

ANGUS COUNCIL

MINUTE of MEETING of the **ARBROATH HARBOUR JOINT CONSULTATIVE COMMITTEE**, held remotely, on Friday 21 May 2021 at 3.00 pm.

Present:

Council

Representatives Councillors ALEX KING, BRENDA DURNO, DAVID FAIRWEATHER, LOIS SPEED, RON STURROCK .

Harbour Users'

Representatives SAM CLOW (RNLI).

Officers in

Attendance

WALTER SCOTT (Angus Council, Service Leader – Roads and Transportation); BRUCE FLEMING (Angus Council, Harbour Master); RORY TOSH (Angus Council, Team Leader, Finance); and ANDREW WILSON (Angus Council, Democratic Services, Committee Officer).

Councillor King, Convener, in the Chair.

1. APOLOGIES / SUBSTITUTES

Apologies for absence were submitted on behalf of Councillor Derek Wann, Alex Smith (Fare Paying Passenger Boat Owners); Paul Simpson (Boat Builders / Repairers); Professor Bernard King, CBE (Leisure Craft Users); Peter Anelli(Arbroath Sailing and Boating Club); Bob Teviotdale (Arbroath and Montrose Static Gear Association); and PC Gordon Smith (Police Scotland).

2. DECLARATIONS OF INTEREST (ELECTED MEMBERS ONLY)

No declarations of interest were made.

3. MINUTE OF PREVIOUS MEETING

The minute of meeting of this Committee of 6 November 2019 was submitted and approved as a correct record.

4. MATTERS ARISING

There were no matters arising from the previous minute which would now be dealt with in the Committee's discussions on both the Police Report and the two Harbour Reports.

5. POLICE REPORT

With reference to Article 5 of the Minute of previous Meeting of this Committee, there was submitted a Report by Police Scotland, Tayside Division, (Angus LPA). It contained details of recent crimes and issues in the Harbour area since 6 November 2020 until 10 May 2021

The Report, prepared by PC Gordon Smith, reported on 18 calls received by Police Scotland relating to the Harbour. Three calls related the same instance of a fatal road accident when a car was driven into the Harbour leading to the death by drowning of the driver, despite the efforts made to rescue the individual from the car and then to resuscitate him.

The report noted that the car had entered the water at the one point where there were no bollards or other Harbour furniture / installations, which would have prevented such access.

Amongst other incidents were included four cases of concern for individuals traced to the cliffs; a false alarm made with good intent regarding a surfer; and an instance of boats being broken into in the Harbour.

Since the preparation of the Police Report as circulated, a further incident had taken place at the Signal Lighthouse. During the working day, a group of youths had entered the premises and, when challenged by harbour staff, had verbally abused them. One member of staff was also pushed by one of the youths involved. The youth had been identified and would be charged with assault in due course.

The Committee agreed to note the terms of the Police Report.

6. ARBROATH HARBOUR - SPRING REPORT

With reference to Articles 6 and 7 of the minute of previous meeting of this Committee, there was submitted Report No. 156/20 by the Service Leader – Roads & Transportation, outlining plans for future programmes of works, and considering contemporary matters of relevance to harbour activities.

The Committee agreed to note, and approve as appropriate, the contents of the Report, particularly highlighting the following points:

(1) Administrative Matters

(i) Financial Update

With reference to Article 7(a)(i) of the Minute of previous Meeting of this Committee, it was reported that the revenue budget was still expected to be underspent by £68,000 due to proposed carry-forward of £46,000 (from 2019/20) and £46,000 spend on dredging into 2020/21, in addition to unspent allowance carried forward from the previous year.

(ii) Oil Spill Contingency Planning and Response

With reference to Article 7(a)(iii) of the Minute of previous Meeting of this Committee, it was reported that while the Harbourmaster and one Harbour Assistant continue to hold up-to-date qualifications, the other two Harbour Assistants' certificates had recently expired with no opportunity at present for re-training being undertaken due to the ongoing Covid-19 pandemic. However a six month extension had been granted by the MCA. It was intended that all Harbour Assistants would be qualified to MCA Level 2 – Sorbents and Equipment at the first available training opportunity.

(iii) Scottish Ports Meeting

With reference to Article 7(a)(iv) of the Minute of previous Meeting of this Committee, the Harbourmaster was now able to attend these meetings remotely via MS Teams, wherever the agenda contained matters of interest, and had done so on 1 December 2020 and 6 March 2021.

(iv) Compounded Berths / Pontoon Berths

With reference to Articles 7(a)(v) and 7(a)(vi) of the Minute of previous Meeting of this Committee, one commercial compounded berth had been granted to the prawn trawler *Girl Alison*.

The fare-paying passenger boats *Altair* and *Ardent* had changed use from commercial to pleasure; subsequently, *Ardent* had been sold and left the Harbour.

The pontoon berths were currently at maximum capacity. One berth formerly occupied by a pleasure craft had been vacated and allocated to the first boat on the current waiting list, which now stood at 29 names.

(v) Summer Berths

With reference to Article 7(a)(vii), as a result of the relaxation in Covid-19 lockdown restrictions, small pleasure boats have been permitted to take up summer berths since 28 April 2021. Three boats have occupied a summer berth in the Lazy Hole in the Outer Harbour and one in the Inner Harbour.

(vi) Staffing and Summer Hours

With reference to Article 7(a)(ix) of the Minute of the Meeting of this Committee on 6 November 2020, staffing at the Harbour moved to summer hours on 5 April 2021; the Harbour will be staffed from 7.00am to 8.00pm seven days a week until 30 September 2021, reverting back to winter hours on 1 October.

(2) Engineering Matters

(i) Inner Harbour Gates

With reference to Article 7(b)(ii) of the Minute of Meeting of this Committee it was reported that the Inner Gates had required repairs to one of the sensors which had failed on 15 November 2020, so that the Gates required to be closed manually. A new locking pin sensor was installed on 16 November.

The opening and closing of the dock gates moved to the summer schedule from 5 April 2021.

(j) Annual Maintenance Dredging Operations

With reference to Article 7(b)(ii) of the minute of previous meeting of this Committee, a license was still awaited to permit the annual dredging to get under way. Analysis of samples was a necessary part of this lengthy process. Marine Scotland also required additional assessments to be carried out in relation to the disposals. The delays were frustrating as the Council's contractor was ready and waiting to commence operations. Work could not proceed however without a licence and, as part of that, an assessment was still to take place.

(k) Slipway Repairs

Urgent repairs were required following subsidence between the rails of a section of the concrete surfacing of the patent slipway. There was however no detrimental effect on the operation of the slipway cradles or boat hoist.

(3) Programme of Works

With reference to Article 7(c) of the minute of previous Meeting, the Report set out an updated programme of works for 2021/22, to be delivered if within available budget including external funding sources. The list included the annual dredging works (Paragraph 6(2)(b) above refers). It had to be borne in mind that the Inner Harbour was around 300 years old, and the Outer, over 200; the Council had a historic monument on its hands, although this Programme of Works was not as extensive as it once was.

In answer to a question from the Convener, the Service Leader - Roads and Transportation indicated that demand for that facility had decreased and that the Harbour had its refrigeration / cold storage facility which currently seemed to be meeting requirements. If needed, one of the local fishermen sold ice to those who wished it. He agreed with the Convener that the introduction of a card reader and WiFi facility was more of a priority; and also confirmed that funding was now in place for the installation of the vehicular barrier at the Old Shorehead entrance to the Harbour with Scottish & Southern Electricity being pressured to instal the necessary electrical connections.

The introduction of signage and traffic cones appeared to be effective in discouraging any public vehicular movement on the quay; however Sam Clow indicated that he had witnessed an increase in traffic particularly during the summer weather, with all parking bays being occupied by the public. The position would be monitored over the summer months before a final decision was taken on the need for a barrier to be installed at the RNLI premises.

The Harbourmaster pointed out that the barrier had been suggested as a means of preventing vehicles brought to the Harbour area from creating obstructions in that area. While signage and cones had worked well, to an extent, traffic was entering the Harbour more often, no doubt due to the need to pay for parking elsewhere in the town. Parking alongside the Fishgate and fuel feed had largely ceased although some vehicles still occupied the emergency parking bays. If there was not going to be a parking payment regime at the Harbour, he considered that parking should be for Harbour users only.

Councillor Durno pointed out that the Harbour restaurant and Brown's Cabin were open and both would be likely to attract parking.

The Convener proposed that the position be monitored over the next two weeks. Councillor Fairweather suggested that summer would be busy and that being likely, and there being provision for the installation of the barrier, that it go ahead.

The Committee agreed that the position be monitored over the next 2-3 weeks and that if Sam Clow could take photographs of any instances of parking by the general public in the relevant area, they would be useful evidence for consideration at the next meeting.

(4) Other Items

(a) NESFLAG / Marine Fund Scotland

With reference to Article 5(d) of the minute of previous meeting of this Committee, clarity was still awaited in the aftermath of Brexit as to a successor to the NESFLAG funding scheme. There is to be a new Marine Fund Scotland, but more information/detail is anticipated. The Committee noted how successful Arbroath had been over the years in accessing NESFLAG funding- of the total £1.437m awarded to NESFLAG by the European Maritime and Fisheries Fund (EMFF), Angus Council received

£104,308, which supported the pontoons construction (Outer Harbour) (£54,165); the fishmarket chillroom (£10,314) and the exhibition on Arbroath's Fishing Heritage in the Signal Tower Museum (£39,829).

The 2016-2020 NESFLAG programme had now ended. Scottish Government announced a new Marine Fund Scotland in March 2021, a successor scheme to EMFF, and is operating for one year, although expected to be followed by a multi-year fund.

(b) Webcam at Signal Tower Museum

With reference to Article 7(c) of the minute of previous Meeting, the new webcam had yet to be made more user-friendly and be adjusted to enable the user to select the view desired.

(c) Port Marine Safety Code (PMSC)

With reference to Article 7(c) of the minute of previous Meeting of this Committee, ABPMer had been appointed on a three year contract as Angus Council's Designated Person for Arbroath Harbour, and had already been working with the Harbourmaster to develop a new 3 year Marine Safety Plan. New strategic policies would require to be approved by the Communities Committee as Duty Holder under the PMSC, with training for members being arranged.

ABPMer would carry out Duty Holder training during the next few months with all members of the Communities Committee, who are the Duty Holder, required to attend.

(d) Cathodic Protection

With reference to Article 7(b)(iv), £120,000 was allocated in the Provisional Budget 2021/22 to the Harbour for the essential installation of sacrificial anodes to renew the cathodic protection system to safeguard all the Harbour's steelwork – including the Harbour gates, Inner and Outer Harbour pontoons, slipway sheet piles, oil pier, Ballast Quay, and Inner Harbour Quay Wall.

(e) Northern Lighthouse Board

The 3-year rolling report from 1 April to 31 March 2021 for the Harbour was detailed in Appendix 2 to the Report, with members noting that no failures had occurred over the time period, with all lights operational 100% of the time.

(f) Arbroath's Places for Everyone

The RNLI had participated in further discussions with the Council project team on the design development, given the importance of ease of access arrangements to their station and Harbour in emergencies. The cones / barriers reducing the width of the carriageway would be in place for four weeks. The Service Leader - Roads and Transportation would update Sam Clow for the RNLI on the details, including emergency planning arrangements. A site test trial was to be held on 14 June.

(g) Covid-19

Now that the pandemic seemed to be easing, more owners were on site at their boats, making more use of the Harbour. If this trend continued, the

Harbourmaster was hopeful of a good increase in the number of berths used this year and in the number of days of stay of visiting craft.

(h) Vehicle in the Harbour

Sam Clow thanked the Harbour staff for their assistance in attempting to achieve the best outcome following this incident.

(i) Actual Revenue Budget Outturn as at 31st March 2021

The Committee noted that in terms of net expenditure, under the Supplies and Services sub-heading, the £92,000 included £46,000 from the previous year. An additional £27,000 also remained in the 'balances' for 2021/22 dredging use. Once this balance was exhausted, the £46,000 would have to be increased to ensure there was sufficient funding to complete the dredging satisfactorily.

(j) Quay and Wall at Black Shed Repairs

Sam Clow, on behalf of Alex Smith, asked for an update on movement in the Harbour Wall at the Black Shed.

The Service Leader – Roads and Transportation responded, confirming that repairs had been completed at a cost of £96,000 as set out in Paragraph 4 of the Spring Report on Page 3 of the agenda papers. Voids at the base of the Wall had been filled and some subsidence on the quay surface had been dealt with. The Wall had also been repointed. The Wall was seen as an area of potential concern, and it had not been possible to straighten the Wall or fix the dip.

(k) Rotting Boats in the Harbour

Councillor Durno noted that there were decaying craft in the Harbour and asked if the Safety Officer would be looking into this.

The Service Leader – Roads and Transportation advised that an outside contractor, who could take an independent view of the situation, had been asked to prepare an assessment and report to the Council in due course.

7.

DATES OF NEXT AND FUTURE MEETINGS

The Committee noted that the next Meeting would take place on **Friday 17 September 2021 at 3pm.**

The following Meeting was scheduled for 21 January 2022.