

ANGUS COUNCIL**ARBROATH HARBOUR CONSULTATIVE
SUB-COMMITTEE****22 MAY 1998****ARBROATH HARBOUR - ANNUAL REPORT 1998****REPORT BY THE DIRECTOR OF ROADS****ABSTRACT**

This Report is the Director of Roads Annual Report for operations at Arbroath Harbour for the financial year 1997/98.

1 RECOMMENDATIONS

It is recommended that the Committee note and approve the contents of this report.

2 INTRODUCTION

The details of this report summarise the relevant issues that have arisen or which have been developing through the financial year 1997/98. The report comprises the Director of Roads annual report for that year.

In general the year has seen a period of stability in the operations at the harbour and the consolidation of the operational management of harbour activities by Angus Council. The financial position is broadly unchanged from the previous year.

Attached at Appendix 1 are the provisional, unaudited final accounts for 1997/98.

3 DETAILS

(i) Harbour Bye-laws

The Committee may wish to note that the new bye-laws for the harbour were confirmed by the Secretary of State on 8 December 1997 and came into effect on 8 January 1998. Copies are held in the Departments of Law and Administration and Roads as well as by the Harbour Master.

(ii) Statement of Account for 1997/98

1997/98 was the second year of operating of the harbour under the control of Angus Council. The unaudited account for the period is attached to this report at Appendix 1 and compares the account with the preceding period (1997/98).

There is little significant variance to report between the provisional actuals and the budget figures. Income is up slightly compared to budgeted figure and expenditure is broadly in line with the budgeted figure, showing an overall marginal net improvement of income over expenditure.

A personal computer and printer, and a VHF radio have been acquired for the use of the Harbour staff.

(iii) Dredging

The 1998 dredging programme was carried out between 5 April and 3 May 1998. A total of 15,236 tonnes of silt and mud was removed from the inner and outer harbours. The opportunity was taken at the same time to undertake additional dredging in the vicinity of the passenger pontoon to assist tidal operations for the small craft using this pontoon, as was previously requested by representatives of the harbour users.

The operation was undertaken earlier than usual (July/August in previous years) to take advantage of the current licence which expires on 6 June 1998. As the cost of a new licence is £2000 plus having to secure a number of approvals from various governmental and quasi-government bodies it was

considered advantageous to bring forward this year's programme, so that it could be covered by the previous year's licence.

As this year's operation was the final year of a three year contract awarded to Moray Council, next year's dredging contract will require to be re-tendered.

As a more competitive rate can be gained from tendering on a three year contract it is proposed to proceed on this basis.

(iv) Proposed Capital Works (Repair) Programme 1998

A visual inspection was carried out at the time of the low tides on 27 - 30 April to attempt to prioritise maintenance work required in the current year.

The harbour continues to show its age with only the inner harbour free from obvious major defects. It is only proposed to deal with potential structural problems in the current year leaving stone repairs in the tidal harbour for future years.

Deep open joints on the S.W. breakwater and areas of stone movement require to be pressure pointed to reseal the structure and replace washed out hearting material. There are also smaller areas requiring similar treatment on the outer breakwater face and along the wall between the inner and outer round heads. Concrete toe repairs are also required on the outer breakwater and the S.W. breakwater in areas of potential underscour.

There are two areas of wall settlement in the tidal harbour and it proposed to investigate and repair these depending on the extent of the problem. The one under the slipway being given priority over the longer standing settlement under the west end of fish market.

There is an increasing problem at the east side of the existing inner harbour gates where extensive cracking and movement has occurred. The area of

subsidence will be investigated and infilled this year but major rebuilding work may be required on this corner once the question of inner harbour gates has been decided.

The quay adjacent to the main breakwater wall which is surfaced in setts is in poor condition at its southern end. A holding operation of further pitch sealing is proposed to prevent further water damage to this quay until extensive resurfacing is carried out.

Due to the extensive ongoing maintenance works required within the Harbour the Director of Roads seeks approval to look at all sources of potential funding with a view to reducing the backlog of outstanding works at the earliest opportunity.

Works proposed for the financial year 1998/99 will be contained within the £30k contained in the block heading for Arbroath Harbour Infrastructure Repairs within the Council's overall financial plan.

(v) Arbroath Harbour Bridge Replacement (Dangerpoint)

Torith Limited (Dundee) were awarded the contract for Arbroath Harbour Bridge Replacement on 15 August 1997.

A temporary road closure came into effect on the 8 September 1997 for a period of fifteen calendar weeks.

The above project required a road closure in order to facilitate construction of the new structure.

The project was certified as substantially complete at completion of the carriageway construction. The road was then opened on the 23 December 1997 in time for the festive period.

The works re-commenced on 5 January 1998 for a period of six calendar weeks. This was required in order to complete the masonry work that had been delayed due to long wet weather periods, and the works were finally completed in mid-February.

As well as providing Arbroath Harbour with a bridge to the outer pier capable of carrying 40 tonne vehicles, the bridge also has other positive attributes worth noting:

1. In order to allow easier passage of long vehicles, the vertical curve of the new structure is smoother than that of the previous structure.
2. In order to increase the safety of pedestrians using the bridge, the new structure incorporates a footpath adjacent to the downstream parapet.
3. In contrast to the previous bridge, the new parapets are capable of withstanding full traffic collision loadings.
4. In order to remain in keeping with the local conservation area, and also to enhance the harbour as a tourist attraction; red sandstone parapet cladding, mass masonry walls, and a pavier block footpath were chosen for use.

(vi) Redeployment of Pedestrian Pontoon

It is intended that the pedestrian access facility adjacent to the fuel pier will be replaced later this month (May). The opportunity was taken during the dredging work to remove some of the deposited material in this vicinity to improve access for small boats using the pontoon. It is anticipated that this will encourage increased usage of the facility for recreational purposes etc. It is intended that the pontoon be lifted out in the autumn to protect it from damage during winter weather.

(vii) Harbour Development

As was reported to the November 1997 Committee meeting a number of previous studies have investigated potential developments and improvements in and around the harbour area and the lower part of the town in general. It was

felt that while much of this work was helpful and informative the harbour as an entity in itself would benefit from the consolidation of a number of strands emerging from earlier work while at the same time safe-guarding the needs of the existing harbour users.

Similarly in recent years a number of independent and external proposals have come forward for the harbour area, and while the Council welcomes suggestions and new proposals for consideration it is anxious to ensure that development does not occur on a fragmented and unco-ordinated basis, rather it would prefer that an integrated and planned approach to potential rejuvenation of harbour activities be achieved through a consolidated and co-ordinated approach.

To that end the Director has embarked on the preparation of a draft harbour development plan in consultation with other officers of the Council, harbour users and other interested parties. A number of preliminary meetings have been held and the Director anticipates being in a position to bring forward a preliminary report to the Committee in the autumn cycle.

(viii) Retention of RNLB "Inchcape" at Arbroath Harbour

Formal notification has been received from the Chairman, Arbroath Branch of RNLB to inform the Council that the RNLB's Operational Committee have agreed that Arbroath will retain its present lifeboat "Inchcape" for the remainder of its operational life. (Refer letter attached to this report at Appendix 2).

This decision must be considered excellent news for all harbour users and the town in general. Therefore the station's future in retaining a sea going lifeboat is relatively secure at least for the foreseeable future. Nevertheless Committee members should be aware that unless improvements are made to the harbour entrance and channel to permit unrestricted (tidal) operation, this same problem may recur at some point in the future.

The Director will continue in dialogue with the RNLI to identify and investigate appropriate measures to encourage and facilitate the long term retention of the facility at the Harbour.

(ix) Acquisition of VHF Radio

Effective from 1 April 1998, the harbour is now capable of communicating with vessels prior to their actual arrival in port. A VHF radio has been installed allowing visiting vessels to be advised of tidal and other access conditions.

The harbour can be contacted on primary channel 11 and secondary channel 14.

This equipment may also prove invaluable in any emergency situations which may occur.

(x) CCTV Provision

The Committee may wish to note for their information that the CCTV system is now operational within the harbour environs. Two cameras are in place providing 100% coverage of the harbour area. These were erected in December 1997 and came into operation in March 1998.

It is early yet to judge the benefits of the system, however it is hoped that this will assist in deterring and detecting acts of vandalism and theft and should also assist in deterring mischief within the harbour area generally.

(xi) Pest Control Contract

During a review of harbour operating costs, a decision was made to terminate the pest control contract held by Rentokil. A new contract was awarded to Graham Environmental Services of Brechin in September 1997 - this company presently holds contracts from other Council departments - including Roads. A cost saving of approximately 40% was made by changing the contractor.

To date this contract has proven satisfactory.

(xii) Swimming within the harbour confines

In the public interest - for obvious safety reasons - swimming is prohibited within the designated Harbour Area. However school pupils, particularly during the summer holidays, have used the harbour as a convenient swimming and diving facility. This practice has been ongoing for decades and we are probably most fortunate that no accidents have occurred to date. Unfortunately we are now experiencing a new and dangerous variation of the more common swimming between and diving off quays; namely diving in front of moving vessels. It is assumed that the objective is to have the vessel take evasive action - rather than the swimmers.

In all known instances to date vessels have managed to avoid these swimmers however should an instance occur when the skipper of a vessel fails to sight a swimmer then the outcome could be extremely serious possibly even fatal. Harbour staff do try and discourage this practice but as the majority of reported incidents happen over the weekend or after working hours staff are not always on hand to try and prevent them happening.

To try and reduce the number of these incidents during the coming summer the harbourmaster has written to the Head Teachers of Arbroath's two secondary schools requesting their assistance in having pupils adopt a more common sense attitude.

The local police office and regional coastguard have also been informed. A copy of the letter forwarded is attached for reference at Appendix 3.

(xiii) Designated Ports

Report No 452/98 was previously presented to Roads Committee on 30 April 1998. A copy of that report is also being presented to the Harbour Joint Consultative Committee for the information of the members of the Committee.

Committee members may wish to note that the appended letter has now been sent to the Scottish Fisheries Protection Agency.

(xiv) Leading Lights

During April the upper of the two leading lights located on Beacon Green was upgraded to accept a sodium based illumination system of increased wattage.

The improvement was considered a necessary and urgent safety matter due to a number of complaints by visiting vessels that the upper light was sometimes visually "lost" or obstructed by the street lights when the vessels were on final approach to the harbour.

The lighting section of the Roads Department have been contacted on this matter and they are additionally considering attaching some form of shielding on the offending street lights to reduce the likelihood of any potentially dangerous situation arising.

4 **FINANCIAL IMPLICATIONS**

There are no financial implications arising in consequence of this Report, except as reported in detail at item 3 (iv).

5 CONSULTATION

The Chief Executive, the Director of law and Administration and the Director of Finance have been consulted in the preparation of this Annual Report.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

Report/harbour
08 May 1998
JG/SCP

ROADS DEPARTMENT**ARBROATH HARBOUR TRADING ACCOUNTS****Unaudited Accounts for Year to****31-Mar-98**

Actual 1996/97 £		Budget 1997/98 £	Actual 1997/98 £	Variance £
	EXPENDITURE			
33,144	STAFF COSTS	41,400	40,365	-2.5
15,301	PROPERTY COSTS	14,000	9,946	-29.0
34,614	SUPPLIES & SERVICES	36,000	39,014	8.4
44	TRANSPORT COSTS	200	147	-26.5
	THIRD PARTY PAYMENTS			
245	Subscriptions to Bodies	400	300	-25.0
3,314	Departmental Administration Costs	4,000	3,396	-15.1
	CAPITAL FINANCING COSTS			
52,286	Capital Charges	52,000	52,000	0.0
2,887	Arbroath Harbour Contingency Fund	3,000	3,101	0.0
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141,835	Total Expenditure	151,000	148,269	-1.8
	INCOME			
41,438	Harbour Dues	41,850	47,185	12.7
6,676	Other Income	6,150	4,493	-26.9
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48,114		48,000	51,678	7.7
	Net Expenditure carried to			
93,721	Departmental Summary	103,000	96,591	-6.2
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**Royal National
Lifeboat Institution**

Registered charity number 209603
Supported entirely by voluntary contributions

Patrons: Her Majesty The Queen
Her Majesty Queen Elizabeth The Queen Mother
President: HRH The Duke of Kent KG
Chairman: David Acland DL

From:
Arbroath Lifeboat Station Branch

Dr Bob McLellan
Director of Roads
Angus Council
County Buildings
Market Street
Forfar DD8 3WR

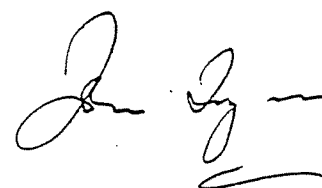
24 April 1998

Dear Dr McLellan,

You will be aware that we were successful in retaining all-weather lifeboat cover following the coastal review. Furthermore, our Mersey Class, RNLB INCHCAPE is, subject to unforeseen circumstances, to remain at Arbroath for the remainder of her station service. This, hopefully, is assurance about the long term lifeboat cover to be provided at Arbroath. The decision recognises the operational situation, and the fact that RNLB INCHCAPE was substantially funded by a local appeal, which was for an Arbroath lifeboat.

The Station Branch Committee and Lifeboat Crew wish to thank Angus Council for their active support. Please pass on our thanks to those concerned.

Yours sincerely



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President: The Rt Hon The Earl of Airlie KT GCVO

Chairman: Major J S Ingram MBE RM, "Fairways", 9 Seaton Road, Arbroath Telephone (01241) 875143

Vice-Chairman: Mr A F Howie, 18 Steading Place, Arbroath Telephone (01241) 371654

Honorary Secretary: Mr S Fergusson, 20 Hillend Road, Arbroath Telephone (01241) 873991

Honorary Treasurer: Mr B Lees, Clydesdale Bank, 117 High Street, Arbroath Telephone (01241) 875558

Admin Secretary & PRO: Mr D M Clark, 105 Keppie Road, Arbroath Telephone (01241) 372937



5 May 1998

Head Teacher
Arbroath High School
Keptie Road
Arbroath
DD11 3EN

Harbour Office
Ladybridge Street
Arbroath
DD11 1PD

Tel: 01241 872166
Fax: 01241-878472

Head Teacher
Arbroath Academy
Glenisla Drive
Arbroath
DD11 5JD

Dear Principals

With the summer season soon upon us, the problem of school pupils swimming in the harbour will raise its head again. Whilst it will no doubt be argued by some pupils (and their parents) that they have always swum in the harbour, unfortunately we are now experiencing a new and potentially serious problem by a small group of individuals who persist in jumping off the piers in front of moving vessels. On a number of occasions last year vessels had to take evasive action to avoid hitting these swimmers. Such behaviour could result in vessels being damaged or worse, swimmers being sucked into the propellers.

The harbour is a designated **NO SWIMMING ZONE** and it is an offence under the Harbour Bye-laws (para. 17). Signs notifying the public of this are visible around the harbour. However we must be pragmatic and accept that whilst we will continue in our attempts to totally eliminate swimming from within the harbour, such an objective may prove difficult to achieve. It would therefore in all probability be a more realistic and achievable objective if efforts were concentrated in educating pupils and advising them of the extreme dangers of diving and swimming in the harbour in general, and in particular in close proximity to moving vessels. Failure by individuals to adopt a sensible approach, could result in criminal or civil action being taken either by the authorities or an aggrieved vessel owner.

I would request therefore that you make pupils aware of the law and the real risk of serious injury or even death they take when swimming in the harbour. The regional Coastguard Officer, Darryl White, tel 01674 672101, undertakes marine safety awareness lectures at schools throughout Angus and has indicated his willingness to visit your school if you feel it would assist in getting the message across.

Thank you for any assistance you can give in this matter.

Yours sincerely

D H Gibson
Harbourmaster

c.c. Inspector J Smith, Arbroath Police Station
Mr Darryl White, Regional Coastguard Officer, Traill Drive, Montrose
Dr R McLellan, Director of Road, Angus Council
Mr J Anderson, Director of Education, Angus Council