. Lack of current competition is the only thing generating the existing revenue. If Bridlington marina development goes ahead as planned, Scarborough will see a large decline, generated by its current lack of foresight.
The harbour is fundamentally part of Scarborough and there are more people than those outlined in the draft strategy deriving a benefit from the harbour. The concept of a sustainable future and the strategy implies that without development the harbour is unsustainable. This premise is false. With ongoing maintenance and response to change the harbour will be there in 50, 100 and maybe 200 years. The document presented is not a Business Plan.
I disagree and think this is an economically motivated plan which does not take into account the heritage and historic value of either Scarborough or the other places in the Borough which have been totally ignored.
I disagree very strongly with this whole plan. It only relates to Scarborough and there are two other ports in the Borough. The Mission Statement and Vision name all three ports but only Scarborough is identified with any improvements. This is FUNDAMENTALLY wrong, unfair and not serving an important section of the borough. Whitby Harbour land produces substantial income which is NOT ring-fenced for the benefit of Whitby as it should be under various Harbour Acts. As a

<b>If you disagree, please say why and what else you think we should include?</b>
Whitby ratepayer I am very angry that this Business Plan has NO reference to investment and improvement for Whitby or Filey. Whitby generates substantial income for the Borough and desperately needs investment in the harbour infrastructure. There is great concern that there will be considerable damage to property if the piers and particularly the extensions are not repaired soon. Funding must be found for this urgent work.
Subject to the points made above
With Brexit we are unsure what effect it will have on fishing or the economy. Climate change will also put more pressure on the harbour as more and stronger storms occur and sea levels rise.
The place certainly needs to be tidied up without spending a fortune
mooring in outer harbour needs development chicken run is not suitable for quality boats additional extra pontoon type would create additional revenue, capacity issues seems to be moved to the hard box. damage to the sea bed by scallop fishing and berthing of these vessels without waste disposal facilities (eg pump out of black water) should not be encouraged despite potential loss of revenue
More provision should be made for visiting boats using the slipway launching facilities. As a local diver I often get enquiries from other divers wanting to dive out of Scarborough. To which, my answer is always; 'Scarborough diving is great, but launching is terrible. It's a busy road and there's nowhere to leave the trailer'. After this point I then explain how Whitby and Carnaby Boat Compound are much better for logistics if nothing else. I understand finding a new launching site may be problematic but there must be somewhere to store boat trailers surely. And if that provision were to be made then it would make things much easier for Boxing Day Raft Race entrants. In an unrelated issue, is there any chance we can have another trolley on the floating pontoons? There was one big one which was good and now that it's been replaced by one small one it takes more time to load our diving equipment onto the boats. I'm glad there's a new trolley but another one would be very useful. And I like the idea of the new grating on the pontoon walkway, it's safer and much easier now that the wooden steps have been taken out.

## **Any other comments:**

<b>Do you have any additional comments you would like to add about the Strategic Business Plan for Scarborough Harbour?</b>
I would like SBC Officers and Cabinet Members to look up the word Strategic and operate to that definition!
no
Aim higher with concepts and plans
The plans so far have been given some significant work and consultation not lip service is now essential. You will do so much better if you carry the major harbour users with you.
It is not explained where the funding is coming from or what is being proposed to be

Do you have any additional comments you would like to add about the Strategic Business Plan for Scarborough Harbour?
sold off.
It definitely needs pontoons in the outer harbour, its shocking in this day and age people still have to paddle out to their boats, there harbour is filthy mess, in needs a rubbish collector installed, possibly a petrol / oil interceptor to clean th harbour up and make it more green. Vision vision vision instead of bland safe up keep!
It would be lovely beside this email to be kept informed and also asked about any development taking place
In strengthening the North Wharf could a, minimum, 25 tonne (preferably 50 tonne) all purpose lifting crane and gantry be built out into the main pool of the harbour with a lay down and chocking area for at least 1 vessel towards the south end (so gantry would be approx.18mt from the south end) The wharf was designed as a working wharf with many thousands of tonnes of timber and potatoes unloaded and stacked thereon, so strengthening would/should be more about addressing lack of maintenance rather than a huge upgrade. The port authority in Bridlington manages, and presumably at least breaks even with, such a facility. Most of Scarborough's domestic and commercial vessels would be within the 25 tonne range, so trips to Whitby and Bridlington could be avoided
Hope that quick action is implemented and work financed and started in near future
The harbour and immediate surrounds, including the visual spectacle of working and leisure craft in the harbour, should be recognised and promoted as a primary element in visitors' attraction to and enjoyment of the Scarborough tourist experience. The harbour and surrounds facilities (restaurant / entertainment / ablution / service / education) do not seem to be optimised and capitalised on.
None
Yes. What about the wonderful opportunity Whitby has to offer?
I find it unbelievable that these plans should be being considered whereas Whitby is constantly overlooked.
No comment at this point
There is no point developing the vessel side of the harbour when larger vessels cannot get through the harbour mouth half the time because of silting up.
The harbour is desperately in need of dredging. I keep asking but it never seems to be done. A toilet/shower block for berth holders would be good. Most marina's in Britain have clean facilities for their berth holders.
I'm surprised that you have developed your plan for Scarborough Harbour at a time when you are making so little progress on repairing and modernising the piers which protect Whitby Harbour's very existence.
Needs some serious review by some independent body. It also needs reviewing after implementation so it doesn't just become another "aspirational" document gathering dust.
I feel that yacht berth holders at Scarborough are getting a raw deal compared with those at Whitby, where the facilities are so much better. I would like to see a scheme where berth holders at Scarborough and Whitby are given a reduction (say half-price) for a set number of nights per year (say 3) at their sister port. This would enhance our

**Do you have any additional comments you would like to add about the Strategic Business Plan for Scarborough Harbour?**

enjoyment without decreasing revenue by a vast amount.

The harbour is an important part of our town and our heritage we need to maintain and development it to ensure it continuous for years to come .

Yes I do: I'd like to highlight a largely absent opportunity for small leisure craft (day boats) that want to launch and recover and store craft in the area.. The strategic business plan states that 'Income from leisure craft has seen a steady increase' yet there's a large missed opportunity that would very much increase many a seafarers enjoyment of the sea and create interest for visitors who have come to experience the seaside. I've owned a RIB (Rigid Inflatable Boat) for over 10 years, in that time I've only been able to visit and launch my boat once at Scarborough and that was to support the annual lifeboat row, an event that inspires public interest. There is a slipway to launch in the harbour but it's next to a busy road and there's practically nowhere to put a trailer whilst out at sea. I only managed on this one occasion due to members of the sub-aqua club kindly talking to someone who owns the land behind the wall on marine drive to leave the trailer there. In the 10 years I've owned my RIB it's been stored at Bridlington, however the compound got closed and moved away from the town to make way for a park and ride. The new compound access to the sea involved crossing a sand bar and it was more vulnerable to swell. Small day boats were essentially marginalised out of the town. It was sad to see actual seafaring activity being pushed away from a seaside town. We then moved to Hornsea further down the coast, however that compound is often full and the beach is even more susceptible to swell, it can be calm a 100m out to sea but a small swell can prevent launching. Launching in a harbour is much more preferable because it protects boats in the vulnerable activity of launching and recovering. The boat was then moved to Whitby, which is fantastic, the boat was stored in Coates Marine, a small boat yard, again often full to capacity, the slipway next to the marina there is great and can be used in any weather, one of the best on the Y Yorkshire coast. however for scuba diving the seabed off Whitby quickly drops off to 50m within 3 miles of the town so it's quite restrictive what's available to dive unless you're into technical deep diving. From where I live it's not practical to tow my boat all the way to the sea, launch, go out to sea, recover and tow it all the way home in a day, and that's the case for a lot of small boat owners, We need a facility to store it by the sea. I've often thought that it would be great to be able to regularly launch at Scarborough, there's more available to dive at shallower depths to explore. Day boats typically have a 5 to 20 mile range, coming from Bridlington it's 5 miles to Flamborough head to start with, which can be hazardous to navigate, there's limited potential to launch at Filey too as it's a beach launch and unless you have ability to store your own tractor there it's not possible to launch. From Whitby it's quite a long way so there's essentially an area at wit hin at least a 10 mile radius of Scarborough denied to many day boats. We need a more enabling approach from the harbour authorities. Scarborough Sub-Aqua club has access to two small hard boats in the Harbour, one privately owned and one owned by the club. They also have two RIBS but they have to launch them at Bridlington or Whitby. The move to using small hard boats from Scarborough I suspect was driven by the fact that there's not really facility to be able to regularly launch, recover and store a RIB at Scarborough. It's really frustrating, I can drive to Scarborough to see the sea, buy some fish n chips and play slot machines, but from a day boat perspective, it's not easily practical to be able to go out and enjoy the sea. Clubs from around the country often visit the area, a club from Liverpool came only this month with their boats but they had then to go down to Bridlington to actually get out to sea with their

**Do you have any additional comments you would like to add about the Strategic Business Plan for Scarborough Harbour?**

boats. The whole point of a harbour is to allow seafarers safe access to the sea? It's a massive missed opportunity for all those who use small boats. Not only would those using the boats get to enjoy the sea but their families often come along for the day, there's a significant socio-economic positive opportunity to be developed. I appreciate that there's significant income from retail but there has to be a balance between serving those who want to come and see the sights and those who actually want to get out to sea and enjoy the sea. If those who want to get out to sea are catered for then those who want to see the sights have more to look at, win-win? A careful balance needs to be met between retail and leisure provision, generating income and actual port activity enabling seafarers to get to sea, the whole point of a harbour? I appreciate that the harbour side may not be the place for a facility to store trailers whilst boats are out at sea as it's limited for space but surely there's somewhere? North bay? If there was such a facility then maybe there wouldn't be such a big waiting list for berths in the Harbour? Please could consideration be given to enabling this opportunity within the area of Scarborough. Into Diving, fishing and enjoying the sea.

Scarborough is very popular port for leisure boats and visitors alike who wish to visit. Any improvement would attract more visiting boats from a wider area. I am well aware of the need to invest in the area as I been on the new pontoons from the start and appreciate any improvements to our wonderful resort.

The issue of regular and timely emptying of rubbish bins along the sea front has the potential to blight any redevelopment

Possible provision of more pontoon berths

It seems that there is a Strategic Business plan every year but as a harbour user I never seem to notice much in the way of improvement. For example whatever happened to the automatic barrier at the entrance to the Vincent pier? From limited experience the security cameras do not seem to provide much in the way of evidence when needed.

Public toilets serve as an amenity for visitors to Scarborough. They are not solely for harbour users. Therefore, when highlighting the need for maintenance (cost), the draft strategy would be more balanced if an amenity value (benefit) is also identified. On page 14 under the section on "Employment and value to the local economy" you have indicated the economic value relating to leisure craft activity. This type of assessment should be developed further so that you understand the full socio-economic value the harbour provides. Visitor numbers and activities should be surveyed and the amenity value calculated. I am pleased to see reference to possible opportunities arising from the EU exit. I would welcome the sale of more local fish as far as York, Harrogate and beyond. Proposal 2. Further retail and commercial concessions around the Port. I am opposed to this proposal for two reasons, landscape and false economy. Views across the harbour and on South Toll House, for example, would be improved if Luna Park were removed. My point about false economy is that money spent in new retail outlets will be money not spent in existing outlets. I advocate focusing on landscape and retail quality, not quantity. Please visit The Tea Pot and imagine views with Luna Park removed. For many visitors who park along Marine Drive, the first impression of Scarborough is the back of a funfair. Visitors should walk through South Toll House and be met with far reaching views across the bay and of the lighthouse. Proposal 3. Provision of Port user facilities (leisure and commercial) on Vincent Pier. I recently stayed at East Cowes Marina and others. The walk to facilities was similar to the distance to existing facilities in the Yacht Club, and so the point made about distance

Do you have any additional comments you would like to add about the Strategic Business Plan for Scarborough Harbour?
is misinformed. Wider benefits could possibly be achieved if the Yacht Club facilities were extended and improved rather than the provision of independent facilities for visiting boats.
This looks and feels as though it is a strategic plan lifted from somewhere else and used as a template. It does not value the uniqueness, potential and heritage of each facility and exposes a lack of understanding of the 'ports'. This undermines the case put forward for change.
This needs to be rewritten to cover all the Boroughs harbour responsibilities, with full consultation – not part of a job yet again wasting tax payers money!
What about Filey?
Adding more benches on the beach might be appreciated by the service users, I think.
It is a good opportunity to upgrade the "quality feel" of the harbour and surroundings. Any new building and refurbishment of old buildings should be carried out in such a way as to be sympathetic towards the style of the existing listed buildings, not just functional or the cheapest option. very high standards of maintenance cleanliness and hygiene are essential. Consideration to provide a facility to be found in most harbours / marinas is a local area of hard standing available for temporary storage of boats to enable repairs and maintenance which cannot be carried out within the space of one tide.
I think it's important to allow public access to the piers as now. Residents and visitors like to stroll round the harbour to look at both fishing boats and yachts. Devise a safe way for this to happen whilst also ensuring that the commercial fishing operations, e.g. landing of catch can go on undisturbed.do not hide port activities from view!
I think I have made my point. This Strategic Business Plan is for Scarborough only despite the Statement at the beginning that it should include Whitby and Filey. I look forward to seeing the Strategic Business Plan for Whitby Harbour and Filey Coble.
No
It would be great to see some more historic signage showing the port's busy past and shipbuilding origins, perhaps even to have a historic tall masted vessel as a museum? Hartlepool and Hull are making much more of their unique maritime history and that encourages a lot of tourism. Ensuring a successful outcome and balancing the needs of all users and visitors will be tricky so needs a commitment of staff time and consultation work as the project develops. Good luck.
think you will do exactly what you want anyway We are still awaiting the for seagull reduction streets tidied up properties made to look tidier

