



Complete Agenda

Democracy Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Meeting

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE

Date and Time

2.00 pm, TUESDAY, 22ND OCTOBER, 2024

Location

Virtual Meeting - Zoom

(For public access to the meeting, please contact us)

Contact Point

Sioned Mai Jones

01286 679665

sionedmajones@gwynedd.llyw.cymru

(DISTRIBUTED 14/10/24)

MEMBERSHIP:

Gwynedd Council:

Eryl Jones-Williams
Louise Hughes
Rob Triggs

Co-Opted Members:

Coucillor Robert Williams
Dr John Smith
Empty Seat
Mark James
Empty Seat
Ashley Field
Robert Aeron Williams

Barmouth Town Council
Meirionnydd Yacht Club
Cardigan Bay Sea Fisheries Association
Royal National Lifeboat Insitution
Barmouth Harbour & Estuary Users Group
Three Peaks Yacht Race
Barmouth Resort Improvement Group

Observers:

Councillor Matthew Harris
Ian Sadler
Coucillor Brian Woolley
Peter Appleton
Stephen Tudor
Desmond George
June Jones

Representing Pwllheli Harbour Committee
Representing Aberdyfi Harbour Committee
Representing Porthmadog Harbour
Committee

A G E N D A

1. ELECTION OF CHAIR

To elect a Chair for 2024/25

2. ELECTION OF VICE-CHAIR

To elect a Vice-Chair for 2024/25

3. APOLOGIES

To receive any apologies for absences

4. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest.

5. MINUTES

4 - 8

To confirm the minutes of the previous meeting of the Barmouth Harbour Consultative Committee held on 19 March 2024.

6. UPDATE ON HARBOUR MANAGEMENT MATTERS

9 - 19

To submit a report by the Senior Harbours Officer.

7. MATTERS TO BE CONSIDERED AT THE REQUEST OF MEMBERS OF THE CONSULTATIVE COMMITTEE

To consider matters at the request of the Members.

8. DATE OF NEXT MEETING

To note that the next meeting of the Barmouth Harbour Consultative Committee will be held on 25 March 2025.

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE 19/03/24

Present:

Members:

Councillor Rob Triggs (Chair), Councillor Eryl Jones-Williams (Vice-chair), Councillor Nia Jeffreys (Cabinet Member for Economy and Community) and Ashley Field (Three Peaks Yacht Race).

Officers:

Bryn Pritchard-Jones (Maritime Service Manager), Arthur F. Jones (Senior Harbours Officer), Llŷr B.Jones (Assistant Head of Economy and Community), Kane Arran Triggs (Barmouth Assistant Harbourmaster) and Sioned Mai Jones (Democracy Services Officer).

Observer: Desmond George (Aberdyfi Harbour Committee Representative).

At the start of the meeting a tribute was given to Mr Podmore who had recently died, it was noted that he had been a loyal member of this Committee. He was a member of the Barmouth lifeboat crew and it was noted that he had been a prominent part of the community and the harbour.

1. APOLOGIES

Apologies were received from Councillor Louise Hughes, Councillor Robert Williams (Barmouth Town Council), Robert Aeron Williams (Barmouth Destinations Improvement Group (BRIG)) and Councillor June Jones (Porthmadog Harbour Committee Representative).

2. DECLARATION OF PERSONAL INTEREST

The Chair, Councillor Rob Triggs, noted that his son who works as an Assistant Harbourmaster would present part of item 4 of the Harbourmaster's Report in the Harbourmaster's absence. As a result, it was decided that the Vice-chair, Councillor Eryl Jones-Williams, would chair this section of the item. This was not a prejudicial interest and therefore he did not withdraw from the meeting.

3. MINUTES

The Chair signed the minutes of the previous meeting of this Committee held on 24 October 2023, as a true record.

4. UPDATE ON HARBOUR MANAGEMENT MATTERS

The following reports were presented, and members were invited to give feedback on their content and to ask questions.

a) **The Senior Harbour Officer's report, giving a brief update to the committee on harbour matters for the period from October 2023 to March 2024.**

Attention was drawn to the following matters:

Moorings and Boat Registration

It was noted that the Harbourmaster would inspect the river before Easter to check the location of the aids to navigation and determine where to locate visitor moorings in the harbour. It was

reported that customers wishing to have a mooring in the harbour, or register their powerboats were expected to complete the online process via Cyngor Gwynedd's website.

Port Marine Safety Code

It was noted that the Port Marine Safety Code was regularly reviewed by the service and they continued to comply with the Code.

Staffing Matters

It was reported that the Harbourmaster and the Assistant Harbourmaster continued to work from the Barmouth harbour office. In addition, the service had appointed Nicola Salt as a full time Beach Officer; the Beach Officer would be based in Barmouth harbour and would work along the coast between Barmouth and Aberdyfi. It was noted that Math Roberts had been appointed in the North and he would be working along the coast in the Porthmadog area.

Financial Matters

The Maritime Service Officer referred to the table in the report that summarised the financial position and had been categorised into five main headings. It was noted that the figures were based on a financial review with the accountants in November and forecasted expenditure from November until the end of March 2024.

Details were given on the headings and it was noted that the Employees category mainly included staff wages. An overspend of a little over £3,500 was anticipated in this category in the current financial year. It was explained that this was mainly due to overtime payments to staff who had had to work additional hours because of matters arising such as emergency incidents.

It was noted that the Property heading involved general maintenance costs of the building and the grounds surrounding the harbour. It was detailed that there was a little overspend here. New doors had been installed on the diesel store and a new window on the harbour building as well as other additional costs. It was noted that this was not unusual given that the buildings were getting older, and they needed maintenance.

The Transport heading was mentioned and it was confirmed that this heading did not include costs involving the maritime vehicle. This heading referred specifically to the harbour patrol boat namely the Powercat and boat fuel; it was noted that this underspend was £500.

It was noted that there was an overspend of nearly £12,000 under the heading Services and Supplies due to significant costs during the year because of the service having to buy two new aids to navigation for the harbour. In addition, the Service had to buy lighting, equipment and chains for the two aids to navigation, as well as having to pay a contractor for their installation.

An actual overspend of £8,194 was anticipated after subtracting a contribution from funds and income. It was noted that the harbour had collected almost £10,000 more than the income target and that additional income had been received as a result of work on the viaduct. It was reported that harbour staff had worked with contractors and a reimbursement of £7,500 was received after billing the company for staff work and time. It was noted that the budget was more or less balanced after considering this addition.

It was reported that historic funds exist because of raising fees and some of the funds were accessed to make improvements in the harbours. It was highlighted that the money had been paid into the fund during the year and had been used to meet costs and make investments in the harbour. Three main projects were mentioned in Barmouth harbour namely the new CCTV system, the installation of a new electric barrier at the bottom of Compound Road and modifications within the harbour building to create office space.

Comments

It was expressed that it was good to hear about all the work that was going on and that the work will be beneficial to the quality of the harbour. It was agreed that the work was vital to the management of the harbour and was a valuable asset to staff.

Fees and Charges

The Maritime Service Manager noted that the fees had been reviewed at the beginning of the year based on the inflation level established at 7.5%. It was noted that the fees had now been confirmed. It was clarified that the system was now an online system and would go live on the 1 April. Barmouth harbour fees would increase by 0.5% above inflation level therefore rising by 8%. As a result, the income target would rise in line with inflation for the coming year. They added that there was a general increase in mooring prices and that it was expected to be a busy period over Easter. The service would allocate moorings for customers.

The launch and registration fees were mentioned, noting that some fees had increased. It was reported that the registration fee alone last year was £60 and would rise to £70 this year. The annual fee would increase from £170 to £180 and the launch fee would remain as it was as it had already increased significantly over the last three years.

It was thought that the fees were competitive with those of other Counties but the numbers launching and registering in Gwynedd were much higher than neighbouring Authorities. 2509 powerboats were registered last year in Gwynedd compared to around 500 in Anglesey. It was stated that it was a significant difference and there was a great deal of work involved in the registration system, it was thought to be a very effective system.

Comments

Appreciation was expressed to all harbour staff for their work over the summer and it was considered that the budget, with only a little overspend, was acceptable and understandable.

(b) The Harbourmaster's report, summarising the Navigational and Operational matters that had arisen between October 2021 and March 2022, including maintenance matters.

Navigation Matters

The Assistant Harbourmaster referred to the navigable channel and noted that it had not moved much since last year and that they were continuing to keep an eye on the channel repositioning any aids not on their proper station.

It was noted that there were two local notices for mariners, and it was hoped that work on the viaduct would be completed by the end of the month so that the notice there could be removed. It was reported that Buoy number 1 was not on station and since this report was completed it was reported that two other buoys were not on station, namely Buoys nos. 4 and 8. It was noted that the contractors would repair these as soon as possible.

Operational Matters

It was reported that there was some painting work left to be done on the Barmouth patrol boat indicating that the work was due to be finished this week. It was noted that harbour trailers were in frequent use and that one small trailer had been decommissioned and was not currently in use. It was added that new VHF equipment was now in the office to converse with boats on the water and monitor the harbour.

Maintenance

It was explained that visitor moorings needed to be removed as the sandbanks had shifted and the tide had become deeper on the Penrhyn Point side. It was noted that the service would continue to number the moorings and to remove disused moorings from the harbour

waters. It was reported that parts of the pontoon had been removed from the harbour for essential maintenance and it was noted that this work was mainly handled by the Town Council.

Other matters

It was reported that the service has recently installed a new CCTV system to improve harbour safety and provide an overview of the harbour wall; it was noted that this system was separate to the Town Council system.

It was noted that parking bollards had been installed along Compound Road for safety and to prevent disorganised parking along the road. An electric barrier would be installed at the bottom of Compound Road to help with safety.

On Fairbourne beach, it was noted that bollards had been installed at the top of the public access ramp to the beach to prevent entry by any vehicle.

In conclusion, reference was made to the Events set out on page 14 of the Agenda and pride was expressed that many events were coming back to Barmouth this year and everything appeared to be going well with the arrangements.

Observations by Committee Members

Pride was expressed that everything seemed to be going well in terms of the harbour running arrangements and staff were thanked for their work. The Assistant Harbourmaster was thanked for his report and the Senior Harbours Officer and the Maritime Service Manager for their work, and for completing the work within a balanced budget. Committee members were thanked and it was noted that it was good to have stakeholders who contributed and consulted with them.

It was asked whether it was proposed to re-install the fingers on the pontoon. The Chair confirmed, as he was a member of the Town Council, that it was proposed to combine them to create one finger rather than two. It was reported that it was difficult to get new floats and they were waiting for the manufacturer to get back to them.

RESOLVED to note and accept the report.

5. MATTERS TO BE CONSIDERED AT THE REQUEST OF THE CONSULTATIVE COMMITTEE MEMBERS

Notice Board

The Maritime Service Manager had received a question from the Councillor for Arthog and Llangelynnin asking about the two wooden noticeboards that used to be on the footpath at Friog. It was asked why they had been removed from the path and whether there were plans to replace them and when. The Maritime Service Manager noted that the noticeboards had been removed as part of the service's maintenance work.

He explained that it was intended to paint them but both of these had deteriorated and it was considered that there was no point in repairing them. It was reported that there was an intention to create new ones and the application had been made but the manufacturer was running late. He added that it was originally planned to reinstall them by Easter but it was now hoped that they would be back up in their proper position by Whitsun.

Boat at Friog

The second question from the Councillor for Arthog and Llangelynnin was about the small boat wreck at Point Penrhyn. Concern was raised that the boat remained there despite various complaints. It was asked whether there was an intention for it to be removed.

The Maritime Service Manager reiterated that the situation has been ongoing for some time and that the service had been in communication with the boat owner. It was noted that the service had given the owner various opportunities to make arrangements to remove the vessel, but unfortunately the owner had not taken the appropriate action. It was accepted that the Local Member was receiving complaints and that the situation regarding the boat 'Lady Anne' was frustrating as it looked very unsightly on the site. Although there was no pollution to the water, it was acknowledged that many negative comments had been received about this.

It was reported that harbour staff had posted a notice on the boat since last week and the service had powers to remove the boat under the relevant act. It was explained that the owner had 30 days to make arrangements to remove the boat, otherwise the harbour authority would make arrangements with a local contractor to remove it. It was noted that there were significant costs involved but it was hoped that a reimbursement would be received from the boat owner in due course.

Harbour staff were asked to let Committee members know if there was an update and if a contractor had to be used. It was believed that the Council had the legal powers to obtain a reimbursement if necessary. The service was asked to update the Chair and that it was important to share any development.

Membership

It was noted that Co-opted Member John Johnson no longer represented the Barmouth and Cardigan Bay Sea Fisheries Association on the Committee. Additionally Co-opted Member Martin Parouty would also not continue on the Committee as he had left the Barmouth Harbour Users Group, which had since ceased to exist. It was thought that there was a need for a conversation about how to improve the Committee's numbers. It was agreed that the Chair, as the Local Member, should have a discussion with the Maritime Service Manager and the Senior Harbour Officer as some of the Committee's historic members had left. It was recognised that the Committee needed more comprehensive representation at its next meeting in the autumn. The Chair suggested asking local groups to see who was interested.

A request was made to include members' questions on the Agenda; a member of the Committee believed that this used to be the case in the past. The point was accepted by the Maritime Service Manager, he explained that sometimes the questions arrived late or after the reports have been prepared and translated. He added that if the questions were received in good time he was more than happy to include them on the Agenda for the next meeting.

6. NEXT MEETING

22 October 2024.

The meeting commenced at 2.00pm and concluded at 2.45pm.

MEETING	Barmouth Harbour Consultative Committee
DATE	22nd October 2024
TITLE	Update on Harbour Management Matters
AUTHOR	Senior Harbours Officer

1. Introduction.

- 1.1 The Committee's main function is to consider, discuss and advise on matters relating to the management, safety and development of the Harbour and to receive Member's observations on matters relating to Barmouth Harbour.
- 1.2 The purpose of this report is to provide a brief update for the attention of the Committee on harbour matters for the period March 2024 to October 2024, in order to receive feedback from the members on safety matters and the operational matters of the Harbour.
- 1.3 The Harbour Committee's of Abermaw, Aberdyfi and Pwllheli were established under section 102(4) of the Local Government Act of 1972.

2. Barmouth Moorings and Boat Registration.

- 2.1 There have been 77 boats on annual moorings within the harbour of Barmouth in 2024. This compares with 71 boats on moorings in 2023.
- 2.2 As last year, there has been an increase in the number of customers wishing to have a mooring at Barmouth harbour. It is hoped that this upward trend will continue in 2025.
- 2.3 The majority of the public wishing to register their powered watercraft to use along the Gwynedd coastline now do so on-line, through the Cyngor Gwynedd website. This season 1013 power boats and 1044 personal watercraft were registered. In addition to these figures, 84 power vessels with an engine rated under 10hp were also registered, making a total of 2141 of registrations for the season.
- 2.4 This number of vessel registrations is less than last year when a total of 2509 watercraft were registered. The unseasonal weather we have experienced this year, in association with the existing financial climate, may well be factors in determining the reduction in vessel registrations this season.

3. Port Marine Safety Code.

- 3.1 The Port Marine Safety Code ('PMSC') sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the port marine environment. It applies to all Statutory Harbour Authorities.

The Code represents good practice as recognised by a wide range of industry stakeholders and Gwynedd Council understands that a failure to adhere to good practice may be indicative of a harbour authority being in breach of certain legal duties.

- 3.2 The Service regularly reviews the Port Marine Safety Code for the harbours under its jurisdiction in order to remain in full compliance with the current requirements of the Code. As part of the review process, it is necessary to receive the comments and views of Consultative Committee Members on the suitability of the Port Marine Safety Code and to regularly receive observations on its

contents, particularly with relevance to the harbour activities, navigational aids, suitability of by-laws, safety matters and general day to day work at Barmouth Harbour.

4. Staffing Matters.

The staffing level at the harbour of Barmouth has remained unchanged since the previous report to the Committee. The Harbourmaster Mr Daniel Cartwright is supported in his work by the assistant harbourmaster Mr Kane Triggs. Despite the unseasonal weather, the harbour staff have been busy over the summer period. As and when necessary, the staff have also assisted staff working on the beach at Barmouth.

4.1 The Service is also able to call upon staff based at the harbours of Porthmadog and Aberdyfi to assist with any work in the harbour of Barmouth if required.

5. Financial Matters.

5.1 A brief summary of the harbour budget and current financial situation up to the end of the quarter will be provided by the Maritime Service manager.

5.2 During this period it was necessary to commit financial resources for the following;

- Maintenance of navigational aids and beacons.
- Purchase and Maintenance of harbour tools and equipment.
- Inspection and maintenance of Council moorings.
- Maintenance and operation of the of Harbour Powercat patrol vessel including investment to maintain the boat in order to meet the Code of Practice requirements.
- Maintenance of lands and benches.

5.3 Fees and Charges. 2025/26.

With regard to the prospective fees and charges for Barmouth Harbour together with the Powerboat and Personal Watercraft launching fees for 2025/2026 season, on previous occasions the Service has adjusted fees in line with the prevailing rate of inflation at the time. However, no decision has yet been made with regard to the level of fees to be applied next season.

6. Harbourmasters Report. The Harbourmaster at Barmouth will provide a summary of the Navigational and Operational matters undertaken and encountered during the period March 2024 - October 2024 inclusive, including maintenance issues. A copy of his report is attached.

MEETING	Pwyllgor Ymgynghorol Harbwr Abermaw
DATE	22 nd October 2024
TITLE	Harbourmasters report
AUTHOR	D.A Cartwright. Harbourmaster.

H1 Navigational issues

- 1.1 The course of the primary navigable channel into the harbour has remained relatively constant throughout the summer period. As a consequence, it has not been necessary to move any of the navigational aids. Harbour Staff will continue to monitor the movement of the sandbanks within the channel waters and position the navigational aids as required, to provide the safest route into and out of the harbour.
- 1.2 There has been a noticeable change in the secondary channel leading to the harbour quay wall from the breakwater, which has been impacted by wind-blown sand. This has caused silt to build up in that area, creating difficulties for vessels approaching and leaving the harbour wall at low tides.
 - 1.2.1 To ensure vessel safety, the harbour staff request that mariners wishing to moor alongside the quay wall, make contact with the harbour office prior to making any approach.
- 1.3 Following extensive works on the railway bridge spanning the estuary, navigational access underneath the bridge is now unrestricted.
- 1.4 There are currently no Local Notice to Mariners in force at the harbour of Barmouth, with all aids to navigation on station and fully functional.
- 1.5 An inspector from Trinity House, the Lighthouse Authority for the area, is expected to undertake an audit of the aids to navigation at Barmouth harbour during the month of October. Following the inspection, a report will be received, the result of which will be shared with the Committee at the next meeting.
- 1.6 The Sevice wish to remind mariners of the need to maintain a radio watch on VHF Channel 12 during their stay at Barmouth Harbour. Contact with the harbour office should also be made prior to any departure or arrival at the harbour in order to obtain the latest navigational and weather information.

H2 Operational Issues

- 2.1 Unseasonal weather on the evening of the 29th September, led to the submergence of two vessels on the small trot moorings within the harbour. A third vessel became swamped by waves near to the starboard hand No 3 Buoy, and a sailing vessel located on the trot moorings overlooked by the harbour office, broke free from its mooring.
 - 2.1.1 Harbour staff returned to duty to provide what assistance they could on the night, and they were able to secure the sailing vessel on the Bathhouse beach. All vessels affected on the night have since been recovered.

- 2.2 The Harbour 'Powercat' patrol vessel has been extensively used throughout the summer season. Harbour staff aboard the vessel have provided help and advice to local mariners and visitors alike using the navigable waters in the harbour.
- 2.2.1 This season, the harbour has seen fifty (50) visiting vessels utilise the Council owned visitors' moorings within the harbour. The harbour staff have received a number of positive comments regarding the picturesque nature of the harbour from the visitors. It is hoped that next season will be just as successful in attracting visiting vessels to the harbour.
- 2.3 Works have been undertaken by the Properties department of Cyngor Gwynedd to prevent water ingress at the gable end of the harbour office building. During the work, the Service took the opportunity to replace the VHF aerial mounted on the chimney, which now provides enhanced coverage beyond the limits of the harbour.
- 2.4 The Service has invested in an all-terrain vehicle, for use on the main and Bathhouse beaches. The vehicle is useful when driving on soft sand and can be easily manoeuvred on crowded beaches during the summer months. The vehicle will also be particularly useful to the harbour staff in dealing with animal carcasses.

H3 Maintenance

- 3.1 Prior to the commencement of the summer period the engines of the harbour 'Powercat' patrol vessel underwent an annual service. The work was undertaken by a local marine engineer. Harbour staff further maintained the vessel, completing anti-fouling work on the vessel hulls and vessel equipment checks.
- 3.2 The 'Fairway buoy' safe water mark, together with the port-hand aids to navigation, numbers 4,6 and 10 will undergo an annual service this winter. The work is to be undertaken by a local mooring contractor. A replacement 'Fairway buoy' has already been prepared by harbour staff, which is ready for deployment, subject to the purchase of new mooring equipment.
- 3.3 Harbour staff are continuing to number the mooring buoys located in the harbour waters, for ease of customer recognition. Customer moorings in the harbour have increased this season. The available space for moorings is gradually becoming limited, with due regard to the available depth of water in the harbour in association with the size and type of vessel requesting a mooring.
- 3.4 The tipping trailer used by the harbour staff has received an annual service, undertaken by the fleet department of Cyngor Gwynedd. The trailer has been used extensively to assist in clearing waste materials from the harbour compound to the nearest re-cycling centre.
- 3.5 Continued inspection and maintenance of the harbour environment is carried out by harbour staff on a weekly basis. Items that need urgent attention are addressed quickly with non-urgent items added to a winter works programme.

H4 Other Matters

- 4.1 **Compound Road:** The Service has invested in an automatic traffic barrier located at the entrance to Compound Road, to prevent indiscriminate parking by unauthorised persons. The barrier is now fully operational. Commercial operators in the harbour

waters and compound users have been provided with a fob, providing access to the site.

- 4.2 **Harbour Security:** The closed circuit television system (CCTV) around the harbour has been upgraded and enhanced to provide additional security coverage. Harbour staff are now able to have an excellent overview of the harbour area, whilst undertaking office duties. The system installed also provides a recording facility during the time the harbour office is closed.
- 4.3 **Harbour Pontoon;** Work continues on refurbishing the harbour pontoon, which for the time being remains out of the water on the harbour front. The pontoon is a great asset to the harbour, and the Service are hopeful that it will be returned to its location adjacent to the harbour wall in time for the start of the busy season next year.
 - 4.3.1 The Service wish to thank the Town Council for their undertaking and continued financial support of the harbour pontoon.
- 4.4 **Fairbourne** The introduction of the new slip access onto Fairbourne beach last year has had very positive feedback and was continued this season. The slip access is to be re-graded before the winter period to reinstate the sea defence.
- 4.5 **Penrhyn Point.** The Service advise that it has exercised its powers conferred by Section 56 of the Harbours, Docks and Piers Clauses Act 1847, to remove a sunken vessel from the harbour waters, that had been located near to Fairbourne point.

5. Events

- 5.1 The harbour at Barmouth saw a successful year of events organised by the Local Council and other private organisations. The Service would like to thank everyone involved for all their hard work and co-operation. The following events were amongst those events that took place at the harbour this year,

- Barmouth Festival/Carnival
- Food Festival
- Kite Festival
- 10k Race
- Hurly Burly Event
- Walking Festival
- Sea2Sky Ultra event

Further events yet to take place include a motorcross event and a firework display to be held on the beach.

- 5.2 The Service wish to advise organisers of proposed events of the need to provide early notification to the harbour office. This is to ensure that all safety protocols and administration processes can be assessed before an event. Events will not be permitted to take place unless written permission has been obtained from the Service.

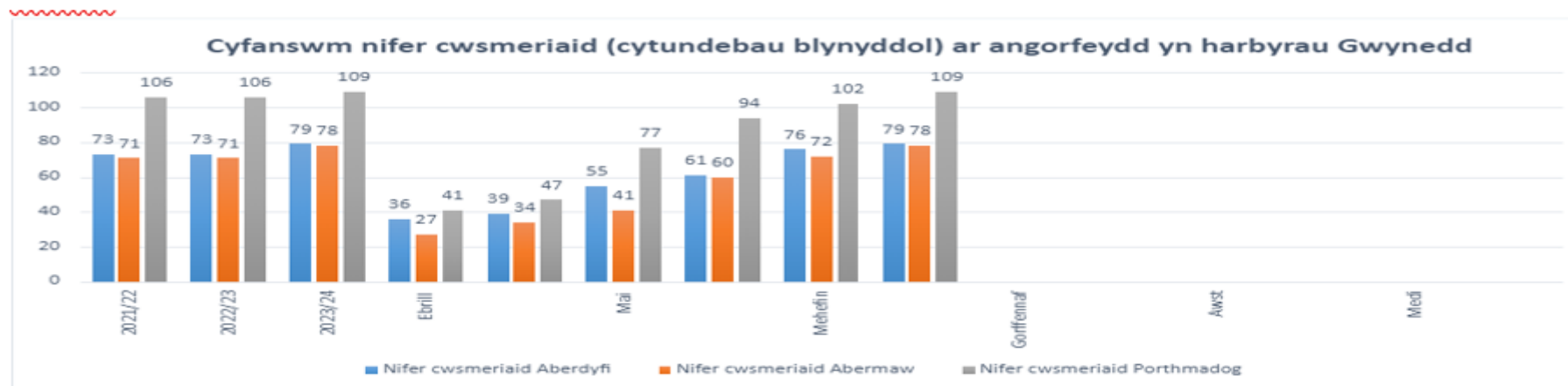
BARMOUTH HARBOUR	Financial Performance for the Period 1 April 2024 to 31 March 2025 - August 2024 Review		
	BUDGET FOR THE PERIOD 1/4/24 TO 31/3/25	EXPENDITURE FORECASTED 1/4/24 TO 31/3/25	OVER (UNDER)
Employees	72,790	73,871	1,081
Buildings	12,730	13,108	378
Transport	950	979	29
Supplies & Services	11,770	18,738	6,968
One - Off Expenditure - Financed from Reserves	0	11,938	11,938
Total Expenditure	98,240	118,634	20,394
Income	(40,730)	(42,629)	(1,899)
Contribution from Reserves Towards One Off Costs	0	(11,938)	(11,938)
Total Net	57,510	64,067	6,557

Dashboard 1

Economy and Community Performance Management Dashboard

Total number of customers (annual contracts) on moorings in Gwynedd Harbours

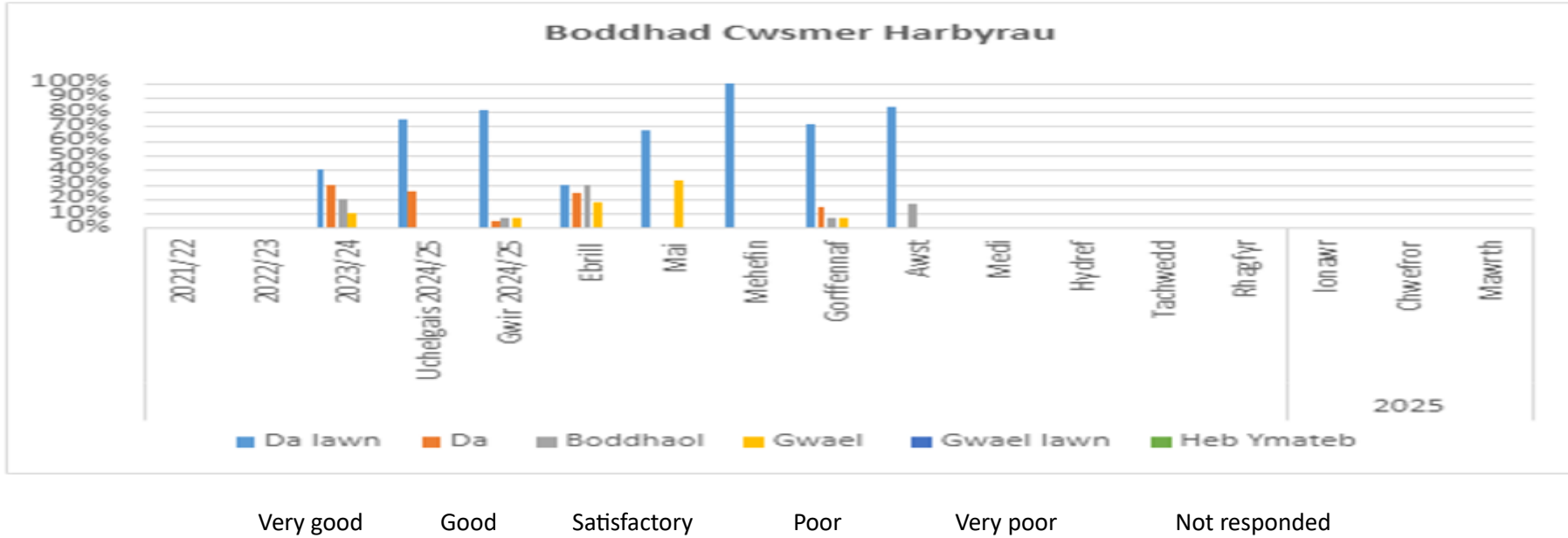
Dashfwrdd Rheoli Perfformiad Economi a Chymuned



The number of customers with a mooring contract increased by 6.5% in our harbours compared with the previous year, which is an increase from 250 to 266. The financial squeeze means that many customers have been attracted to Gwynedd because the cost is generally lower. Some customers have also returned following the end of Covid restrictions. A procedure of applying online for a mooring has been in operation since April 2023. A number of powerboat customers have also decided to have moorings rather than launching daily, which has contributed to keeping the number of moorings fairly stable. We have also managed to attract several new customers.

Dashboard 2

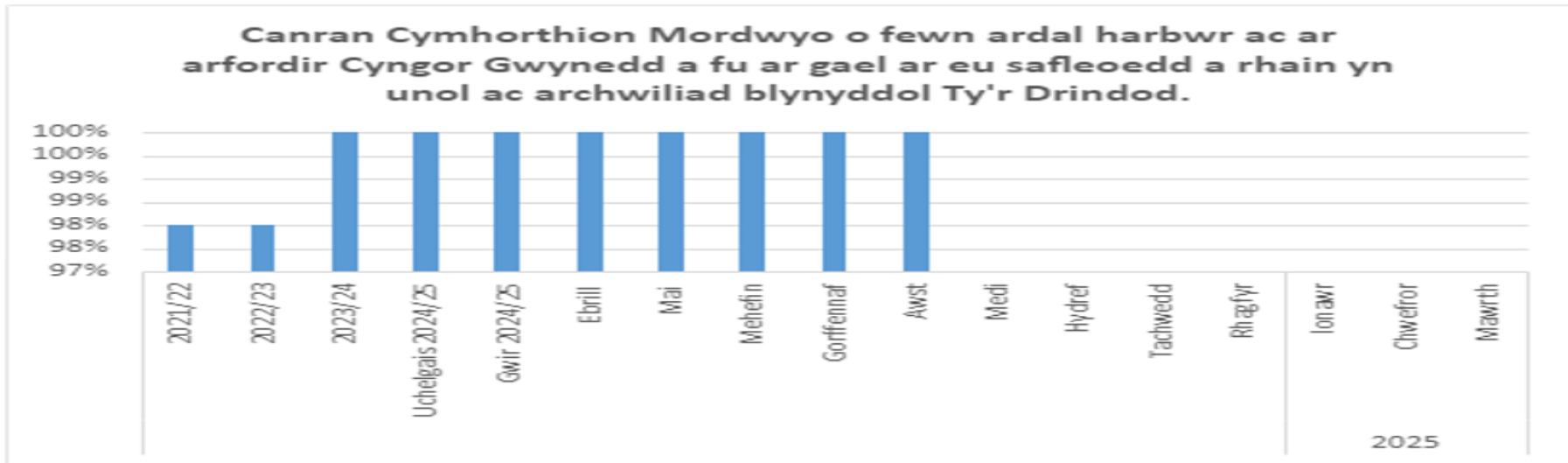
Harbours' Customer Satisfaction



86% of the respondents were of the view that their experience of the harbours was ‘Very Good’ (81%) or ‘Good’ (5%) which is 23% higher than the percentage for the previous period. Positive comments were received about our officers’ professionalism and attitude, with some stating that our officers are “knowledgeable” and had “gone out of their way to help”.

Dashboard 3

Percentage of Navigation Aids within a harbour area and on the Cyngor Gwynedd coastline that were available on-site and in accordance with the Trinity House annual audit

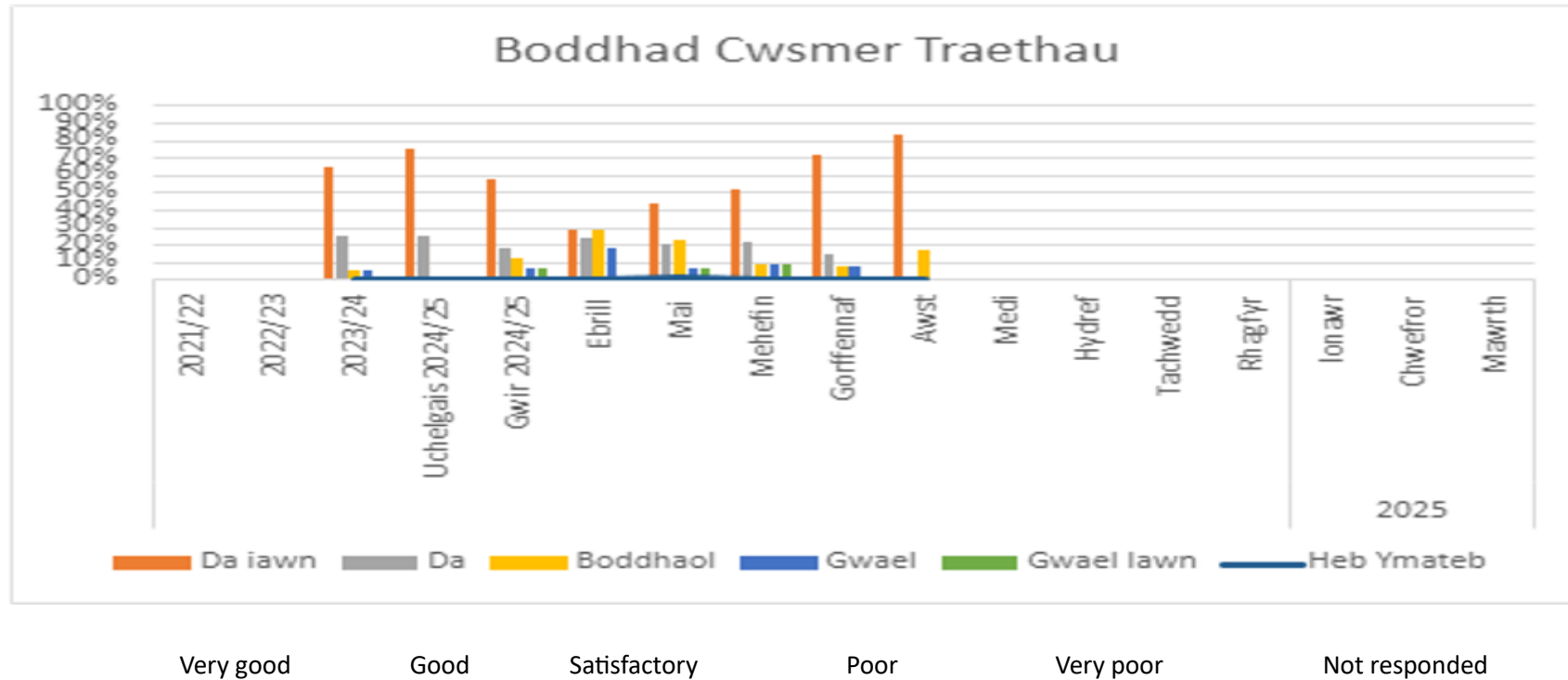


Target 2024/25 / Actual 2024/25

No navigation aids were damaged or lost during the winter months, although many of them had to be re-positioned as navigable channels moved.

Dashboard 4

Customer Satisfaction – Beaches

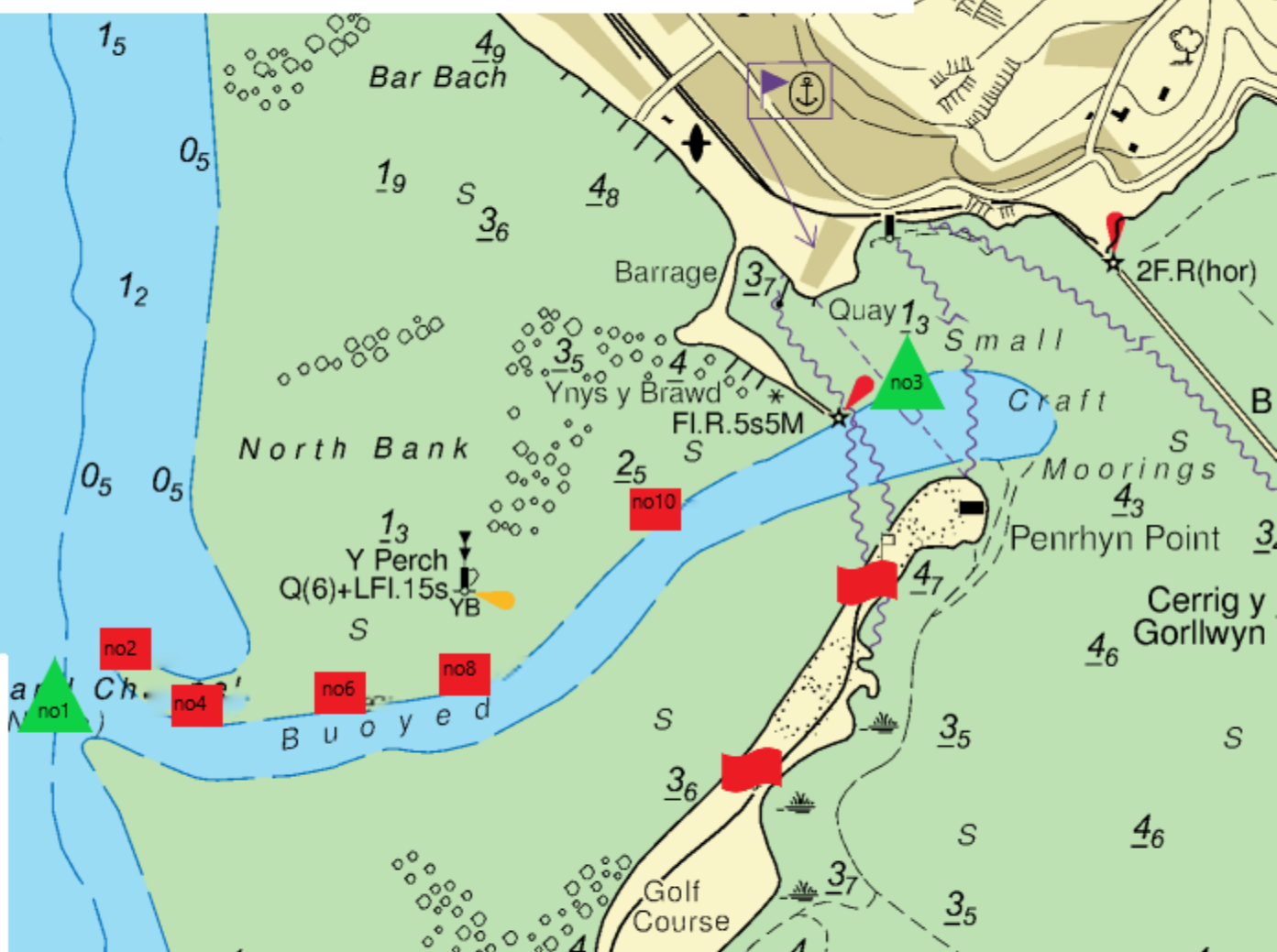
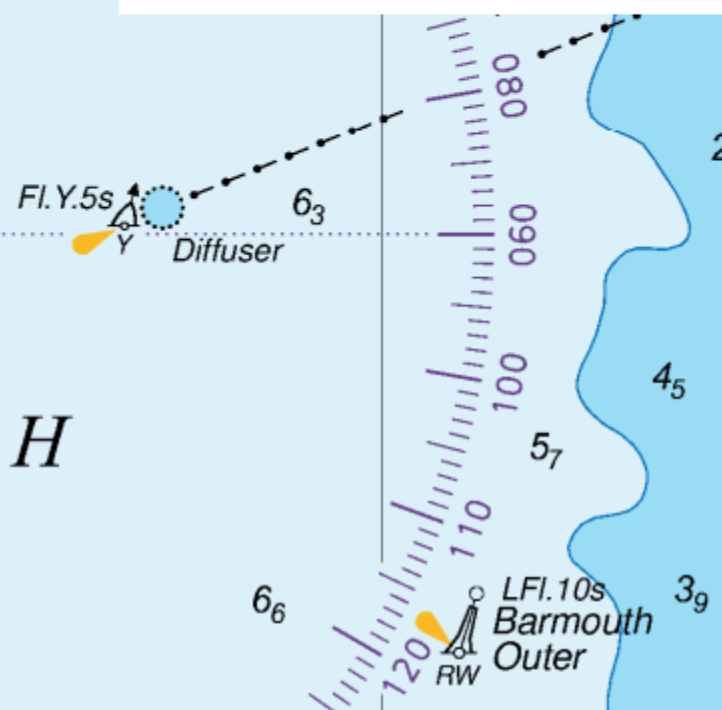


76% of the respondents were of the view that their experience of Gwynedd beaches was 'Very Good' (58%) or 'Good' (18%) which is 16% lower than the percentage for the previous period. Many were of the opinion that the beaches are safe and clean, that staff are friendly and helpful and that there are effective management arrangements in operation. Some thought that dog mess, uncontrollable dogs and overflowing bins were a problem at some sites.

Harbwr Abermaw/Barmouth Harbour

Hydref/October 2024

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82
7
O U T H
82
66



FAIRWAY BUOY	52°42.796N	004°04.906W	LFl.10sec
No1 STARBOARD BUOY	52°42.897N	004°04.382W	Qk Fl G
No2 PORTHAND BUOY	52°42.866N	004°04.355W	Fl R 2sec
No4 PORTHAND BUOY	52°42.690N	004°04.165W	2L Fl R 7sec
No6 PORTHAND BUOY	52°42.857N	004°04.331W	Qk Fl R
No8 PORTHAND BUOY	52°42.767N	004°03.760W	Fl (3) R 10sec
SOUTH CARDINAL PERCH	52°42.822N	004°03.720W	Q(6) + Lf(1) 15sec
No10 PORTHAND BUOY	52°42.908N	004°03.308W	L Fl R (4) 15sec
BREAKWATER PORTHAND	52°42.989N	004°03.127W	Fl R (5) 5sec
No3 STARBOARD BUOY	52°43.013N	004°03.082W	Fl G 1.5sec

This illustration is intended as a guide only and not to be used for navigation. All positions are given as approximate. The Aids to Navigation may be moved without prior notice. Mariners are advised to contact the Harbour Masters Office for the latest navigational information.

Tel: 01341 280 671 / 07795012747

Email: danielarthurcartwright@gwynedd.llyw.cymru