

## North Yorkshire Council Harbours Strategy Consultation on Draft Strategy

### Introduction and background

North Yorkshire Council is the statutory harbour authority for Scarborough and Whitby Harbours. Former strategies prepared by Scarborough Borough Council have long expired and this strategy presents the first opportunity for North Yorkshire Council to set out its visions for Scarborough Harbour, Whitby Harbour and Filey Coble Landing.

The strategy is a high-level document which provides the framework for the development and future direction of management for Scarborough and Whitby Harbours and Filey Coble Landing, and how each of these unique assets will develop over ten years from 2026 to 2036.

The council is therefore consulting on the draft strategy before it is reported to Executive for adoption in April 2026.

### Key findings

#### What did we do?

The survey ran from 8 January 2026 to 22 March 2026 on the SNAP survey platform.

As with all self-completion surveys, not every participant answered every question. This may be due to lack of opinion or relevance. All response charts reflect the number of people who answered that question.

Percentages have been rounded to whole numbers. This may mean totals do not always add up to 100%.

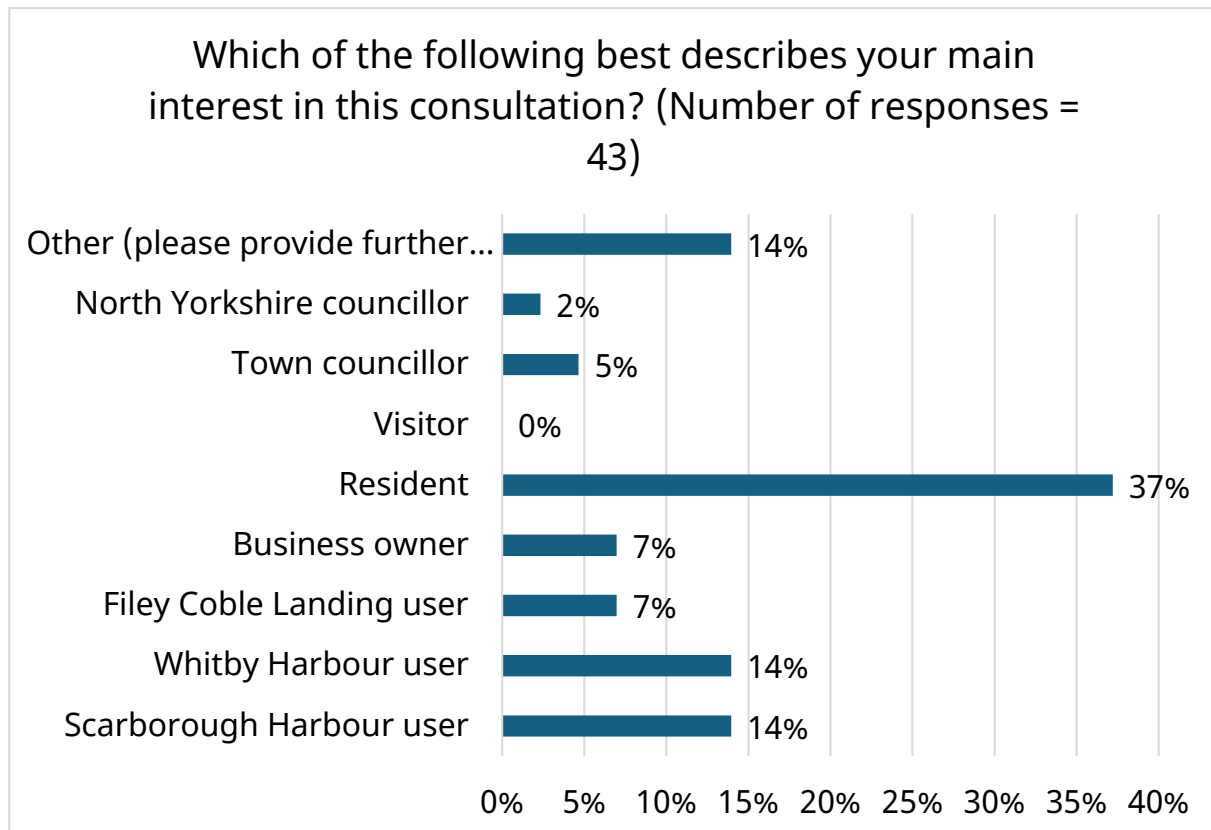
## Summary

A total of 45 completed surveys were recorded.

Which of the following best describes your main interest in this consultation?

Of the respondents 16 (37%) stated they were residents, 15 (35%) stating they were harbour users and six (14%) indicated they were 'other' which included for example

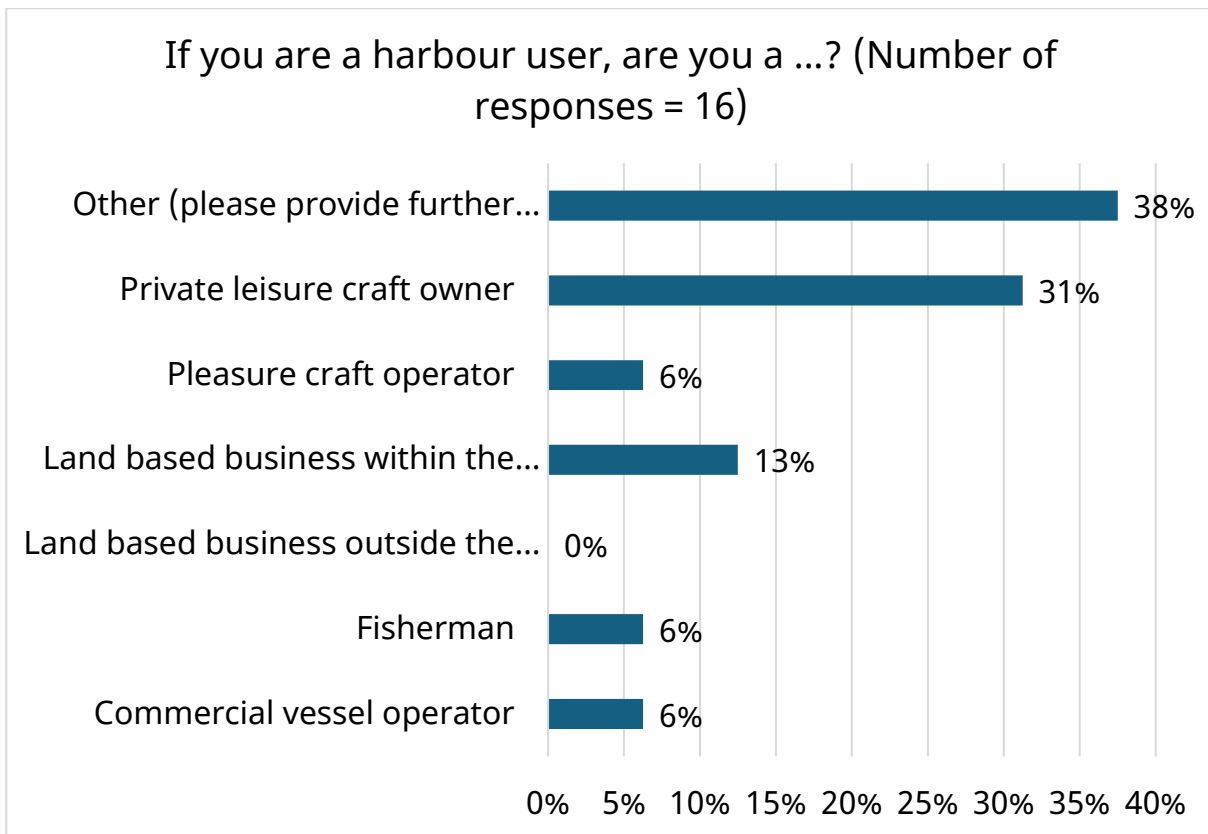
- Regional maritime industry cluster
- Representative body of harbour users - Whitby Yacht Club
- Royal Yachting Association
- Whitby community group including residents, businesses, and harbour users
- Whitby Community Network CIC



Of the 15 respondents who identified as a harbour user, six (38%) stated 'other' which include:

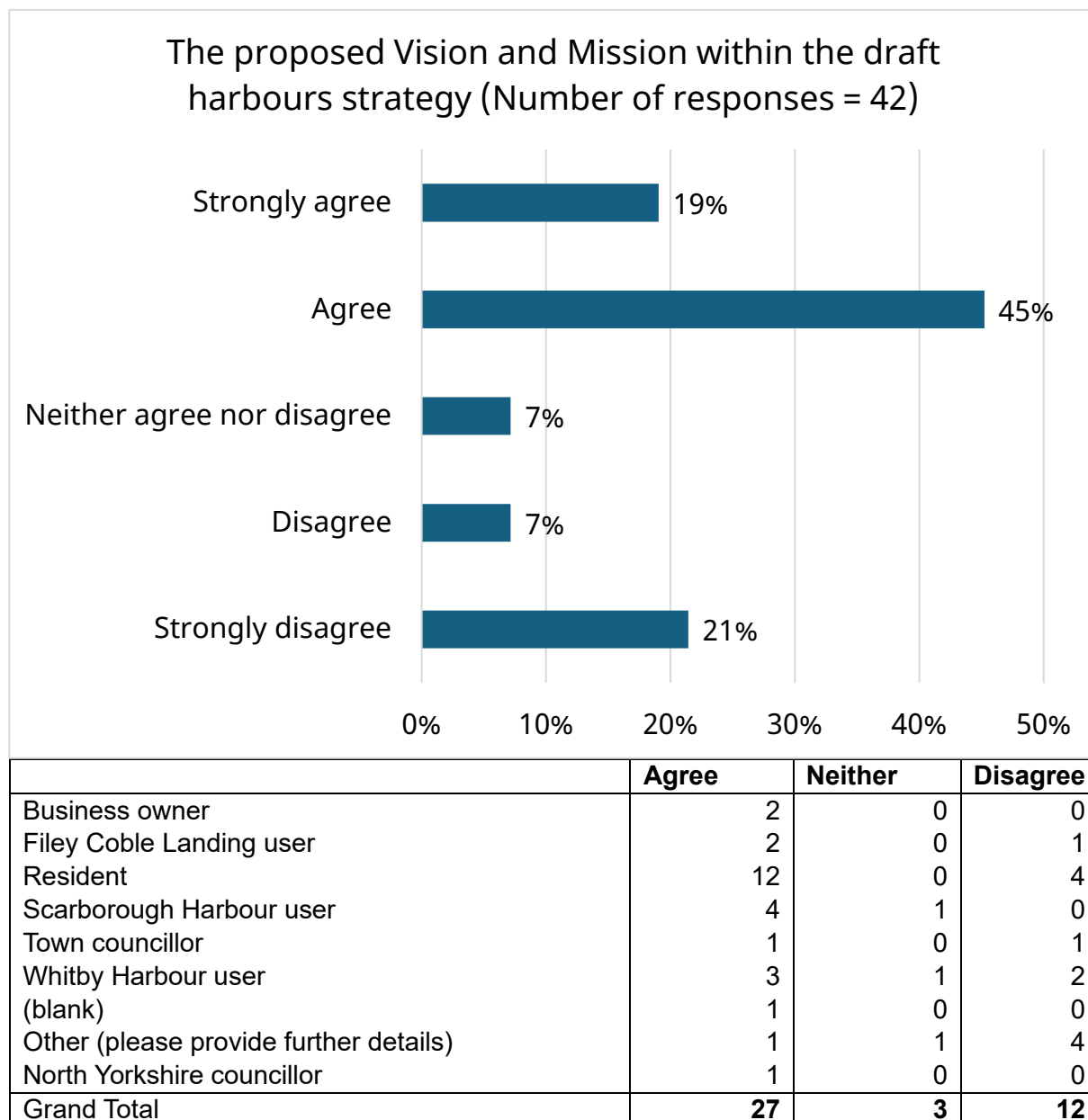
- On the waiting list for a leisure berth
- Regular visitor
- Water sports professional
- Visitor
- Organiser of free sea swimming, paddle boarding and kayak events all year round
- Interested party being a director of Scarborough Business Ambassadors and involved in maritime sector

Five (31%) identified as private leisure craft operators there were also two land based business within the harbour boundary, a commercial vessel operator, Pleasure craft operator and a fisherman.

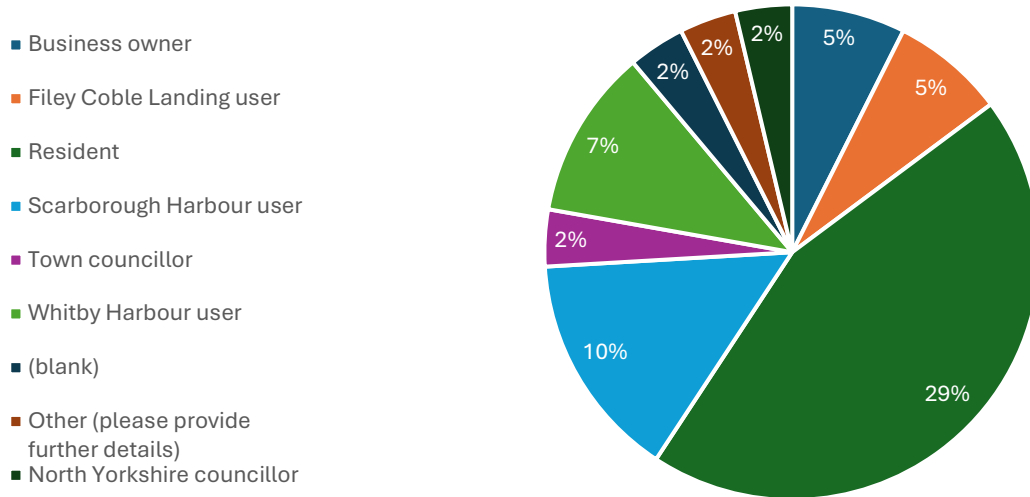


The respondents were asked to express their opinion on the proposed 'Vision and Mission' and 'Strategic Objectives' within the draft harbours strategy, 42 and 43 opinions respectively on each of these.

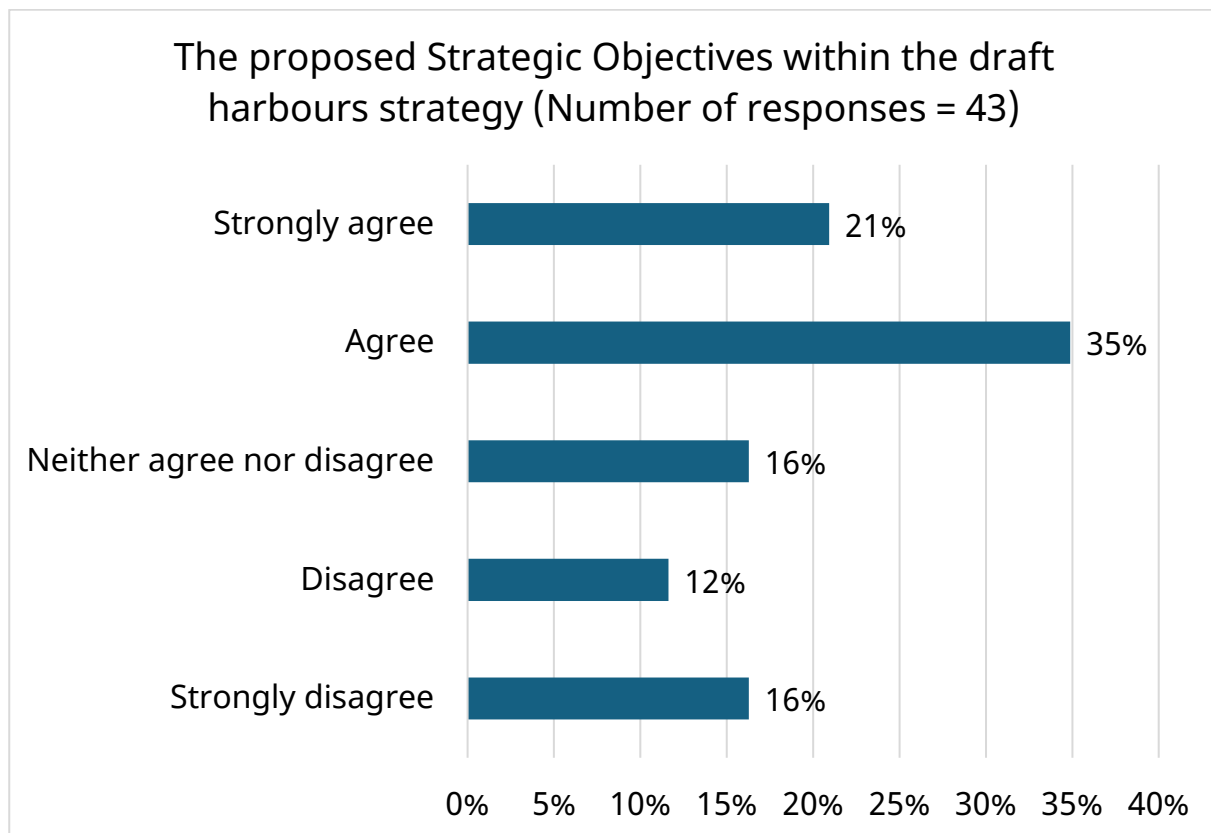
With regards to the 'Vision and Mission' within the draft harbours policy 64% (27 respondents) agreed with the proposals. 45% (19) agree and 19% (8) strongly agree. 28% (12) disagreed. For those who did agree, 29% (12) were residents, 22% (9) harbour users and 5% (2) business owners.



The proposed Vision and Mission within the draft harbours strategy - Agree or strongly agree (Number of Agreeing = 27)

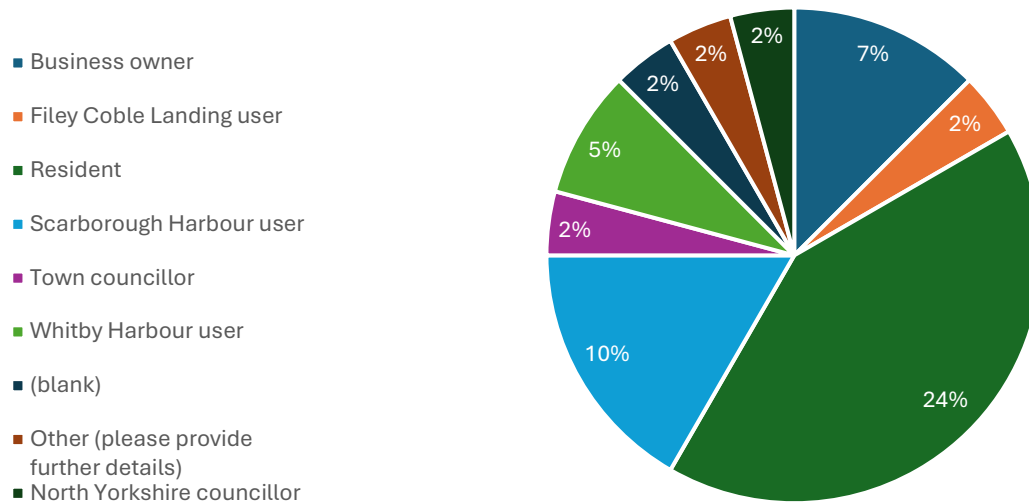


With regards to the 'Strategic Objectives' within the draft harbours policy 57% (24 respondents) agreed with the proposals. 35% (15) agree and 21% (9) strongly agree. 29% (12) disagreed. For those who did agree, 24% (10) were residents, 17% (7) harbour users and 7% (3) business owners.

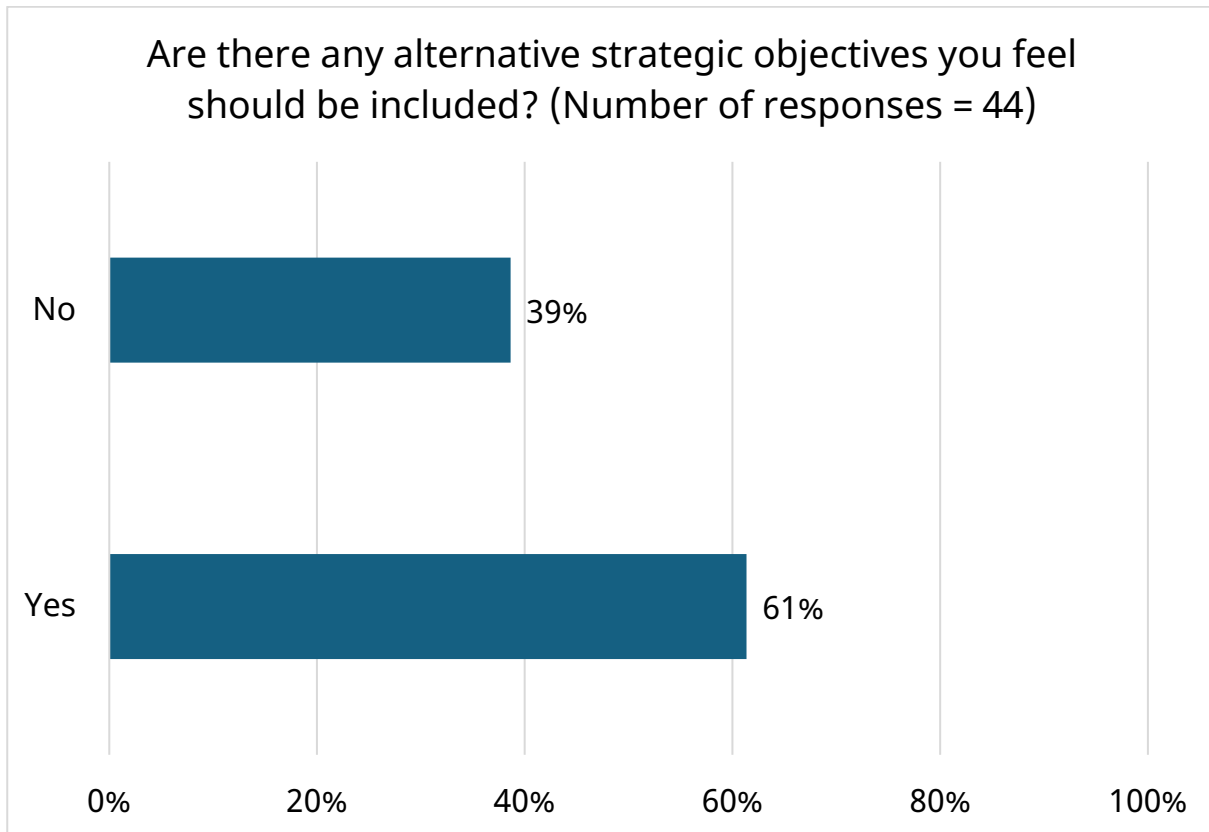


|  | Agree     | Neither  | Disagree  |
|--|-----------|----------|-----------|
| Business owner                         | 3         | 0        | 0         |
| Filey Coble Landing user               | 1         | 1        | 1         |
| Resident                               | 10        | 1        | 4         |
| Scarborough Harbour user               | 4         | 1        | 1         |
| Town councillor                        | 1         | 0        | 1         |
| Whitby Harbour user                    | 2         | 2        | 2         |
| (blank)                                | 1         | 0        | 0         |
| Other (please provide further details) | 1         | 2        | 3         |
| North Yorkshire councillor             | 1         | 0        | 0         |
| <b>Grand Total</b>                     | <b>24</b> | <b>7</b> | <b>12</b> |

The proposed Strategic Objectives within the draft harbours strategy - Agree or strongly agree (Number of Agreeing = 24)

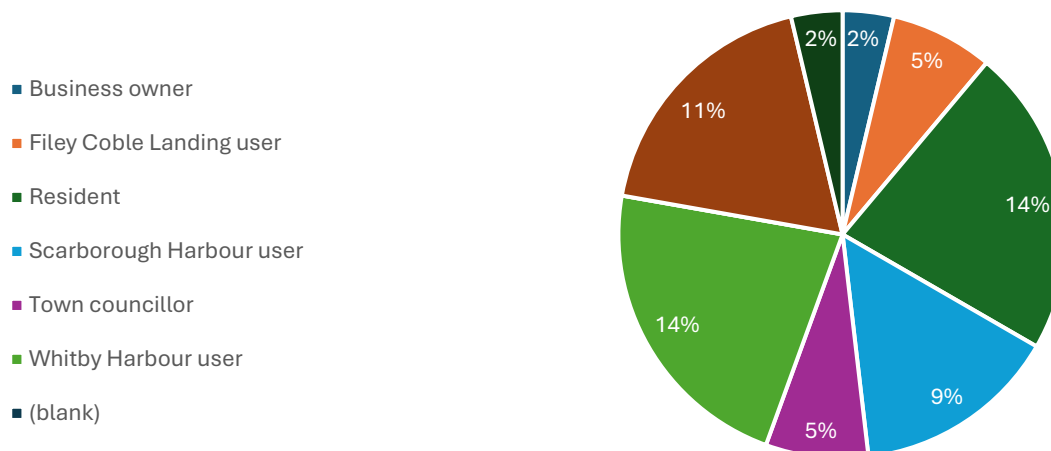


Are there any alternative strategic objectives you feel should be included?



|  | No        | Yes       | Total     |
|--|-----------|-----------|-----------|
| Business owner                         | 2         | 1         | 3         |
| Filey Coble Landing user               | 1         | 2         | 3         |
| Resident                               | 10        | 6         | 16        |
| Scarborough Harbour user               | 2         | 4         | 6         |
| Town councillor                        |           | 2         | 2         |
| Whitby Harbour user                    |           | 6         | 6         |
| (blank)                                | 1         |           | 1         |
| Other (please provide further details) | 1         | 5         | 6         |
| North Yorkshire councillor             |           | 1         | 1         |
| <b>Grand Total</b>                     | <b>17</b> | <b>27</b> | <b>44</b> |

## Are there any alternative strategic objectives you feel should be included? - Yes (Number saying Yes = 27)



If 'Yes', please provide further details:

- Encourage more visiting boats by providing good pontoon berths, lifting facilities and visitor moorings. Provide a warm welcome to visiting boats by providing them with visitor moorings, clear signposting to facilities etc. at a reasonable price. Don't imagine that all sailors are loaded. Many boats are owned by partnerships and consortia to help fund the berthing fees and running costs. Whilst improvements are welcomed, they should be funded by operating efficiencies and increases in boat numbers rather than simply hiking the berthing prices!!!
- To give value for money to leisure owners for their berthing fees. To remain competitive with east coast private marinas that provide full shelter and 24 hour manned lock, substantial clean shower blocks, parking and lift out/ storage facilities. Provide dedicated maintenance team so that reported jobs don't go 'unactioned' for weeks. Increase security with new gates and CCTV on pontoons
- The shellfish industry is massive in Whitby. 3rd largest lobster port in Europe. Instead of trying to push us out for windfarm vessels that aren't coming make the harbour work for us. We've all diversified into shellfish, yet the harbour and its facilities haven't. There are no moorings no freshwater hoses 1 crane to service the landings of our catch. This entire proposal sounds like "fishing's dead" get rid of them. Catches down by 90%? Never heard so much rubbish in my life. The current disaster of the maritime hub has absolutely decimated all the useful space on endeavour wharf. It's an eyesore and a blot on the landscape. Instead of drafting these proposals when you have absolutely no idea what goes on in any of the harbours maybe you should leave the office get yourself down there and ask the genuine harbour uses who go out every single day to earn a living.
- I believe the strategy would be strengthened by including additional objectives that recognise the importance of leisure boating and local access to the coast. Reduce barriers to entry for leisure boating by actively addressing financial, administrative and physical obstacles that prevent local people from using leisure vessels. This should include affordable berths, clear and fair policies, simple access to slipways and pontoons, and facilities that support small private craft rather than only larger or commercial vessels. A beautiful coastline is meaningless if it can only be enjoyed by professionals and tourists. Support water-based tourism led by local users by encouraging a leisure boating culture that attracts visiting yachts and small motor vessels. These visitors spend money locally, stay overnight, use shops, pubs and repair services, and often return. This represents low-impact, high-value economic activity that benefits harbour towns without placing excessive strain on infrastructure.

Recognise leisure craft as long-term harbour stakeholders by treating leisure vessel owners as permanent users rather than secondary or temporary ones. They pay harbour dues, invest locally in their boats, use harbour services throughout the year and help maintain a strong community connection to the harbour. This creates long-term support and engagement, not just short-term income. Promote harbours as gateways to the coast, not just worksites, by developing them as places that connect people to the sea as well as supporting industry. Harbours shape how people experience the coastline and should feel open, welcoming and usable, rather than restricted or dominated by heavy industrial activity.

- I feel the harbour plan is deeply unambitious, anaemic, and seems designed to almost ignore and sideline the huge growth opportunities suggested by informed people in the know. In fact, so disassociated with revenues and opportunities the symbol "£" does not appear once! For example, Strategic Objective 5 Section 6 - the 150-boat hoist - "6. Explore provision of a boat lift.", pours doubt on one of the most continuous demands asked by all in the fishing and leisure sectors in many years. The claim of "sufficient demand being demonstrated and external grant aid being secured." how can "Sufficient demand" not be there in a harbour full of boats. And where are the financial projections and assumptions? I do accept we need external funding. Then there is "There is a perception that Scarborough and Whitby have the potential to capture a share of this market by providing maintenance, servicing, and port support for CTVs. This opportunity does exist but should be understood as a limited niche." It is not just a perception. Traffic this town can and should be pushing for is passing North and South servicing Wind Farms every day - why's some of it coming to Scarborough now? Because of the missing boat hoist. And as for a limited niche. True, but it is a niche within a £multibillion industry, with a very clear requirements for movements associated with the CTV niche which any commercial business study would and has revealed. Alongside most of the fishing fleet and all of the yachts. And there is the statement "The outer harbour being ostensibly used for the berthing of leisure craft and the inner traditionally used for fishing trades, leisure and commercial pleasure craft." Whilst true, this language seems to speak to disinterest when first leisure is a major income source to the harbour, second it is central to the sports and wellbeing offers this town makes to the UK, and third a long waiting list for berths is not an opportunity, it is a weakness.
- Talk to the ones who work the harbours
- The swing bridge in Whitby is well over 100 years old and is not fit for purpose, the way it is been used today is not what it was designed for, with regular failures and it is requiring constant maintenance. I would like to see a long-term plan to replace it. It won't last forever and the town is only going to get busier be that with the ever growing housing been built, visitors or attracting more commercial vessel operators all which a new bridge would benefit. This would obviously be a huge cost but one that should already being considered
- There must be a greater commitment to delivering public and private investment into Scarborough Harbour in order to capture a greater share of the market servicing the offshore wind farms. The Scarborough UTC offers A-Level courses that equip students with the skills to work in this important and expanding area. Creating a strategic commitment to expanding this sector will deliver high-skilled jobs to Scarborough, will retain young people in the town and will also underpin the wider economy of the town and North Yorkshire.
- There is an opportunity to include water sports considerations within the harbour strategy, taking account of the specific needs of those water users to plan effective and safe operations in what could be a growth area. Consultation with those in the sector would serve to enhance and refine the current analysis. Given the limited input to the strategy in its early stages, there seems to be a lack of leisure and health, and wellbeing focus naturally limits the development of strategic objectives that adequately foreground those needs and opportunities. It is very welcome that the vision states 'Our harbours will be environmentally responsible, resilient to future

challenges, and welcoming to all—offering accessible, and engaging spaces for residents, visitors and businesses alike’. This could provide a springboard for collective efforts in partnership with water sports and health and wellbeing professionals alike, learning from other harbours and coastal locations in the UK and further empowering local communities in the process. Any qualified and responsible water sports professional should be operating with both safety/risk and community enjoyment and wellbeing in mind, aware of local constraints to delivery and seeking venues to operate from. Many have livelihoods that depend on water sports in economic terms, many are volunteers who work with people not for profit, but for wellbeing and environmental benefits (social value).

- Focus on health and wellbeing through active leisure (eg paddleboarding, potentially swimming) for locals and tourists with designated access points and information. To benefit long term health, responsible tourism and appreciation of natural resources.
- Consider handing over the running East Harbour at Scarborough to another body
- You could redevelop the harbour, but the fishing boats coming into the harbour are part of Scarborough, and at all costs, you should revamp old buildings and create a viewing area for tourists to watch the catch being brought ashore. A museum and cultural hub, and possibly a Yorkshire language centre, a living history hub, same as the Black Country, could have leisure hub shops for the local community, etc. The fabric of the harbour could be made more interesting for visitors. if you just want to take your heritage away and not enhance your history and turn it into Blackpool carry on!!
- An additional objective could be to strengthen collaboration between North Yorkshire harbours and the wider regional maritime economy. Harbours such as Whitby and Scarborough operate within a broader Northeast maritime ecosystem which includes major industrial ports, supply chains, training providers and innovation activity. Recognising the value of regional collaboration would help ensure that opportunities linked to offshore wind, clean energy, skills development and maritime innovation are maximised for coastal communities.
- Scarborough’s 10-year strategy should not just be about "fixing the walls." It must be an aggressive pivot toward the Green Economy (Wind Energy) and the Experience Economy (Maritime Tourism). By integrating a boat lift and CTV berths with a high-end "Pier Village" leisure offering, Scarborough can bridge the gap between its historic past and a high-revenue future. These are some new ideas that incorporate both Leisure and Business applications
  - Leisure Underwater Heritage Trail Utilize ROV (Remotely Operated Vehicle) tours or VR hubs at the harbour to showcase the local shipwrecks and marine life.
  - Business Cold Storage Logistics Invest in communal flash-freezing and logistics facilities to allow local fishers to access international markets directly.
  - Business Marine Apprenticeship Hub Partner with local colleges to use the new Boat Lift as a training site for marine engineering.
  - Leisure The 'Harbour Link' Promenade A high-quality pedestrian "boardwalk" bridge connecting the West Pier to the wider South Bay to improve footfall flow.
  - Mixed Use Live-Work pontoons Small-scale, sustainable floating structures for "digital nomads" or marine researchers to bring youth back to the harbour.
- Go talk to the users and businesses Your surveys are one sided
- Please see our full response. Emailed to Mr Bourne
- Governance arrangements to meet DoT advice. Review restrictive bridge openings. Synergy between harbours.
- There are currently no provisions for lockers, showers or any form of changing facilities in the objectives for coble landing and there are some simple solutions out there used by other councils. To date 16000 people have swum with me from all over the country and majority local, but we need some facilities. The landing is the safest end of the bay and accessible to all.
- Please ensure that there is a sufficiently strong link between education and employers engaged in maritime. The strategy is a framework, and the objectives of the

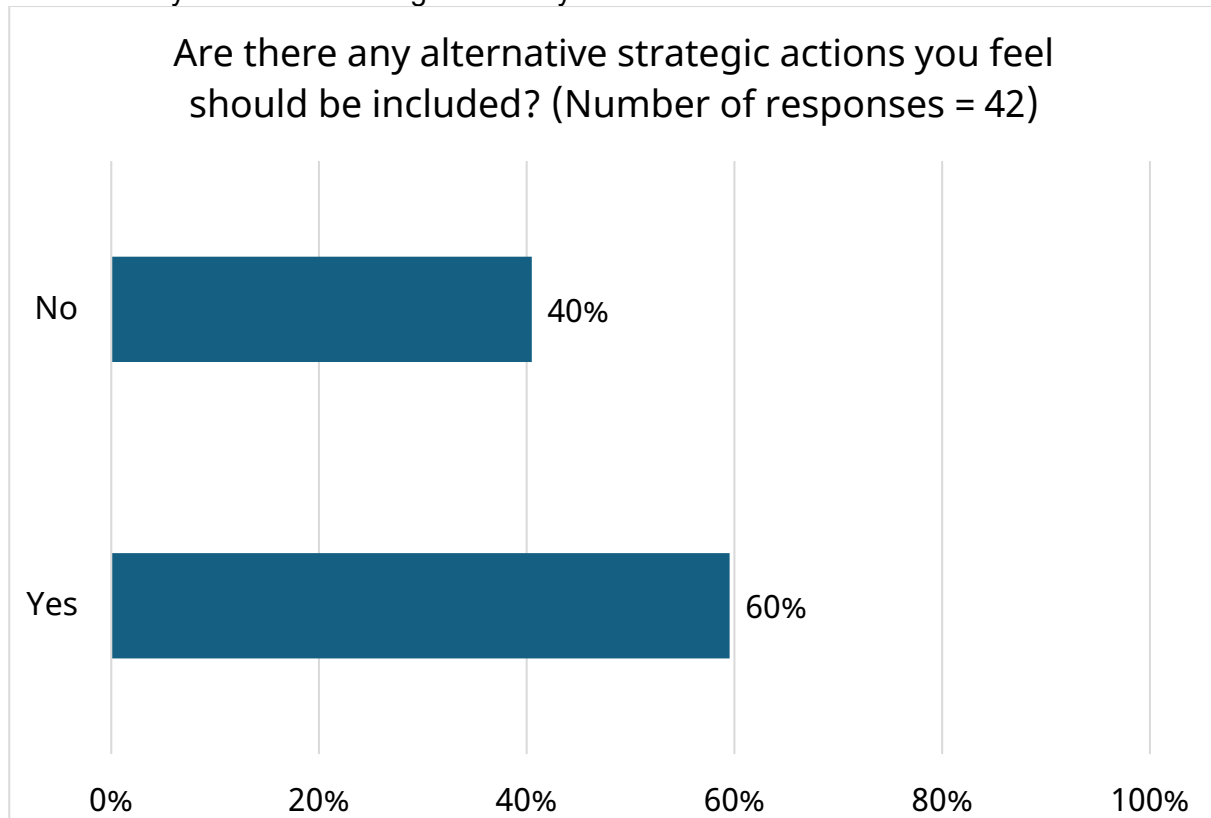
document must be followed through. The harbours provide significant employment locally and regionally. There is significant potential to increase employment opportunities, starting from within education. But at present, the maritime and renewables offering in the region is fragmented. It is essential that all stakeholders who form part of the maritime supply chain (whether they operate within or out with the confines of the harbours) are brought together under one umbrella (schools/colleges/universities, training establishments, vessel owners, operators, repairers and builders, professional services). It is essential that as part of the strategy, a maritime cluster is developed as soon as possible to ensure cohesion between all stakeholders.

- See separate response.
- The Draft Strategy was based on a SWOT Analysis of July 2023, a lot has happened since then, especially within the Wind Farm Industry and Scarborough Harbour needs to be a strong contender/participant in welcoming CTV's and Guard Vessels to the Harbour and involved in the servicing of Wind Farms - This will bring much needed employment to our harbour/town by providing skilled jobs and a future for our younger generation, especially as our Scarborough University Technical College (UTC) - Delta Trust - are providing initially through sponsorship Marine Engineering Courses for our 14-18 year olds. This is a multi-million pound industry which will boost Scarborough's Economy- New Electric Sub-stations are also urgently required to fulfil the needs of this industry and the Harbour workings itself. We also need firm assurances/funding to provide the infrastructure (Part of the Blue Sky Project) for the much needed boat hoist (for which funding has already been raised) . This again will not only support vessel maintenance within the Wind Farm Industry but also our own Fishing, Leisure and passenger vessels which have to be maintained and prevent travelling to Hull or Bridlington. A Lobster Hatchery would also be welcomed and taking on board a 'Yorkshire/Scarborough Branding' within our Lobster/Crab industry. A Chandlers within the new Harbour is also much needed. Most of all we must protect and enhance our Historic industry within Scarborough Harbour and restore and maintain our Piers within the Harbour, especially the Lighthouse Pier. We must also bring about greater involvement/consultation with our Harbour Stakeholders and improve our Governance arrangements with regards to participation in harbour working groups bearing in mind knowledge and seafaring experience and provide an organised means of Stakeholders/Harbour Users reporting their everyday concerns within a safe working environment, consultation, unity and commitment.
- This is not a Harbour Strategy, but a list of operational requirements. There is no long-term vision for the maritime future of North Yorkshires ports, harbours or coast and the strategy lacks focus and measurable outcomes. The lack of consultation with ALL key stakeholders is appalling. The lack of maritime knowledge amongst those implementing this strategy is also of concern. This strategy should be scrapped and whole process restarted following:
  - Implementation of the DfT Ports Good Governance Guidance, including Governance structure for Harbours
  - Application for two Harbour Revision Orders to clarify & modernise the Governance structure & asset base. A consultation process for the development of a Maritime Strategy for North Yorkshire should commence once all Stakeholder Groups and representatives have been appointed, with perhaps two separate sub-groups to look at individual Harbour Strategies for Whitby & Scarborough, as these have different strength, weaknesses etc, but should include someone at a Master Mariner level. Whitby's plan must include urgent repair of the piers/extensions to reduce risk of flooding, including the Esk river basement management, and the management of the River Esk up to the NYMNP boundary.
- Before developing any harbour strategy, NYC first needs to implement a governance structure that complies with the DfT Ports Good Governance Guidance. Namely, a Harbour Management Committee comprising approx. 50% LA elected members and approx. 50% external appointees selected for their skills and experience. Before recruiting the Committee members, NYC should undertake a skills audit to assess the

balance of skills required to effectively govern the ports and to deliver against the business plan. These skills should be considered for all committee members. Scarborough and Whitby are two separate and distinct Statutory Harbour Authorities, with very different SWOTs. Harbour Revision Orders for both harbours should be sought as soon as possible, in order to clarify, consolidate and modernise the existing local statutory harbour legislation. For an example of a harbour strategy developed following the establishment of an appropriate governance structure - and after thorough consultation with local communities, not only harbour users - see <https://www.dorsetcouncil.gov.uk/w/dorset-council-harbours-strategy-2022-to-2032>

- See comments, later
- North Sea Conservation (NSC) operates the Whitby Lobster Hatchery from within Whitby Harbour — one of the UK's few active lobster conservation facilities, releasing thousands of juvenile lobsters into local waters annually to support stock recovery and the fishing community. We broadly support the strategy's ambitions but believe it has a critical gap: it correctly identifies a 90% decline in shellfish catches and shellfish mortality as a major threat yet contains no concrete action in response. Acknowledging the problem without addressing it is not a strategy. We would urge the Council to adopt the following additional objectives: 1. Recognise marine conservation as a strategic asset. The Lobster Hatchery is mentioned only once — in a 1957 historical note. It is an active, nationally significant facility operating in the harbour today, directly supporting the fishing industry the strategy aims to protect. It deserves explicit recognition and support. 2. Add Marine Science and Aquaculture as a named growth sector. The strategy lists fishing, leisure, tourism, and renewables. Marine conservation and aquaculture belong on that list — especially given the Whitby Maritime Hub's potential. 3. Strengthen the water quality commitment. The current action plan defers entirely to Yorkshire Water and the Environment Agency. The Harbour Authority should take an active role, support community monitoring, and set measurable targets. 4. Develop a Shellfish Recovery Action Plan. In partnership with conservation organisations, researchers, and the fishing community — because without ecological recovery, the fishing industry has no future here. The strategy states that this region remains one of Europe's largest lobster fishing hubs. Keeping it that way requires treating marine conservation as infrastructure.
- The strategy that has been put forward is only what the council should be doing, there is no strategy or forward planning.

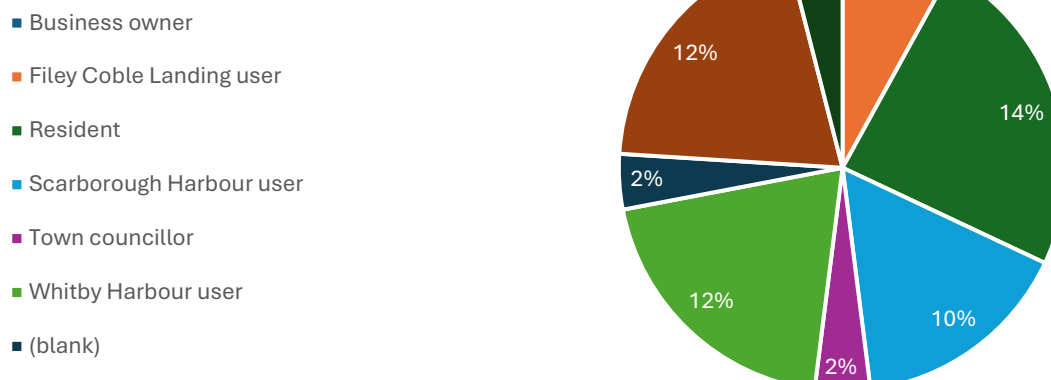
Are there any alternative strategic actions you feel should be included?



|  | No        | Yes       | Total     |
|--|-----------|-----------|-----------|
| Business owner                         | 3         |           | 3         |
| Filey Coble Landing user               | 1         | 2         | 3         |
| Resident                               | 9         | 6         | 15        |
| Scarborough Harbour user               | 2         | 4         | 6         |
| Town councillor                        |           | 1         | 1         |
| Whitby Harbour user                    | 1         | 5         | 6         |
| (blank)                                |           | 1         | 1         |
| Other (please provide further details) | 1         | 5         | 6         |
| North Yorkshire councillor             |           | 1         | 1         |
| <b>Grand Total</b>                     | <b>17</b> | <b>25</b> | <b>42</b> |

Do you have any other specific views on this strategy or any suggestions for other options you think the council could consider?- Yes (Number saying Yes =

25)



If 'Yes', please provide further details:

- Enlarge and improve the toilet facilities available and improve their maintenance. Look at outsourcing these to e.g. local cafe operator or amusement arcade operators or partnership as it is their customers who use them and so they will have a vested interest in maintaining them. They will find a way of monetising them.
- Provide dedicated maintenance team so that reported jobs don't go 'unactioned' for weeks. Increase security with new gates and CCTV on pontoons
- You can't wish windfarm vessels into the harbour it's not fit for purpose for them. Help the fisherman get the facility's they need
- I believe the strategy would be strengthened by including additional strategic actions that directly support leisure boating and local access to the coast. Commit to protecting and growing leisure berthing capacity by ensuring that future redevelopment or commercial expansion does not reduce the number of berths available for private leisure vessels, and by identifying specific locations where pontoon and mooring capacity can be expanded for small and medium craft. Introduce a clear, fair and transparent berthing and charging policy for leisure vessels, with published criteria for allocation, waiting lists and fees. This would improve trust, reduce conflict between user groups and encourage long-term use of the harbours by local people. Invest in simple, practical infrastructure for small leisure craft, including well-maintained slipways, accessible pontoons, safe dinghy access points and basic onshore facilities such as water, power and waste disposal. These are relatively low-cost improvements that deliver high value for everyday users. Actively promote Scarborough and Whitby as leisure cruising destinations for visiting yachts and small motor vessels, highlighting safe access, welcoming facilities and strong links to local shops, pubs and repair services. This would support low-impact marine tourism and help extend the visitor season. Ensure leisure vessel users are formally represented in harbour engagement and decision-making structures, so their needs are considered alongside fishing and commercial operators when major changes are planned. Design harbour spaces so they remain open and welcoming to the public and leisure users even as commercial activity grows, with clear separation between heavy working areas and leisure boating where possible, and safe public access maintained at all times. These actions would help balance economic development with community access, ensuring Scarborough and Whitby continue to serve local people as well as industry.

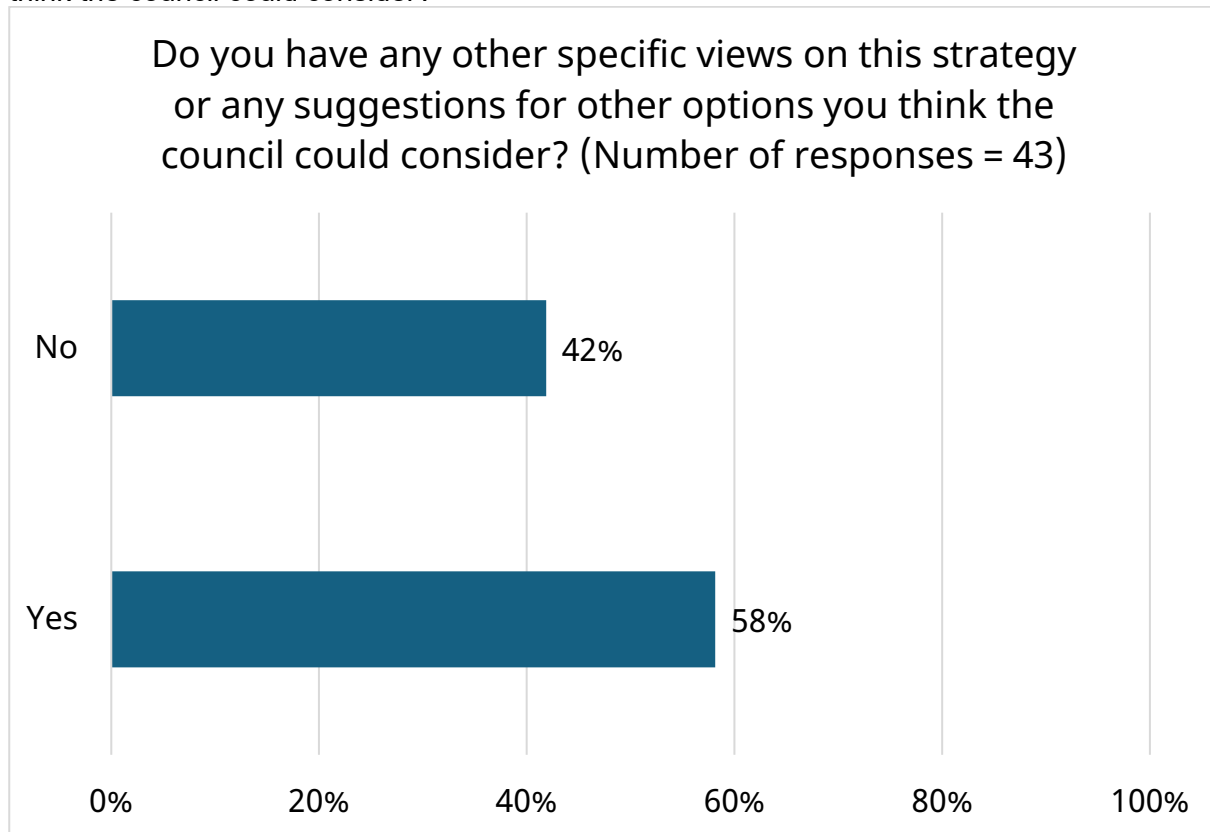
- Reduce the price of mooring fees especially in Scarborough's outer harbour. Folk are taking their boats out or not putting them in the number of boats drops year on year. Plus I will not say how old I am but just to say I remember the last time it was dredged so getting on a bit , it's silted up plus things like the chicken run are dilapidated timber facings hanging lose etc .it's been the cause of boat sinking mooring ropes becoming trapped our boat came within inches of sinking recently stern mooring became trapped under a lose timber facing
- There must be a greater commitment to delivering public and private investment into Scarborough Harbour in order to capture a greater share of the market servicing the offshore wind farms. The Scarborough UTC offers A-Level courses that equip students with the skills to work in this important and expanding area. Creating a strategic commitment to expanding this sector will deliver high-skilled jobs to Scarborough, will retain young people in the town and will also underpin the wider economy of the town and North Yorkshire.
- To establish North Yorkshire's harbours as premier destinations for sustainable water sports by fostering a 'Blue Health' ecosystem. We will enhance safe, inclusive access, ensuring that the physical and mental wellbeing benefits of our maritime environment are maximized while proactively promoting the protection of our coastal environment. Strategic Breakdown To ensure this objective is actionable within the framework of the Harbours Strategy, it can be broken down into three key pillars: 1. Foregrounding Water sports Users (Accessibility & Infrastructure) Target: Modernize/rethink harbour facilities to reduce conflict between users. 2. Health and Wellbeing (The 'Blue Health' Concept) Target: Utilize the coastal environment as a public health asset. 3. Environmental Stewardship (Sustainability & Protection) Target: Achieve a net-positive impact on the marine environment through recreational use. This objective aligns with the Council's broader goals of economic regeneration (by attracting visitors), climate change mitigation (by promoting low-carbon recreation), and community resilience (by improving the health of local residents). It moves the harbours from being purely industrial/transport hubs to being vibrant community "blue spaces."
- Instead of looking off shore, solar power and battery storage to offset electricity requirements/ generate funds for harbour by reducing future costs of energy consumption across the council (in Whitby - solar panel the roof of the Whitby Town Council building that houses museum and art gallery for example or install solar shades over the car park by the marina) - generate electricity and shade vehicles/ charge electric boats etc. without the need for expensive off shore projects.
- Another row of pontoons in Scarborough inner harbour Industrial pontoons for part of North wharf Consider a cill to hold water in East harbour Scarborough
- To get on with the work at Scarborough pier as it has been left too long in a state of disrepair. Council not very forward thinking doing a quick fix. Surely it would save money in the long run as costs in five years time will be a lot more when it will need work carrying out again.
- Enhance and maintain what you have and encourage businesses to invest in Scarborough and not turn it into Blackpool stag party town
- Consider including actions that strengthen collaboration between harbour authorities, industry and regional maritime organisations. This could include supporting maritime careers engagement with schools and colleges, improving visibility of supply chain opportunities linked to offshore wind and the clean energy transition, and encouraging knowledge sharing between coastal harbours and the wider regional maritime sector. Practical collaboration in these areas would help ensure coastal communities' benefit from the growth of the maritime and clean energy economy.
- See previous statement
- You should identify budget See vision document for Filey. This overview already done.
- Please see our full response, Emailed to Mr Bourne

- Implement governance arrangements that involve independent experts and nurtures ownership by stakeholders. Have a parallel financial plan. Have measurable actions/outcomes. Focus on the powers and purpose of a SHA. Create the conditions for greater use by mariners. Develop a bridge opening scheme that meets the open port duty and the public right to navigation. Develop a harbour welcome pack for visitors and link into local facilities and events. Be clearer about priorities, timescales, specifications, outputs, outcomes and resources. manage harbour as a discreet business unit Improve waiting pontoon in conjunction with bridge opening scheme including improved access to shore. Review complaints and compliments system. Explore other North Sea industry development opportunities. e.g. Transitional Training.
- as previously advised
- See separate response.
- As stated previously in the last question - Strategic actions have to be conveyed in a easy to read format - making clear to all Stakeholders/users/interested parties what and when actions will be taking place - weeks, months, years - detailing priorities within their own specific fields/skills. As stated, Governance with regard to participation in venting concerns, learning about said Strategic Actions is very important and must be available at all levels of skills and users. Consultation, Unity and involvement.
- This is not a Harbour Strategy, but a list of operational requirements. There is no long-term vision for the maritime future of North Yorkshires ports, harbours or coast and the strategy lacks focus and measurable outcomes. The lack of consultation with ALL key stakeholders is appalling. The lack of maritime knowledge amongst those implementing this strategy is also of concern. This strategy should be scrapped and whole process restarted following:
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  - Application for two Harbour Revision Orders to clarify & modernise the Governance structure & asset base. A consultation process for the development of a Maritime Strategy for North Yorkshire should commence once all Stakeholder Groups and representatives have been appointed, with perhaps two separate sub-groups to look at individual Harbour Strategies for Whitby & Scarborough, as these have different strength, weaknesses etc, but should include someone at a Master Mariner level. Whitby's plan must include urgent repair of the piers/extensions to reduce risk of flooding, including the Esk river basement management, and the management of the River Esk up to the NYMNP boundary.
- As the only estuarial harbour in North Yorkshire, Whitby harbour is subject to flooding from both the River Esk and the North Sea, at times concurrently. More extreme weather conditions and rising sea-levels are increasing the flood risk from both sources. Any strategy for Whitby harbour must be developed in conjunction with the North York Moors National Park Authority, with respect to the flood risk and environmental actions for the River Esk drainage basin - and with the MMO's North-East Shoreline Management Plan in respect of coastal erosion and the well-documented key defensive role played by the Whitby harbour piers and pier extensions.
- See comments later
- The following strategic actions are absent from the current draft and should be included:
  1. Formally recognise and support the Whitby Lobster Hatchery. Include a specific action to secure the hatchery's long-term operational future — including protected harbour space, access to the Maritime Hub, and support for funding applications. This is a functioning conservation asset already delivering for the fishing community.
  2. Develop a Shellfish Stock Recovery Plan. Commission or co-produce a recovery plan in partnership with conservation organisations, the fishing community, and marine researchers — with measurable milestones. The 90% catch decline cannot be left without a dedicated response.
  3. Establish a Water Quality Monitoring

Programme. Go beyond encouraging statutory bodies to act. The Harbour Authority should commit to independent, regular water quality monitoring — including support for community-led citizen science initiatives — with results published transparently. 4. Create a Marine Conservation Partnership Framework. Formalise relationships with conservation charities, research institutions, and fishing organisations already working in and around the harbours. This costs little but would significantly strengthen ecological credibility and unlock additional funding streams. 5. Include a Biodiversity Baseline Survey. Before committing to Biodiversity Net Gain targets, the strategy should require a baseline ecological survey of harbour waters and surrounding habitats — so progress can actually be measured. The harbours sit within one of the most ecologically significant stretches of the North Sea coastline. These actions would ensure the strategy matches that responsibility.

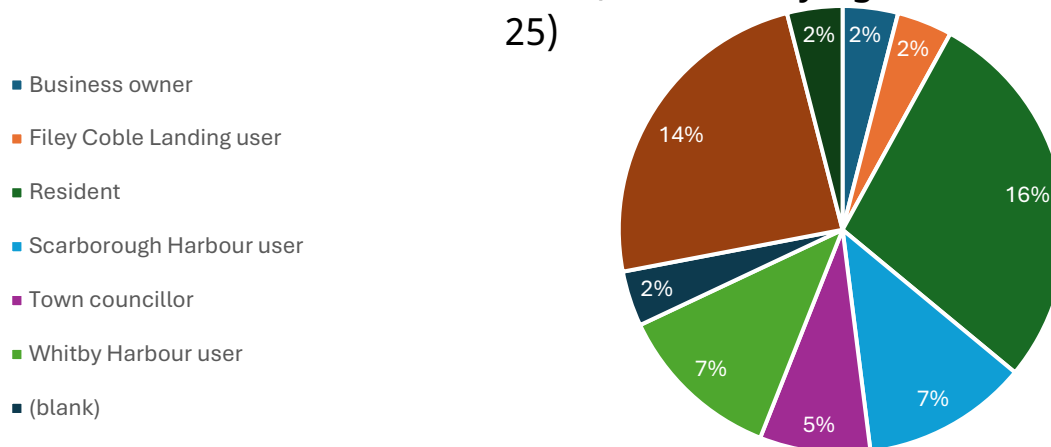
- The 2 harbours of Whitby and Scarborough have been combined, this is illegal and separate harbour strategies are needed for each harbour as laid down in law.

Do you have any other specific views on this strategy or any suggestions for other options you think the council could consider?



|  | No        | Yes       | Total     |
|--|-----------|-----------|-----------|
| Business owner                         | 2         | 1         | 3         |
| Filey Coble Landing user               | 2         | 1         | 3         |
| Resident                               | 9         | 7         | 16        |
| Scarborough Harbour user               | 2         | 3         | 5         |
| Town councillor                        |           | 2         | 2         |
| Whitby Harbour user                    | 3         | 3         | 6         |
| (blank)                                |           | 1         | 1         |
| Other (please provide further details) |           | 6         | 6         |
| North Yorkshire councillor             |           | 1         | 1         |
| <b>Grand Total</b>                     | <b>18</b> | <b>25</b> | <b>43</b> |

Do you have any other specific views on this strategy or any suggestions for other options you think the council could consider?- Yes (Number saying Yes = 25)



If 'Yes', please provide further details:

- Look at the destinations both individually and holistically. Tourists and other visitors don't see administrative boundaries. Consider the introduction of North Yorkshire Coast "loyalty" cards, which provide e.g. discounts and incentives off car parking, berthing fees, toilet fees, shops and attraction admissions in all three destinations. The three destinations should complement rather than compete with each other. Visitors should be encouraged to revisit Scarborough, Whitby & Filey throughout the season and be encouraged to do so instead of heading down south. They will act as your ambassadors.
- Best endeavours to action the strategy expediently not let it become just another consultation
- The west pier in Scarborough must be more commercialised
- I'm a Filey resident and my comments relate specifically to Filey Coble Landing. I feel there are a couple of issues which limit the tourism income, particularly out of season. There is limited indoor seating for visitors. Given the very changeable weather, this certainly affects how often I go down to Coble landing. There are a few food and drink places but only a couple of those have indoor seating. The best location to sit and make the most of the view is a restaurant and isn't open that often outside the main season. This is understandable for the business owners, but it becomes a bit of a chicken and egg situation. Also, it's quite a steep walk down to Coble Landing from the main town. Given the age demographic of the area, how many people are realistically going to walk down on a chilly midweek evening and then have to walk back up again. It's a real shame as it's a fabulous spot when you do get the right weather. Also, the buildings themselves are in pretty poor condition. If you want to attract a younger, foodie type crowd, having somewhere that looks a bit smarter would definitely make a difference. Some of the food and drink places do provide a decent product, served by very friendly people but it could all look a lot more appealing. As for the issue with getting down to the sea front, maybe a little hopper bus from the train station and Tesco might be useful. I accept the economics for that might not add up though. On a more general note, relating to all three harbours and how to attract more visitors, anything which happens on an evening is going to be limited by the pitiful public transport between the towns. The buses and trains are hourly and stop running too early to have a proper night out.
- There is little evidence of a vibrant forward looking commercial plan. An operational plan such as this should be the response to it, not the other way round. And why is

such thinking relegated to Scarborough Business Ambassadors as an apparent afterthought easy to distance from where people such as this group should be first and foremost coming up with and implementing a business plan. I would like to see how we reverse this thinking. I also raise the point of the SHUG. Why bring back a failed consulting group without studying why it failed and explaining why it won't next time. And how will it be representative to the satisfaction of all the participants when I hear claims of individuals with lots to contribute being sidelined such as members in the Scarborough Harbour Advisory Group

<https://scarboroughharbour.co.uk/news/advisory-board-formed> ?

- Scarborough Harbour has significant untapped potential and should be developed as a high-quality, mixed-use destination that supports commercial activity, tourism, and the town's maritime identity. In particular, the harbour should actively promote its shellfish industry, positioning it as a flagship local product. This should be supported by cleaner, more attractive processing and sales facilities that enhance both food standards and visitor experience, helping to build a strong reputation for Scarborough seafood. The harbour should also be strategically positioned to become a regional leader in supporting offshore wind farm operations. By investing in appropriate infrastructure and facilities, Scarborough could attract long-term offshore servicing contracts, creating skilled employment opportunities and helping to future-proof the local economy. Maintaining a balanced, mixed-use harbour is essential. Fishing, offshore contracts, leisure, and tourism should coexist in a well-planned environment that avoids over-reliance on seasonal visitor income. This diversity of uses would create greater economic resilience and year-round activity. Scarborough's maritime heritage is another underutilised asset. There is an opportunity to celebrate and showcase this heritage through improved public spaces, interpretation, and heritage-led development. The harbour should also be developed as a flexible events space, capable of hosting festivals such as Seafest and other maritime, cultural, and community events that attract visitors while supporting local businesses. Overall, Scarborough Harbour should be developed as a vibrant, working harbour that balances economic growth, heritage preservation, and tourism, while maintaining its core role in fishing and offshore industries.
- A thriving harbour economy based on servicing offshore wind farms, fishing and leisure will deliver significant economic, social and cultural benefits to the town. NYC must ensure that these three areas of activity are actively encouraged and that qualified, experienced management is in place to work with the technical, fishing and leisure communities to deliver these strategic objectives.
- Further relevant information (not exhaustive) - UN Ocean Decade and Ocean Literacy Cross over with the UN 'Ocean Decade' 2021 - 2030 with its 10 Decade Challenges. All are relevant, but particularly 'Challenge 10 - Restore society's relationship with the ocean', which informs those of us working in the Blue Health space. This links to Strategic Objectives 2 and 8 and with the potential uses of the Maritime Hub. Health and Wellbeing Hartlepool partnership between Local Authority and water sports provider to champion Blue Health as part of their 'Active Wellbeing Hub' <https://www.facebook.com/ASl.Intl/posts/local-councils-champion-active-lifestyles-on-the-waterlocal-councils-play-an-imp/1467715675144364/> Access Licensing for 'manually propelled vessels' - <https://www.bristol.gov.uk/bristol-harbour/leisure/use-a-kayak-stand-up-paddleboard-sup-canoe-rowing-boat-or-sailing-dinghy-in-bristol-harbour> To note is the severely restricted access from the harbour to Ruswarp weir, with entry and exit points in private ownership and therefore subject to trespass laws in the main. Paddle UK, the National Governing Body for paddle sports has a campaign on this topic - <https://paddleuk.org.uk/clear-access-clear-waters/> Facilities Scarborough's 'Water sports Hub' - <https://www.thisisthecoast.co.uk/news/local-news/new-water-sports-hub-for-scarborough/> Liverpool Docks - safety/permit and facilities - <https://liverpoolwatersports.org.uk/about-us/>
- Consult with the Yacht Club at Scarborough, harbourmaster should be more proactive

- The strategy has not undergone lawful consultation with all groups. Whitby Harbour is a completely separate legal entity to Scarborough Harbour, with each having their own ring-fenced budgets. It should be managed independently as a result. They should have their own strategy. Wind farms will NOT be serviced from Whitby harbour. Where is the maintenance of Whitby pier extensions that should have taken place BY 2032 AT THE LATEST? You remember the Haskoning reports? Where is the adoption of Pier Power for Whitby that had a (successful) feasibility study a few years ago? Kelp? Elsewhere in the country where a council has responsibility for multiple harbours, they manage them independently, and the strategy is for each one independently. Most of the content in this "strategy" is what would be termed "do our job". A strategy should be a future direction, for improvement. This contains very little of that. "We are taking the draft plans to committees, sharing with ward members, town councils, and harbour user groups to gain a breadth of expertise." Please advise when you are taking this to Town Councils? When have you taken this "strategy" to community groups? You haven't. In fact, you have ducked out of all communication with community groups about harbours. You do not possess sufficient competences to operate the harbours that you have. Your "harbour masters" are uncommunicative. The "Beyond the Shoreline" glossy pamphlet did not consult with a wide range of bodies in its creation, just creating something to make management look like it was doing something.
- The fishing fleet as I knew as a child has long gone. With fewer boats now the west pier should be shared equally with fishing and public use. New units and plenty of seating, I feel parking should be banned on there. A drop off point could be formed where the old fish stalls are now, for those not able too walk far.
- If you have a short-term strategy and not a long-term strategy, it will fail. There are no good quality sports facilities, such as paddleboard courts or swimming pools, that can be used all year round. Have a look at your old films from the 30s, and that will give you some ideas.
- The Town Council recently considered North Yorkshire Council's draft Harbours Strategy consultation. Members expressed concern that the strategy lacked sufficient detail, was aspirational in tone without clear commitments to Whitby Harbour, and was not sufficiently specific to Whitby's circumstances. Points raised included the absence of reference to Battery Parade, concern regarding the potential hiring out of the dredger, and the view that a single strategy covering multiple harbours was not appropriate. It was resolved that the Council would submit comments to North Yorkshire Council expressing its disappointment with the draft strategy and setting out its concerns regarding the lack of specificity to Whitby Harbour.
- The strategy provides a positive framework for the future management and development of North Yorkshire's harbours. As the maritime sector continues to evolve, particularly in relation to offshore wind, clean energy and decarbonisation, there may be opportunities to strengthen collaboration between coastal harbours and the wider regional maritime economy. Many of the supply chains, skills providers and innovation activity that support maritime growth operate across regional boundaries. Recognising these connections and encouraging collaboration between harbour authorities, industry and maritime organisations could help maximise economic opportunities and strengthen pathways into maritime careers for coastal communities.
- Talk to coble landing user group and FTC
- Again please see our full response as Emailed to Mr Bourne
- Not sure why a 10-year strategy is required. Why not a business plan? Don't include matters that are not within the scope of the SHA powers. write the strategy as the SHA and not the Council. It is a legal entity in its own right. This might avoid getting muddled with other council powers, responsibilities, governance and finances resulting in reduced risk of challenge. What are the contingency plans (disaster recovery) for dredging operations. What are the disaster recovery plans of the

Highway Authority to the failure of the bridge to open? It is not clear what the business case or evidence is that underpins the strategy.

- The urgent formation of a maritime cluster to ensure cohesion between the harbour stakeholders (whether that is within education, training or employment).
- See separate response.
- As stated, we must look to the future especially with regard to involvement with the Wind Farm Industry and keep our Scarborough Harbour busy and sustainable through this new era of skilled employment - As a North Yorkshire and Scarborough Town Councillor I will continue to do all I can to support the needs of our Scarborough Harbour Historic Industry. The lifeblood of our town
- This is not a Harbour Strategy, but a list of operational requirements. There is no long-term vision for the maritime future of North Yorkshires ports, harbours or coast and the strategy lacks focus and measurable outcomes. The lack of consultation with ALL key stakeholders is appalling. The lack of maritime knowledge amongst those implementing this strategy is also of concern. This strategy should be scrapped and whole process restarted following:
  - Implementation of the DfT Ports Good Governance Guidance, including Governance structure for Harbours
  - Application for two Harbour Revision Orders to clarify & modernise the Governance structure & asset base. A consultation process for the development of a Maritime Strategy for North Yorkshire should commence once all Stakeholder Groups and representatives have been appointed, with perhaps two separate sub-groups to look at individual Harbour Strategies for Whitby & Scarborough, as these have different strength, weaknesses etc, but should include someone at a Master Mariner level. Whitby's plan must include urgent repair of the piers/extensions to reduce risk of flooding, including the Esk river basement management, and the management of the River Esk up to the NYMNP boundary.
- This draft strategy is not fit for purpose and has not been subject to any effective consultation with local communities.
- Q1) Before developing any harbour strategy, NYC first needs to implement a governance structure that complies with the DfT Ports Good Governance Guidance. Namely, a Harbour Management Committee comprising approx. 50% LA elected members and approx. 50% external appointees selected for their skills and experience. Before recruiting the Committee members, NYC should undertake a skills audit to assess the balance of skills required to effectively govern the ports and to deliver against the business plan. These skills should be considered for all committee members. An example of a harbour strategy developed following the establishment of an appropriate governance structure - and after thorough consultation with local communities, not only harbour users - is at <https://www.dorsetcouncil.gov.uk/w/dorset-council-harbours-strategy-2022-to-2032> As the only estuarial harbour in North Yorkshire, Whitby harbour is subject to flooding from both the River Esk and the North Sea, at times concurrently. More extreme weather conditions and rising sea-levels are increasing the flood risk from both sources. Any strategy for Whitby harbour must be developed in conjunction with the North York Moors National Park Authority, with respect to the flood risk and environmental actions for the River Esk drainage basin - and with the MMO's North-East Shoreline Management Plan in respect of coastal erosion and the well-documented key defensive role played by the Whitby harbour piers and pier extensions. Q2) Scarborough and Whitby are two separate and distinct Statutory Harbour Authorities, with very different SWOTs. Harbour Revision Orders for both harbours should be sought as soon as possible, in order to clarify, consolidate and modernise the existing local statutory harbour legislation. Q3) This draft strategy is not fit for purpose and has not been subject to any effective consultation with local communities.
- The strategy should do more to protect and strengthen the existing shell fishing fleet. Whitby's commercial fishery is predominantly pot-based, targeting lobster and crab —

a low-impact, relatively sustainable method of fishing that deserves active investment, not just acknowledgement. The strategy should include specific actions to improve quayside facilities for the shell fishing fleet — including bait storage, pot storage, landing facilities, and cold storage — and create genuine diversification pathways, such as supporting fishermen to engage with conservation programmes, marine tourism, or citizen science initiatives. These are practical, deliverable actions that would make a real difference to fishing families right now. The decarbonisation approach risks harming the fleet it claims to support. The strategy commits to shoreside charging infrastructure by 2030 with fishing vessels identified as the priority target due to fuel consumption. Fishermen have clearly expressed that electrification is neither affordable nor safe for North Sea operations at present. Any decarbonisation action plan must be developed with — not imposed upon — the fishing community, with realistic timescales and financial support mechanisms. The Maritime Hub must serve existing communities, not replace them. There is a risk that the Hub accelerates a shift toward tourism and renewables at the expense of working harbour culture. The strategy should include an explicit commitment that the Hub supports active fishing and conservation enterprises — not just new inward investment. Finally, the strategy is silent on fishing rights and trade policy. These are arguably the biggest threats the industry faces. The Harbour Authority should use this strategy to formally express support for stronger UK fishing rights and fair access to EU markets.

- You have not done a consultation where you have asked the appropriate organisations nor those that have the knowledge for each harbour to come up with strategic plans that are appropriate for each harbour.

**Notes on the North Yorkshire Council draft Harbours Strategy 2026 - 36**

Prepared by: Gemma Scire, Paddleboard Instructor and Coach (Whitby)

Date: 29th January 2026

**Background**

This input to the [Harbours Strategy](#) being conducted by NYC seeks to address a perceived gap in the stakeholding perspectives provided to date. It is limited in its nature, being provided by one watersports professional, from Whitby, in a sector that is comprised of many individuals and organisations along the coast.

Any qualified and responsible watersports professional should be operating with both safety/risk and community enjoyment and wellbeing in mind, aware of local constraints to delivery and seeking venues to operate from. Many have livelihoods that depend on watersports in economic terms, many are volunteers who work with people not for profit, but for wellbeing and environmental benefits (social value).

The mission to “Manage harbours to benefit current and future communities while preserving their historic value.”, provides an opportunity to embrace growth areas in the watersports sector, with low environmental impact activities and significant health and wellbeing benefits.

It is very welcome that the vision states ‘Our harbours will be environmentally responsible, resilient to future challenges, and welcoming to all—offering accessible, and engaging spaces for residents, visitors and businesses alike’. This could provide a springboard for collective efforts in partnership with watersports and health and wellbeing professionals alike, learning from other harbours and coastal locations in the UK and further empowering local communities in the process.

**Rapid analysis***Text analysis*

‘Leisure users are referred to on 12 occasions in the strategy. Refers to current zones and related uses (although seemingly used as shorthand for boats/‘fleet’). Opportunity to expand the term to be inclusive of other leisure users.

Health - no references other than in the ‘strategic context’ of the NYC Council Plan and its health and wellbeing ambitions and priorities. No other mention, other than action point 1 SO 1 ‘health and safety’.

Wellbeing - no reference other than in the ‘strategic context’ of the NYC Council Plan and its health and wellbeing ambitions and priorities.

Watersports - no reference

‘Personal watercraft’ or ‘manually propelled vessels’ - no reference

SECTION SUMMARY - it is clear that there is an opportunity to create better links with watersports professionals to enable those stakeholders to contribute to the vitality of local harbours, diversifying their use and delivering on both health and wellbeing and environmental/climate change agendas.

### SWOT - re-framing

To note is the SWOT analysis. With a re-reading of a professional watersports user & enthusiast I would suggest (there'll be more, but this is a quick re-frame from a different stakeholder perspective):

|  |   |
|--|---|
| <p><b>Strengths</b><br/>         Accessibility and access - infrastructure (slipways, pontoons)<br/>         Central for residents<br/>         Safety - as opposed to exposed/more isolated coastal launching (swimmers/paddlers)<br/>         Ability to use year round</p>  | <p><b>Weaknesses</b><br/>         Lack of shared access rights (on the water and to pontoons etc.)<br/>         Conflict between users<br/>         Pollution<br/>         Unclear guidance on use of harbour waters for visitors &amp; residents alike</p> |
| <p><b>Opportunities</b><br/>         Health and wellbeing<br/>         Developing ocean literacy, inc. climate change &amp; adaptation behaviours<br/>         Enhanced tourism offer<br/>         Better use of towns 'centre' by residents<br/>         Support to local organisations (i.e. watersports/outdoor ed providers)</p> | <p><b>Threats</b><br/>         User conflict<br/>         Costs/charging<br/>         Demand management</p>   |

### SECTION SUMMARY - SWOT

There is an opportunity to include watersports considerations within the harbour strategy, taking account of the specific needs of those water users to plan effective and safe operations in what could be a growth area. Consultation with those in the sector would service to enhance and refine the current analysis.

### Strategic objectives review

Given the limited input to the strategy in its early stages (see above analysis), a review of the strategic objectives reveals an opportunity to include a strategic agenda not previously identified. A lack of leisure, environment and health and wellbeing focus naturally limits the development of strategic objectives that adequately foreground those needs and opportunities. In addressing this, an additional strategic objective is suggested.

### Proposed additional Strategic Objective

To establish North Yorkshire's harbours as premier destinations for sustainable watersports by fostering a 'Blue Health' ecosystem. We will enhance safe, inclusive access, ensuring that the physical and mental wellbeing benefits of our maritime environment are maximized while proactively promoting the protection of our coastal environment.

### Strategic Breakdown

To ensure this objective is actionable within the framework of the Harbours Strategy, it can be broken down into three key pillars:

1. Foregrounding Watersports Users (Accessibility & Infrastructure)

Target: Modernize/rethink harbour facilities to reduce conflict between users.

2. Health and Wellbeing (The 'Blue Health' Concept)

Target: Utilize the coastal environment as a public health asset.

3. Environmental Stewardship (Sustainability & Protection)

Target: Achieve a net-positive impact on the marine environment through recreational use.

### Why this works for the Strategy

This objective aligns with the Council's broader goals of economic regeneration (by attracting visitors), climate change mitigation (by promoting low-carbon recreation), and community resilience (by improving the health of local residents). It moves the harbours from being purely industrial/transport hubs to being vibrant community "blue spaces."

### Further relevant information (not exhaustive) -

#### UN Ocean Decade and Ocean Literacy

Cross over with the UN '[Ocean Decade](#)' 2021 - 2030 with its [10 Decade Challenges](#). All are relevant, but particularly 'Challenge 10 - Restore society's relationship with the ocean', which informs those of us working in the Blue Health space. This links to Strategic Objectives 2 and 8 and with the potential uses of the Maritime Hub.

#### Health and Wellbeing

Hartlepool partnership between Local Authority and watersports provider to champion Blue Health as part of their 'Active Wellbeing Hub'

<https://www.facebook.com/ASI.Intl/posts/local-councils-champion-active-lifestyles-on-the-waterlocal-councils-play-an-imp/1467715675144364/>

#### Access

Licensing for 'manually propelled vessels' - <https://www.bristol.gov.uk/bristol-harbour/leisure/use-a-kayak-stand-up-paddleboard-sup-canoe-rowing-boat-or-sailing-dinghy-in-bristol-harbour>

To note is the severely restricted access from the harbour to Ruswarp weir, with entry and exit points in private ownership and therefore subject to trespass laws in the main. Paddle UK, the National Governing Body for paddlesports has a campaign on this topic - <https://paddleuk.org.uk/clear-access-clear-waters/>

#### Facilities

Scarboroughs 'Watersports Hub' - <https://www.thisisthecoast.co.uk/news/local-news/new-water-sports-hub-for-scarborough/>

Liverpool Docks - safety/permit and facilities - <https://liverpoolwatersports.org.uk/about-us/>

A final point -

This strategy provides a real opportunity for the community to benefit from an unrealised asset for health & wellbeing activities and environmental activities, both in the water and within the developments around the harbour. A 'pivot point' for our deindustrialised, climate change affected communities to transition more justly into different ways of engaging with and benefitting from our marine environment.

-ENDS-

NOT RESTRICTED

# SCARBOROUGH

## TOWN COUNCIL

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### **Council's Response to North Yorkshire Council Harbours Strategy (2026–2036)**

Scarborough Town Council welcomes the opportunity to respond to the North Yorkshire Council's Harbours Strategy and recognises the importance of establishing a clear long-term framework for the management and development of the harbour.

The Council supports the overall ambition to ensure safe, sustainable and economically viable harbours, and acknowledges the challenges inherited by North Yorkshire Council as the Statutory Harbour Authority.

However, the Town Council considers that, in its current form, the Strategy does not yet provide sufficient clarity, confidence, or direction to deliver those ambitions. It is important that further work takes place on the Harbour Strategy to ensure it fully reflects the operational realities of Scarborough harbour, the experience of its users, and the scale of future opportunities.

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#### **1. Engagement and Consultation**

The Harbour Strategy is written in technical, policy-heavy language, limiting accessibility for harbour users and the wider community. As a result, it reads as an officer-facing document rather than one designed to support meaningful public engagement.

The Town Council does not consider that consultation to date has been sufficiently inclusive or representative of the harbour community and the process has not enabled meaningful engagement. The format of online responses in particular is restrictive and does not allow respondents to fully express alternative views.

The Town Council recommends that engagement:

- Provides clearer, more accessible materials (including plain English summaries)
- Allows more open-ended responses
- Includes direct, proactive engagement with harbour users

It is recognised that harbour users can be a hard-to-reach group due to working patterns. A Stakeholder Engagement framework should therefore be adopted to provide meaningful informational input, including informal, on-site and early-morning engagement where appropriate.

This aligns with good governance expectations that harbour authorities engage openly and effectively with a wide range of stakeholders.

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## 2. Stakeholder Representation

The Town Council remains concerned that harbour users—particularly those actively working within the harbour—are significantly underrepresented in current management and engagement structures, including Harbour User Groups.

There is a clear and widely held perception that only a limited number of stakeholders have been involved, creating a risk that the Strategy does not fully reflect the range of local views and operational realities, especially from those who use the harbour on a daily basis. This risks creating a disconnect between strategic decision-making and local users.

As a result, there is concern that key practical, safety and commercial considerations may not be fully understood or reflected.

Essential to a safe, sustainable and economically viable harbour is a stronger and more meaningful voice for harbour users, to ensure that decisions are informed by local knowledge, operational expertise and the lived experience of those who depend on the harbour.

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## 3. Role of the Harbour – A Working Harbour First

The Strategy does not provide sufficient clarity on the future role of the fishing and marine industry.

The Strategy would benefit from a clearer and stronger emphasis on the harbour as a **working harbour and economic asset**.

Scarborough Harbour supports:

- Fishing and marine industries
- Commercial and leisure boat activity
- Tourism

These uses must be carefully balanced, but priority must be given to sustaining and strengthening the harbour's core economic role, particularly supporting fishing, marine industries, and wider commercial and leisure boating activity.

There is concern that elements such as increased retail, parking or food/café provision could displace core harbour activity. The Council wishes to see a more explicit commitment to:

- Protecting and strengthening working harbour uses
- Recognising the harbour's historic character
- Developing "harbour tourism" that showcases a working port environment

#### **4. Economic Opportunities – Offshore Wind, associated vessels and Marine Servicing**

The Town Council strongly supports recognition of the opportunities presented by offshore wind, marine servicing, crew transfer and guard vessels. However, it strongly feels that the current strategy significantly understates the scale and potential of these sectors for Scarborough, particularly as this appears to be based on information from 2023<sup>1</sup>, when much may have changed since then.

To provide confidence and direction, there is a clear need for a robust, independent and evidence-based assessment which:

- Sets out the realistic scale of opportunity for Scarborough for all of these and other possibilities
- Identifies the level of investment and infrastructure required to support the scale and growth needed to support these opportunities
- Clarifies how Scarborough can best position itself competitively within the wider coastal and regional offer

Strengthening this section with a clearer and more ambitious evidence base would greatly enhance the Strategy and ensure that these opportunities are properly understood and pursued.

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#### **5. Delivery and Implementation**

A consistent concern is the need to move from strategy to delivery.

The Council recommends that the Strategy is swiftly supported by:

- A clear delivery plan
- Defined priorities and outcomes
- Realistic timescales
- Regular public reporting on progress

It is essential that harbour users, as well as tourism and leisure stakeholders, are meaningfully involved in shaping the delivery plan itself, including the setting of priorities and desired outcomes.

Engagement at this stage is critical to ensure that what is taken forward is practical, deliverable, and aligned with the needs of those who rely on and contribute to the harbour's day-to-day activity.

The Town Council strongly considers that progress must now be visible and timely.

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<sup>1</sup> North Yorkshire Council Report "Beyond the Shoreline March 2025" p.26

## 6. Infrastructure and Operations

The Town Council welcomes recognition of infrastructure challenges but considers greater emphasis is needed on **practical operational requirements**, particularly:

- **Dredging**, which is essential for safe navigation and cannot rely solely on predictive data, such as predictive data, such as tide levels, which are not always accurate
- Facilities that directly support harbour users and marine activity

There is also a need to ensure that technical data (such as bathymetric information) reflects real-world conditions experienced by users.

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## 7. Communication and Transparency

Improved communication between the Harbour Authority and harbour users is essential to building trust, supporting safe operations, and enabling effective decision-making.

At present, communication is not consistently clear, timely, or accessible to harbour users. This is contributing to uncertainty around proposed developments, limiting the sharing of relevant technical information, and undermining confidence that users are fully informed.

Examples raised include:

- Limited awareness of available technical solutions or infrastructure options
- Inconsistent or unclear communication regarding proposed developments and changes affecting harbour operations

The Council considers that more proactive, two-way communication is needed. This should include:

- Early engagement on proposals, before decisions are finalised
- Clear, accessible explanations of technical information and its practical implications
- Regular updates on works, plans and operational changes
- Communication methods that reflect how harbour users actually receive and share information

The Council supports the development of a clear and proactive communications approach, ensuring information is shared in a way that is accessible, timely and meaningful to harbour users, and that enables constructive dialogue rather than one-way updates.

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## 8. Governance and Collaboration

The Council supports the Strategy's intention to strengthen stakeholder relationships but considers that this must translate into **genuine partnership working**.

Key expectations include:

- Clearer mechanisms for accountability
- Greater involvement of harbour users in decision-making
- A more collaborative and less fragmented approach

In light of recent legal matters relating to harbour governance, the Council also suggests the use of alternative dispute resolution mechanism, where appropriate.

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## 9. Looking Forward

Scarborough Harbour is a vital economic, historic and community asset. The Council believes the Strategy provides a useful foundation, but it must now be strengthened to fully reflect:

- The expertise and experience of local harbour users
- The realities of operating a working harbour
- The scale of future economic opportunities

A shared approach is essential. The Town Council supports a forward-looking position based on:

**“Delivering a sustainable and successful future for Scarborough Harbour through a collaborative, forward-looking approach, informed by local expertise and industry knowledge.”**

The Town Council is keen to work constructively with North Yorkshire Council to support this next stage of developing and delivering a Harbour Strategy that is clear, inclusive, and capable of achieving its stated ambitions for Scarborough Harbour.

## Whitby Boating Association

David Moore - Chair

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### North Yorkshire Council Harbours Strategy 2026-36 (Version3)

This is the Whitby Boating Association response to the consultation on the above document. The membership have a wide range of leisure vessels from yachts to small private fishing boats. We will centre our responses to the effect on Whitby harbour.

We welcome the strategy which contains many elements that, if implemented, will help to reverse the sad deterioration of Whitby Harbour. The strategy recognises the neglect that has led to this, which is not exclusively financial.

The document starts well with clearly stating the purpose of the strategy and setting out clear strategic objectives. WyBA members are all members of the leisure element of the boating community and at this stage our needs seem to be integral to the strategy. It is pleasing to see that Leisure is identified in objective 6 as a potential growth area. Unfortunately the remainder of the document makes little mention of Leisure and in some places seems complacent about the sector. The strategy provides the number of fishing boats but not the leisure boats. We are probably the largest sector by number of boats and perhaps even financially.

Obviously there are many references that will benefit all boat owners within the harbour but there is very little specifically to develop and grow the leisure industry as set out in objective 6. Perhaps it would be useful to create a number of bullet points to give our perception of where the strategy is useful to leisure users and where it isn't

- Looking at the swot analysis strengths are identified as a "large leisure fleet" and a "good strategic location for visiting vessels travelling up and down the North coast". In weaknesses it does not identify the fall off in visiting leisure boats. Work needs to be done to identify why this is but speaking to the visitors who do arrive it tends to be restricted access due to the bridge and unsuitable waiting facilities in the outer harbour. The same is true when setting out on their next leg.
- Again in the SWOT analysis opportunities identify a "significant waiting list for leisure berths". If this is so why are there so many vacant berths on the pontoons? It is in all our interests to maximise occupation levels as it creates a stronger atmosphere on the pontoons. It would also be useful to know why boats are leaving. If a survey is carried out when someone gives up their berth the results have never been shared. Obviously when WyBA members move on we do get feedback and often if they are moving to another marina it is because of dissatisfaction with Whitby. Common reasons are lack of adequate car parking even when

you pay for a permit. Attitude of staff when problems arise and restricted access to the sea because of the bridge.

- There is mention in weaknesses of “poor reputation with users.” We are pleased that this has been recognised but to address it users need to see more of the harbour staff and feel that it is worth raising matters with them. To often I hear “I haven’t raised it because nothing will be done”. Some examples: A number of people reported an intermittent fault on the exit gate to the west pontoon. It was not until someone was unable to get out and had to be rescued that anything was done. I found that the electricity point for my boat had been replaced as part of the upgrade. Unfortunately either the unit was faulty or the electrician had fitted it incorrectly. It took 5 weeks for it to be put right. To give him his due the marina attendant was very embarrassed by the lack of response. Unfortunately we could list many more examples. It will take time, a change in procedures, attitudes and more openness to change this.
- Objective 2 is crucial. It identifies the need for communication and consultation at all levels so that the harbour users feel part of harbour decision making and are not just having things imposed on them. It is useful to have the Harbour User Group but at present it is merely a series of reports some of which are out of date. This used to be called a consultative group and would fulfil a much more important purpose if it was used as such. However that is not enough there are harbour users who are not members of the groups represented and therefore do not get any feedback. Direct communication is so easy now with the Harbour Office having everyone’s email. Significant things can be put out without much effort. As an example I read in the news the other day that the dredging licence for Whitby had been altered. Boatowners would be very interested in this and appreciate it as a communication from the harbour authorities.
- Objective 3 could certainly help but in our view does not go far enough. If you are going to “drive up commercial viability” you have to address customer satisfaction about what they are getting for their money. This will lead to greater occupancy of berths and the possibility of further development particularly of the leisure sector. Currently the berthing agreement that we sign each year is a list of rules, regulations and must do’s together with the penalties. We sent a copy to the Royal Yachting Association legal department a few years ago and their response was that it contained nothing about what the harbour had to do for the users but plenty of get outs for not providing the expected service. We can’t comment on what the commercial boats require but this is not a new issue for leisure marinas. The Yacht Harbours Association run a Gold Anchor scheme which is designed to “assess facilities, operations and customer service.” They also provide “a business health check using well researched criteria to identify areas for improvement and provide an action check list which informs and motivates marina staff to raise standards”. The costs involved in joining the scheme may be prohibitive but there is probably enough information available online to allow self-implementation.
- Objective 4 certainly describes a more proactive approach to infrastructure than we have been used to. Dredging is critically important to encouraging more use of the harbour. The situation regarding licence renewal cannot be allowed to happen again. We have been very fortunate to avoid any serious incidents as a result of the extreme silting. The other issue covered here is the provision of diesel. Leisure craft effectively have no fuel point available to them. The provision in the outer harbour is unsuitable for most leisure vessels and the fuel

tank in the marina car park is not in operation. We cannot wait until the end of the lease in 2032 for this to be resolved. It could be another factor in the number of Dutch boats visiting. For many Whitby was their first and last port of call in the UK. Filling up with fuel before and after a long passage is a necessity.

- Objective 5 does show vision about how facilities can be improved and expanded and therefore has much to recommend it. There is however one major obstacle to making this vision work and that is the obstacle to free navigation i.e. the bridge. The chances of attracting vessels involved in “the offshore renewables supply chain” is not just a matter of improving dredging depths it is also dependent on removing the obstacle of the bridge. Supply vessels tend to operate on a timetable rather than being tide dependent. The bridge therefore must operate when they need it in the same way as the dredging work requires. The idea of providing new pontoons in Whitby marina for deeper keeled vessels is a good one. These will no doubt be larger vessels and could contribute well to the financial viability of the harbour but we doubt that this type of vessel would be attracted to Whitby with the current bridge arrangements. The whole issue of bridge openings needs a complete rethink. We can clearly see that underuse of extra bridges was not a good use of resources but equally the bridges are manned in the middle of the night and statistics show that they are very rarely used. In bad weather there will be whole 4 hour shifts that do not see a single opening. This could be for a number of days. The present system is extremely wasteful of manpower and finances. What is needed is a fundamental review of how the bridge can be operated to allow freedom of navigation rather than being a navigational obstacle for two thirds of the time. The easy route is to leave it as is but if the vision for a vibrant fishing, commercial and leisure port is to be realised something has to be done. The first stage is surely to proactively look at methods of achieving the necessary flexibility.
- In objective 6 the leisure boats are mentioned in the objective but none of the action points address the leisure group.
- Objective 7 states that the Harbour Executive will consider fees and charges in the autumn. We welcome this as it has long been a bone of contention that berth holder were being asked to sign their new contracts before knowing how much it will cost them. We accept that they may need to sign them before the Council Budget setting meeting but at least the recommendation will be known in good time.
- Objective 9 – As you know Whitby advertises a marine toilet pump out facility. Has this ever been used? Certainly, the size of vessel that is likely to contain a marine toilet and holding tank would have extreme difficulty getting alongside it. Should this be an action point or do we just rely of owners observing the discharge ban whilst giving no alternative.

In formulating this response we have tried to put forward constructive suggestions to improve an already helpful document. The Leisure users want to see improvements that will not only improve their personal enjoyment of their chosen hobby but also the reversal of the decline that they have experienced in the harbour in general. Certainly, WyBA would like to play our part in realising these aspirations.

# WHITBY YACHT CLUB



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## DRAFT HARBOUR STRATEGY 2026 -2036: CONSULTATION RESPONSE of Whitby Yacht Club

### Preliminary comments

1. We have submitted a preliminary response already, in order to advise your Area Committee. This is attached at **Appendix 1**. This full response expands on those points and adds others.
2. Just to repeat, we represent a significant body of harbour users in Whitby, and the Harbour Users' Group is presently chaired by one of our members. We were founded in 1932 and are a Community Amateur Sports Club having as our principal objective the promotion of community participation in the sport of yachting. We consider ourselves a consequential stakeholder with significant experience and qualifications amongst our members of maritime issues and we would be delighted to share that knowledge and experience with the SHA in shaping its forward planning. Our comments on the document are aimed at serving the public interest in the harbour.
3. Again, we are pleased that NYC see fit to promote a strategy for Whitby harbour and we wish to support its success. Unfortunately, the plan attached to the strategy to define the area covered by it doesn't include any of the water in the harbour and your mission statement doesn't even mention the people who use it.
4. Nonetheless we aim to give a constructive response. We summarise our suggestions later.
5. The strategy lacks focus and measurable outcomes. Where it does aim to support leisure boaters, it should focus on dredging, access, and shoreside facilities, with specific targets in mind. Whilst there is little we disagree with in the content of the Strategic Objectives and action points, there is a great deal that we think is missing.
6. One immediate drawback of the draft strategy is that it has been published without any page or paragraph numbers. This does make it difficult to respond. If we need to refer to a particular page in this response, we will do so by reference to the page of the .pdf.

**Scope – port/harbour limits and harbour assets**

7. We are unclear, spatially, as to the extent of the draft strategy as it applies to Whitby. The plan of Whitby Harbour at the end of the document appears to exclude nearly all water within the harbour. It also excludes the bridge. It also excludes the wider area of the Port.
8. Obviously we contend that the bridge is not a harbour asset (as agreed by the High Court) although we do say its openings are at the behest of the Harbour Master, and these openings are a main issue considered below. If the bridge openings are not to be considered as part of the strategy, then the strategy should expressly say so.
9. What we are most keen to avoid is for the strategy to make no mention of the bridge opening schedule and for this fact then to be used to avoid any consideration of the issue for the next 10 years. In reality, the strategy cannot be remotely intelligible unless it considers how the harbour may be accessed. We will turn to this below.
10. The 1879 Act defines both the Port and the Harbour. The Council have succeeded to the Port and Harbour Trustees referred to in that Act. You will be aware of that, but for the benefit of anyone else reading this, those definitions are as follows:

[42 VICT.]      *Whitby Port and Harbour Act, 1879.*      [Ch. xix.]

**5.** The port of Whitby shall, for all purposes of this and the recited Act and of any other Act relating to the harbour of Whitby, extend over and along the seashore for a distance of one mile and a half westward and one mile eastward from the existing lighthouse on the northern extremity of the west pier of the harbour, and to a distance of two miles seaward from and co-extensive with that portion of the seashore, and shall include all places where the sea flows and reflows within those limits, and all the lands, buildings, and works within or near to those limits from time to time vested in, or belonging to, or under the control of the Trustees.

A.D. 1879.  
Limits of  
port.

**6.** The harbour of Whitby shall, for all purposes of this and the recited Act and of any other Act relating to the harbour of Whitby, comprise and include all parts of the port within and above the existing piers and works, and such piers and works, and all alterations, extensions, and improvements of the existing piers and works, and all such parts of the port as shall hereafter be comprised and included within such alterations, extensions, and improvements.

Limits of  
harbour.

11. Your duties and powers under section 36 of the 1879 Act then refer both to the Port and to the Harbour. Whilst the bulk of the strategy will inevitably be related to anything above the piers, we do wonder why the Port at large has been omitted from consideration. It appears particularly relevant to Strategic Objective 8 concerning water quality. Your website refers to the Port limits when setting out your pollution control functions. It might also affect, for example, the capacity in which you may make any particular byelaws affecting the beach.
12. We would therefore ask you to consider the accuracy of the harbour plan appearing at the end of the document. If the strategy is not intended to cover the wider Port area, it should say so, and why.
13. The reference to a 'North Yorkshire Ports' brand suggests that you do intend to encompass the wider Port area within the draft strategy. We suggest therefore that it is accompanied by an accurate plan of the port limits. That wider Port area would require consultation on the strategy with beach user groups such as the surf school and open water swimmers who are not presently represented on the Harbour Users' Group.

#### **Time period of the strategy, and measuring success**

14. We couldn't see any explanation of why you have chosen a 10 year strategy. This doesn't seem to tie in with any other Council strategy period – you refer to the Council plan which covers only a four year period. Although referring extensively to renewables, we couldn't see any connection made with the North Sea Future Plan or with Great British Energy. Nor is the evidence base properly explained. As a business plan period, it's too long. As a genuine strategy period, such as a Local Plan, and in the context of assets that have lasted and need to last for generations, it's too short. Some explanation of why a 10 year strategy is thought appropriate should be given, because this in itself is a point requiring consultation. The 'Vision Statement' itself refers to ensuring the future of the harbours for generations to come.
15. We think what is required is a short and long term business plan that seeks to achieve the SHA's purpose and not to over think or expand the vision to cover matters that are not part of its legal remit, eg the creation or safeguarding of public spaces, protection of heritage. The business of running the Harbours is vested in the Council but nevertheless it is a business. The Harbour business takes place within the context of its setting and like any well-run business it will have regard to its neighbours and its environment in making its business decisions, but those matters are not the main drivers of the business plan. Indeed including such matters may leave the strategy vulnerable to challenge. Alongside a business plan would be the financial plan and without some form of short term and longer term financial projections the strategy is full of good and general intentions but no substance.
16. It also doesn't really say where you want to be in 10 years' time. None of your Strategic Objectives provide much in the way of measurable targets. If this is a 10 year strategy, then what do you want Whitby Harbour to look like in 10 years' time? We address this further below.

## **Vision and Mission Statement**

17. The local Act of 1879 sets out very clearly in section 36 the purposes of the harbour authority, which are to do everything necessary to protect, preserve, maintain and improve the navigation and use of the harbour and to render it safe and commodious. The 1847 Act requires an open port. These must be the aims of your strategy.
18. Your previous strategy of 2008 referred to the Ports' setting and lands as being desirable development opportunities and stated that these must be carefully exploited but without prejudice to the status of the Ports or their users. There is now no reference at all to users in your draft vision or mission statement. This is a startling omission.
19. We think your vision and mission should incorporate the subordination of all other aspirations to the achievement of your statutory objectives under the 1879 and 1847 Acts to provide a safe and accessible harbour and port.
20. We also think that your vision should set a clearly focussed and measurable overall outcome for the strategy (along the lines of Leeds City Council's "Best City" ambition). For example, Royal Quays Marina has as its ambition to consistently win "Coastal Marina of the Year" at the Yacht Harbour Association's awards ceremony (which it usually does). Why not adopt something that is more tangible and relevant to its users such as "Best Harbour on the East Coast". It would then be more practical to make best practice comparisons with other harbours and set SMART objectives and priorities.
21. In summary the strategic objectives should be aligned with the legal purpose and function of the harbour, focusing on its users' needs which are primarily concerned with safe moorings and navigation and unrestricted access as far as reasonably possible.

## **Governance**

22. Your section on Governance and Legislation doesn't appear quite accurate.
23. The 1847 Act to which you refer contains the provisions you say it does (although there is local legislation on most of those issues) but it also contains the crucial provisions of section 33. That is your duty to keep the harbour open. You do not refer to the open port duty as a legislative requirement, but it is a key provision in harbour legislation and complying with it must be the principal aim of your strategy.
24. Similarly the reference to the 'Local Harbour Acts' refers to the various powers of the harbour authorities to manage infrastructure, collect dues and regulate activities, but it makes no mention of your obligation to do everything necessary to protect and preserve the port and harbour. On reading this section about legislation, one obtains the impression of a raft of powers and regulation, but nothing of 'why'. We would commend re-drafting this section to make it clear that your statutory purposes are, as they must be, the key driver of your strategy.

25. You say in the Introduction that the harbours are “governed” by the Harbour Executive. This is thoroughly misleading. The Harbour Executive is an elusive body of officers who don’t even appear to keep minutes. It cannot be tasked with providing strategic direction as to harbour development over the next 10 years. That is the role of the harbour authority itself, not the officers to whom functional oversight is delegated.
26. The Council’s Executive Committee appears to perform the role of the Harbour Boards but it also appears to be too remote and ill-informed about its harbours. Reports to it on Harbour matters tend to be few and they mix up the roles and responsibilities of the Executive in running Local Government in contrast to running a ringfenced business unit such as a harbour. They are not the same.
27. We should also clarify that we are strongly in favour of elected Members being in control of decisions on the harbour. The enabling Acts permit the formation of Harbour Boards from elected Members with invitations being issued to experts and stakeholders to join them.
28. We think that Strategic Objective 2 should include a commitment to review the governance arrangements for Whitby Harbour. We are not sure why the previous Harbour Board was disbanded. We referred in our summary response to the provisions of the 1905 Act and the DfT Guidance about this.
29. We would commend the examples elsewhere of Council-owned bodies where independent members bring expertise and value to governance, such as NYNet. We would commend the Cornwall Council’s Harbour Revision Order of 2023, with a Board of half independent members (art 7) and also putting the harbour users’ groups on a statutory footing (art 13): [The Cornwall Harbours Harbour Revision Order 2023](#).

## **Dredging**

30. The strategy appears to recognise that deep water moorings will result in flexibility and choice for the harbour. The advertised depth of the channel is 1.4m below datum, which is supposedly shallower than any moorings which are all said to be at least 1.5m below datum.
31. You should aim to dredge a deeper channel. Because of what we say about access below, if you agree with our reasons on that then the harbour channel should be dredged to the depth of any mooring. We are not clear why the spoil quantities taken have reduced so dramatically over the past few years (licence issues aside).
32. We are very sceptical of the proposed action point 5 under Strategic Objective 3 to bid for external contracts for the dredger. As your overview of Whitby Harbour states on page 11, the siltation in the harbour places “a constant demand upon the harbour’s dredging operation”. Waving goodbye to the ‘Sandsend’ for months on end while she breaks down somewhere else is a recipe for disaster. If you are going to retain that action point at all, it must be with stringent safeguards in place including a ‘Plan B’ for when Whitby loses depth and you have no dredger here.

## Access

33. We are very disconcerted that the draft strategy does not recognise the restricted access to and from the upper harbour to be an issue for consideration, given the concerns we have raised with you over the past year. This issue of access to the upper harbour was raised as a significant concern by the Whitby Harbour User strategy working group at its only meeting, held in 2023. It is relevant to almost all of your draft Strategic Objectives and is highly relevant to the effective discharge of your statutory function of providing a safe and accessible harbour.

### *The Bridge*

34. There is no navigational reason for the current bridge restrictions of every HW+/-2 hours. If the harbour is dredged properly, the depth of water is not an obstacle to most navigation at any state of tide. There should be well over 2m of water depth at all but the lowest tides.

35. In 2025, there were 5 low spring tide events when the water in the harbour could be expected to be below 2m. They were 1-3 March (lowest depth 1.81m, around midnight); 29 March – 1 April (lowest depth 1.74m, around midnight); 28 April (lowest depth 1.94m at 2334); 9 & 10 September (lowest depth 1.94m around noon); and 8 October (lowest depth 1.94m at 1132).

36. The bridge logs reveal a huge demand for daytime bridge openings in the summer, and very little demand overnight, especially in winter. We suggest that the Harbour Users' Group is put to task on devising a bridge opening scheme that suits all harbour users, and that the draft strategy should seek to achieve a Harbour Revision Order to this end.

37. Please find attached at **Appendix 2** the bridge logs record put into an Excel summary spreadsheet. We have inputted all the openings as sent to us as a result of our recent FOI request, compared these against the high tides for each day and a full pivot table is available.

38. The attached graphs show the number of bridges used for each month (the data for December 2025 is only partial) over the whole two years, according to the time of day they were taken.

39. In terms of availability, there are around 710 high tides (so bridge windows) each year, so 1.945 each day – the average time between high tides is 12h20m. The bridge windows are not quite 4 hours – they are a maximum of 3 hours and 40 minutes (your own worked example on your website says the first bridge will not be until 12 minutes after the bridgemen come on shift). This means that the bridges are available just under 30% of the time. The harbour is effectively closed for business 70% of the time.

40. For any hour, this translates into an average maximum of 22 available bridge openings on your current schedule, over 11 days (because it opens every half an hour, when it does open) each month. The theoretical maximum might be 27, but this would be very rare, needing a high tide at 0200 on the 1<sup>st</sup> of the month. It would be fewer than 22 for shorter months.

41. Therefore the y-axis shows up to 24. The x-axis goes from 0 to 23, representing each hour beginning with 0000 and ending with (the start of) 2300.
42. From this you can see the take-up of bridges against the availability of them. The graphs appear to show that every available bridge between 0500 and 0559 in the months of April and August 2025 was used by at least one boat. Other maximum, or near-maximum, availability was used between 1600 and 1700 in August and September 2024. It shows that in July 2024, at least half of all available bridges between 0400 and 1959 were used (and at least half in each hourly window except for 0600). The same is true for July 2025.
43. By contrast, the graph shows that in 2025 only two bridges were used in the entire year between 0100 and 0200 (in March and again in August). The same is the case in 2024 (in July and August). That is against an available number of bridges of around 264 (22 x 12) for that hour of the day in each year.
44. The picture therefore is of take-up of bridge availability at one o'clock in the morning of less than 1%, and take-up of bridges at around four o'clock on a summer afternoon of nearly 100%.
45. Because the information released to us was so heavily redacted, we haven't been able to identify the types of vessel using any of the bridges or the direction of travel. This could be important data, because we are aware that the air draft of several vessels in the harbour is such that they can pass underneath the bridge at lower states of tide. Obviously sailing vessels are unable to do this, and so their need for the bridge to open is 100%. The bridge openings will not necessarily reflect the activity to and from the upper harbour as a whole; in fact we know they don't. The only (near) certainty is that any sailing vessel will need the bridge to open to get in or out of the inner harbour.
46. For example those vessels using the bridge at 0400 in the morning might be fishing vessels who only need the bridge at high tide (when there's not enough air draft to pass underneath it). It could be that they go out at 0400 every day, because at other states of tide they don't need the bridge to open. We just don't know, although feedback from them suggests that this is the case.
47. Nonetheless despite those shortcomings in the data set, we hope that on viewing this data and these graphs you can agree that the bridge opening schedule is ripe for review. The data suggests to us that a bridge opening scheme that is aligned to the latent demand would be transformational to the reputation and attractiveness of the harbour to mariners and should avoid wasting resources when the bridge is not required.
48. **Appendix 3** displays some of this same information in a different visual format, where the bridges taken are displayed against the relevant bridge availability windows (the black 'bars' identify the bridge windows, although we have not filled them in for every day – the general pattern is apparent).

49. Those graphs show a close correlation between bridges taken and the hours of daylight, especially at the end of the day. They also show a number of evening bridge windows where only the first one or two bridges of the window are used, suggesting that mariners have had to wait for them.
50. **Appendix 4** contains the full pivot table for all the data. Please note that the bar charts in that spreadsheet accommodate themselves to the data, so the x and y axes are different for each month as any 'zero' results are not shown at all.
51. We cannot stress too strongly how transformative we think it will be, if Whitby becomes known as a harbour that any sailor can get into (and out of) at most states of tide and find a safe mooring and pleasant facilities on arrival. At the moment it is something of a standing joke among leisure sailors.
52. We would urge you not to alight on these figures as an immediate cost-saving opportunity on the overnight bridges. For all the reasons we set out last year, mariners have every right to expect the bridge to open on reasonable notice. You could not possibly countenance changing the current practice, of the right to a bridge at every high water without the need to give prior notice, without extensive consultation and by achieving a Harbour Revision Order. That right has been the practice of the harbour for as long as anyone can remember.
53. Please find attached at **Appendix 5** a summary of some other tidal harbours or marinas where swing bridges need to open to allow access to some moorings. This is a snapshot, and a desktop exercise, but we hope it brings home to you just how different, and restricted, the bridge schedule is at Whitby compared to almost anywhere else.
54. The only really comparable ones, schedule-wise, are those at Fleetwood and at Peel, but that is for the sound navigational reason that each of the approaches dry out and they are impossible to get into at any state of tide other than high. That does not apply in Whitby to the craft nowadays using the harbour – certainly not if the channel dredging is properly maintained.
55. The general picture, from this very brief snapshot, is that bridges that are 'destinations', rather than gateways to busy harbours or initial ports of refuge from the sea, will require 24 hours' notice (*Tower Bridge, Baltic Millennium Gateshead, Norwich City*). Leisure harbour bridges may by contrast have a schedule of fixed opening times but obviously will only open if needed by mariners. More extensive openings in summer are common (*Weymouth, Yarmouth*). Bridges used by commercial marine traffic require relatively little notice or, if on fixed schedules, may have more extensive opening hours than their leisure equivalents (*Great Yarmouth, Lowestoft, Poole*).
56. We offer no particular view on what any schedule in Whitby should be – and any HRO should provide for some flexibility to allow changes as the demands of the harbour may change – but we are offering to try to move this forward by reviewing the openings with the Harbour Users' Group. We urge you to amend the strategy to provide for this review.

*Waiting facilities*

57. In the absence of an accessible upper harbour, there at least needs to be a safe and commodious lower one. There isn't. This matter receives no attention in the draft strategy which is another alarming omission.
58. Your website says that there is a waiting pontoon on the east side. There hasn't been one there for several years. The only pontoon in the outer harbour at the moment (apart from the lifeboat's) is our Yacht Club's own pontoon. This is largely unusable because of the lack of dredging, but it is anyway not available to the harbour authority to offer up.
59. Before the replacement waiting pontoon was damaged and removed, it was extremely dangerous. As one of our departing members has told the Harbour Master in explaining, amongst several reasons all related to the inadequacy of the harbour, why he is not renewing his mooring,

*The waiting arrangements are inadequate. The vertical ladder doesn't reach the pontoon at low water. The mooring lines of commercial boats across the access ladder is dangerous and needs stopping immediately. The pontoon is too small for the volume of boats that need to wait for the bridge.*

(Skipper of Drumbeat, 1 March 2026)

60. We would urge you to investigate the feasibility of a ramped waiting pontoon in the outer harbour where vessels may safely moor and crews may access shoreside facilities without putting themselves at risk. This might be seen as a complementary facility to the bridge opening scheme where people can safely access the shore and public facilities next to the bandstand.

**Other matters**

*Measurable objectives*

61. Many of our members have noted that the draft strategy contains very little by way of specific delivery targets. The strategy emphasises infrastructure improvement, commercial growth, environmental sustainability, and economic development. However, it does not provide specific details about how these goals will be achieved. Whilst leisure craft are identified as a major activity, there are no targeted plans or initiatives to support leisure users, and nor is there any information on improving or better accommodating the leisure sector.
62. An example would be 'action point' 2 under Strategic Objective 3 to ensure vessels do not remain static in the harbour. MCA inspections will not assist this in respect of all the floating second homes in the harbour. The action point is not measurable. There should be a specific aim attached to it, such as 'by 2036 X% of vessels moored in Whitby will put to sea at least X times a year' and then the action point could be (subject to legal constraints) to amend

mooring contracts in the marina to require every vessel to vacate their berth for at least X nights annually. Another action point could of course be to open the bridge.

63. Another example would be 'action point' 4 under Strategic Objective 5 to 'improve existing or provide new onshore user facilities building'. This is not an 'action' but, as you say in the preamble to that section, is an aspiration which is entirely dependent on obtaining funds.
64. On this Strategic Objective we would contest the premise that more infrastructure or property is necessarily required in order to grow harbour activity. Certainly the marina is distinctly underoccupied and even where occupied is underused.
65. There are so many improvements that could be made that do not require significant capital expenditure, things as simple as providing mops for the showers and loo brushes. A box on the pontoon where visitors can obtain access fobs. Altering staffing hours to reflect mooring needs in the marina, i.e. to coincide with bridge windows, until they are revised. We don't see any action points that are designed specifically to improve the customer experience.

#### *Capital Investments/projects*

66. The business-critical priorities relate to maximising the time the Whitby harbour is open for business. Therefore keeping on top of the dredging to ensure safe deep water moorings; increasing the scope of bridge openings making all of the harbour accessible and open for business and then keeping on top of critical infrastructure that provides for safe navigation and protection of the harbour. These are the fundamentals of the harbour that create the necessary conditions to attract increased maritime activity that brings income and investment.
67. There is a host of secondary priorities which add value to the harbour experience that will enhance user experience and the reputation of the harbour both nationally and internationally. Such projects will include on shore facilities, fuel berths, lifting, pump out facilities, dinghy pontoon, power supply and safe storage. There may of course be business critical infrastructure to commercial vessels such as ice, lifting and storage. However, without the basics of being able to get in and out of the harbour economic growth potential will be strangled together with investment and funding opportunities.

#### *Revenue Projects*

68. Revenue projects can add further value to the harbour experience. The draft Strategy seeks to improve the relationship with users and information and communications are key in whatever governance model is adopted.
69. Improved communications have been promised for the last 18 months at the WHUG.

*Screening for environmental effects*

70. As a strategy that extensively discusses infrastructure, that appears to set the scene for development opportunities around the harbours, and that has a whole Strategic Objective devoted to the environment, we are surprised there has been no screening exercise for either SEA or HRA. You will be aware that this is a requirement of policy and strategy documents produced by Councils.

*Other harbours*

71. This response mainly concerns the situation in Whitby. However, any efforts to improve the shoreside facilities in Scarborough would be supported by us as they are terrible.

72. A 'North Yorkshire Ports' brand should not be limited to a communications exercise. You should investigate the synergies between the two main ports of Scarborough and Whitby and ascertain how they may complement each other; and conversely whether there is really the critical mass to support significant 'optional' infrastructure in both ports. For example we wonder how much call there really is for another boat lift in Whitby, where there are 2 already (at Parkol and Coates'). We doubt there is the critical mass to support a boat lift in each harbour (action point 6 of Strategic Objective 5) certainly in the absence of seeing any evidence base or the potential availability of the necessary concomitant facilities particularly storage.

73. On the other hand there could be significant ways to support leisure users in actively using both ports, eg transferable moorings, access fobs to the pontoons and facilities set up to work in both harbours, for visiting cruisers perhaps a discount on moorings in one harbour if they have paid for a couple of nights in the other one. The Cornwall model provides for discounted harbour dues for leisure vessels between their own ports, and commercial marina companies (eg boatfolk) also have models of encouraging berth holders in one marina to visit their others by offering free moorings.

**Conclusion**

As we said in our note to your Area Committee, if the strategy seeks to satisfy the essential condition of a safe and accessible harbour then it could be transformational for current and potential users, incidentally unlocking significant economic and regeneration opportunities for the town. It should be amended to further this aim.

By way of recap, the particular amendments we exhort you to make are:

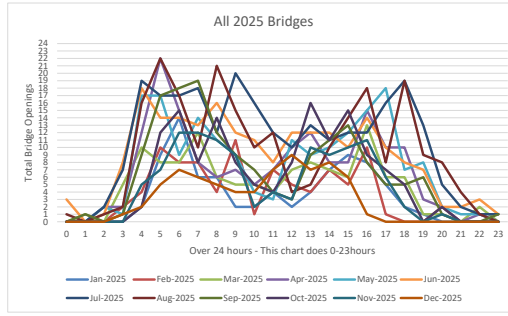
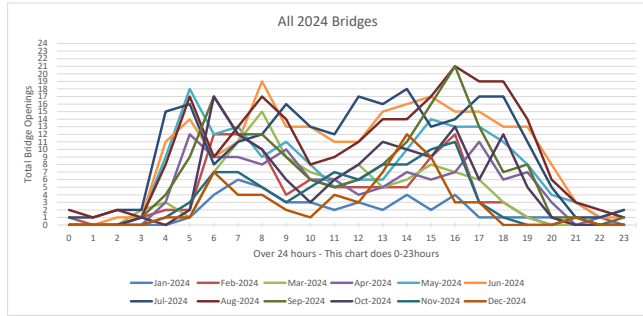
- Substituting an accurate plan of the limits of the port and the harbour;
- Explain why a strategy period of 10 years is appropriate, or reconsider this;
- Explain the evidence base for the strategy;
- Revise the vision and mission statement to reflect your statutory purposes;

- Set a measurable goal as the overall strategy aim;
- Revise the legislation section to reflect your statutory purposes, and omit reference to governance and strategic direction by the 'Harbour Executive';
- Commit to a governance review, in particular to involve independent members;
- Aim for a deeper harbour channel, commensurate with available mooring depths;
- Omit the proposal to bid for external contracts for the 'Sandsend' dredger, or if not then explain what your 'Plan B' is;
- Commit to a review of the bridge opening schedule and to achieve a Harbour Revision Order;
- Commit to investigating the feasibility of an accessible waiting pontoon in the outer harbour; and
- Commit, in relation to the 'North Yorkshire Ports' brand, to investigating the synergies between the harbours for leisure users and ways to encourage cruisers to visit both harbours.

Thank you for your time and attention in considering our response. Again, we do wish the strategy every success and wish to support it where possible.

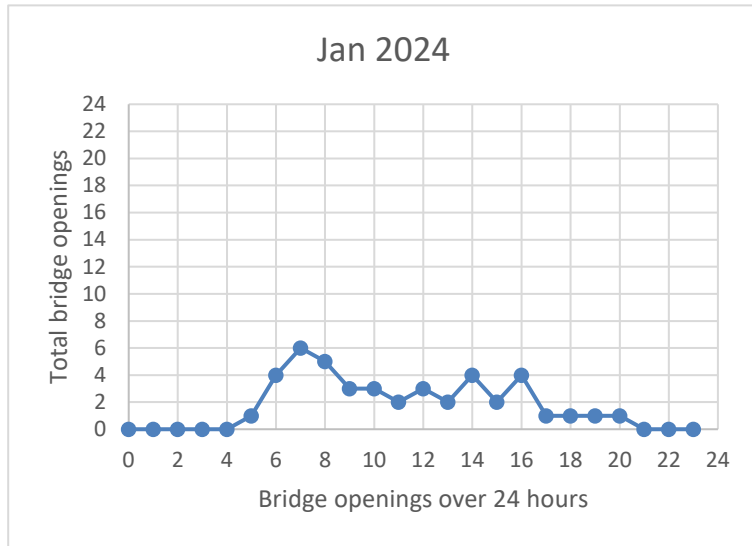
Whitby Yacht Club  
April 2026

| OpeningHour | Jan-2024 | Feb-2024 | Mar-2024 | Apr-2024 | May-2024 | Jun-2024 | Jul-2024 | Aug-2024 | Sep-2024 | Oct-2024 | Nov-2024 | Dec-2024 | Jan-2025 | Feb-2025 | Mar-2025 | Apr-2025 | May-2025 | Jun-2025 | Jul-2025 | Aug-2025 | Sep-2025 | Oct-2025 | Nov-2025 | Dec-2025 |
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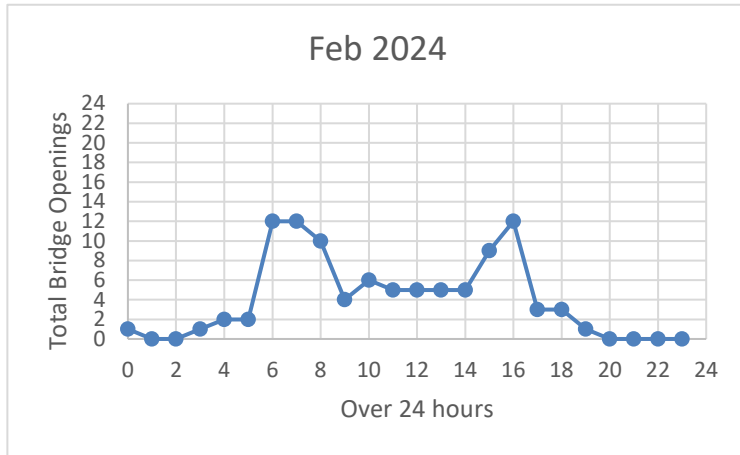


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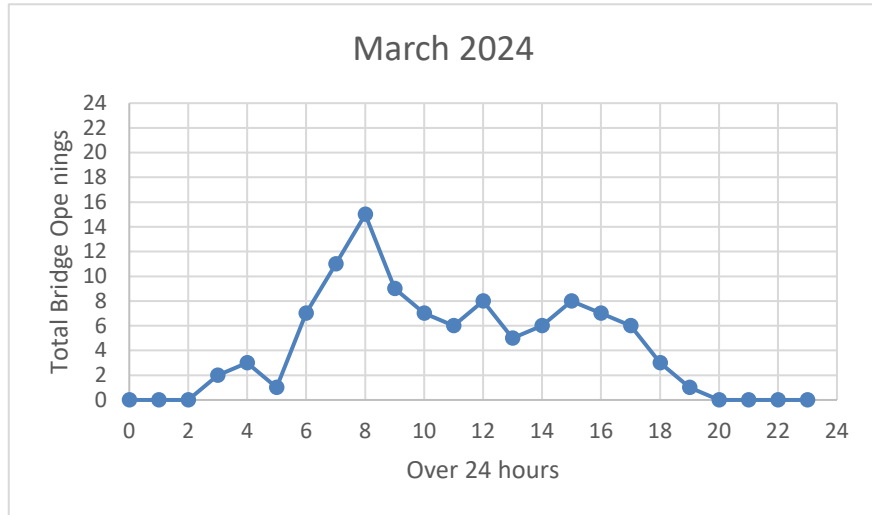
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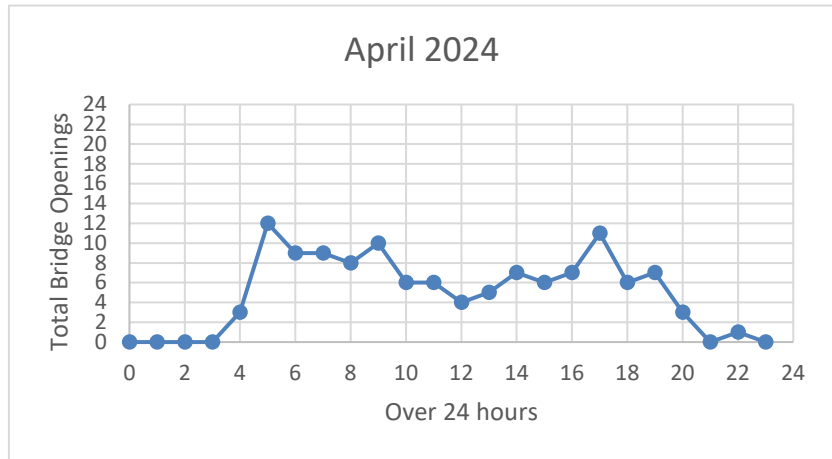
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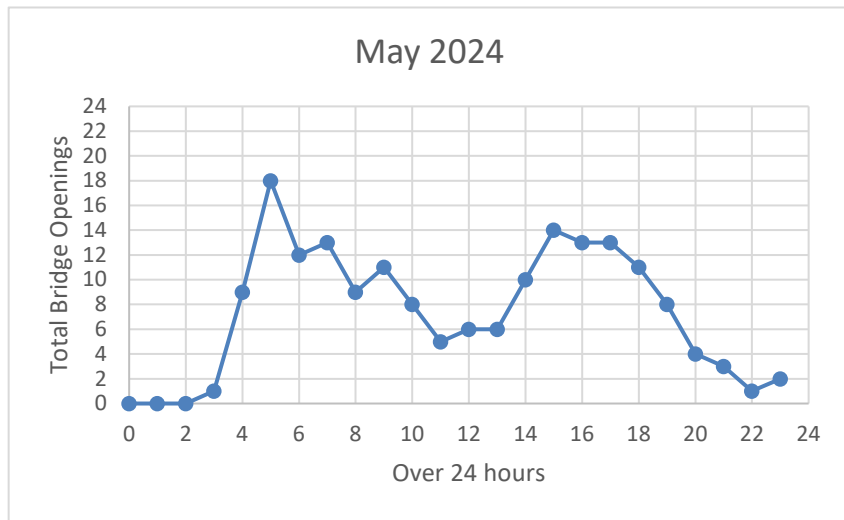
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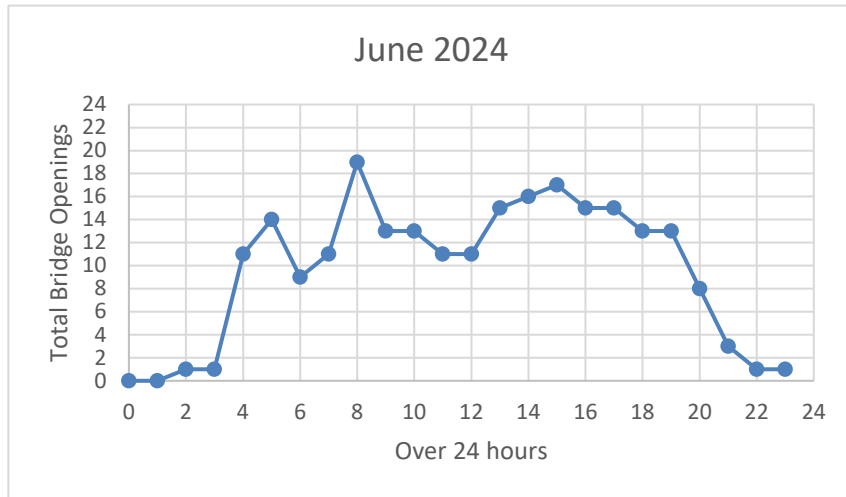
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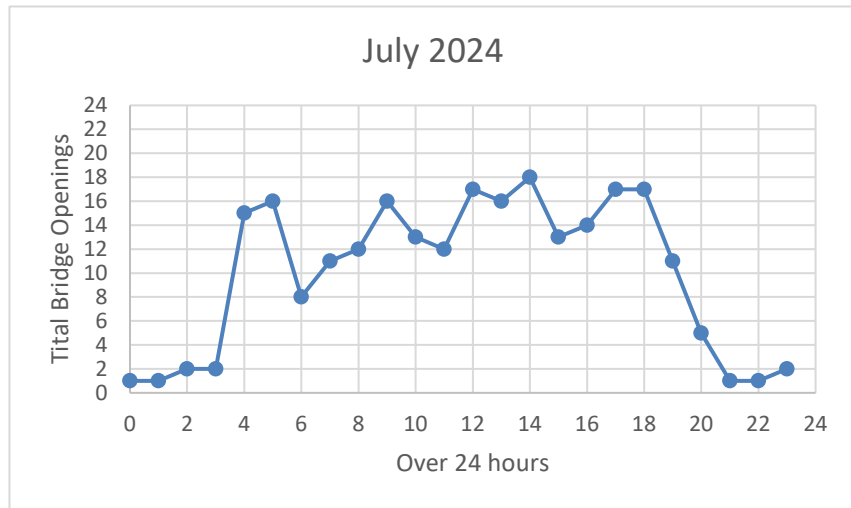
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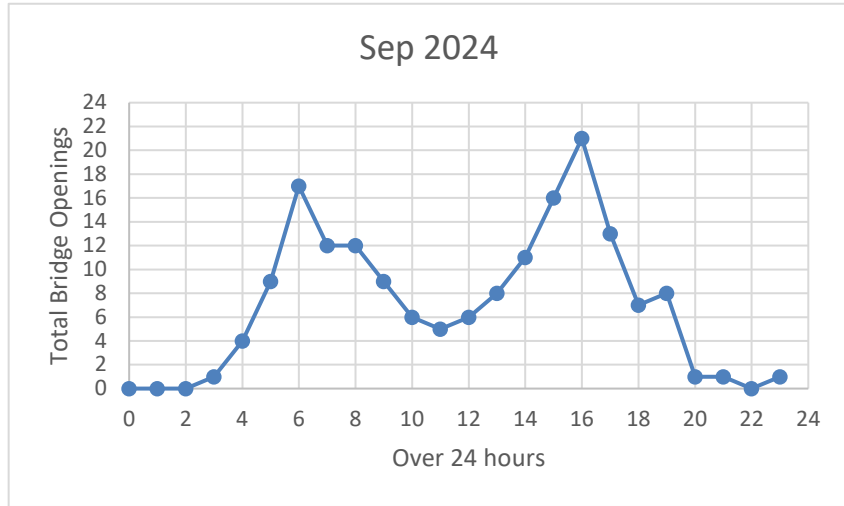
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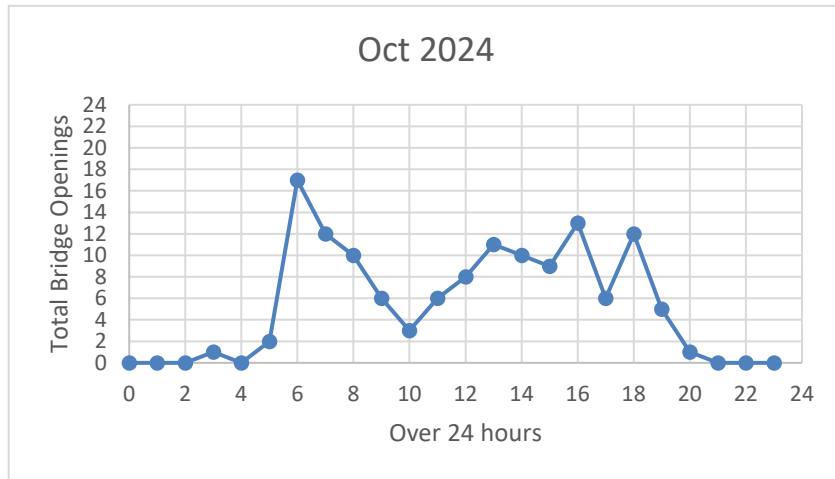
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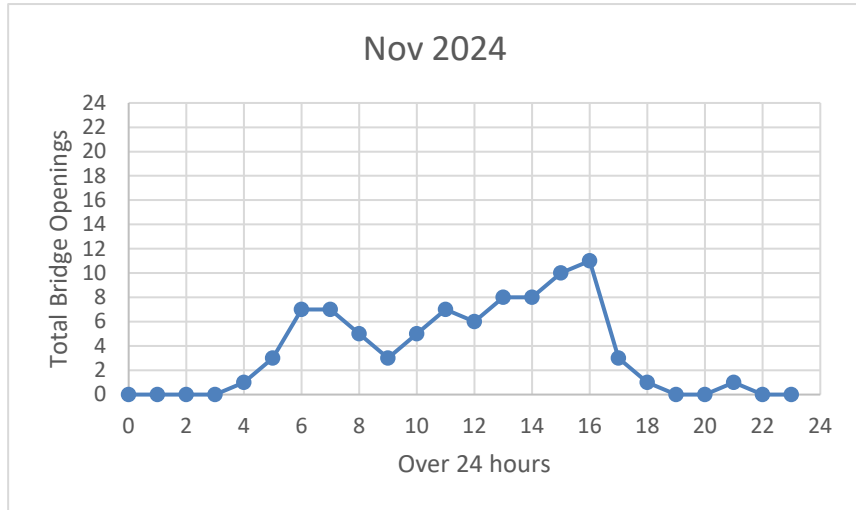
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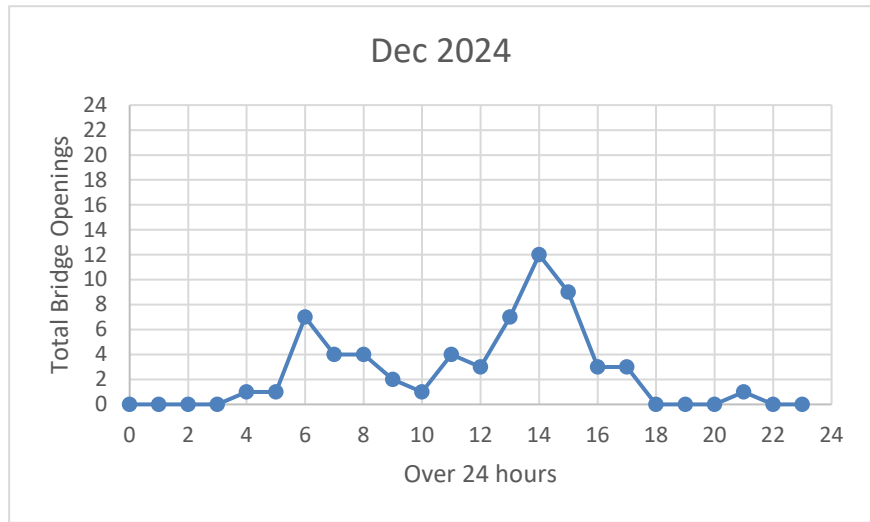
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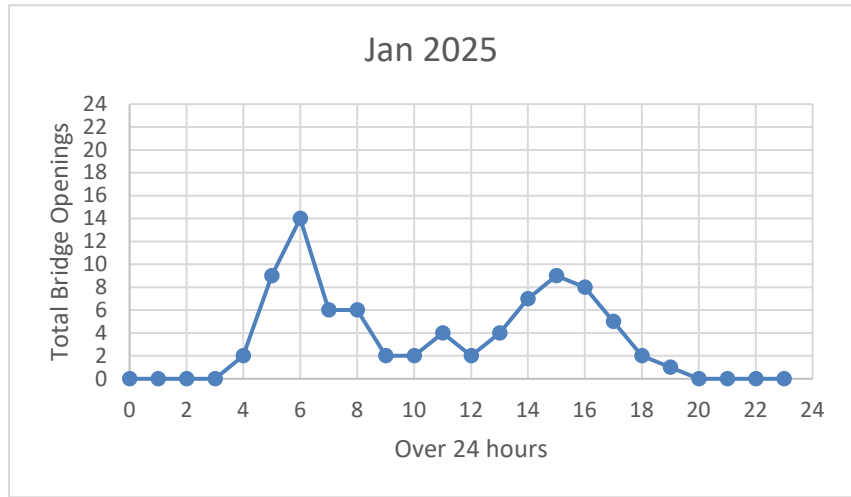
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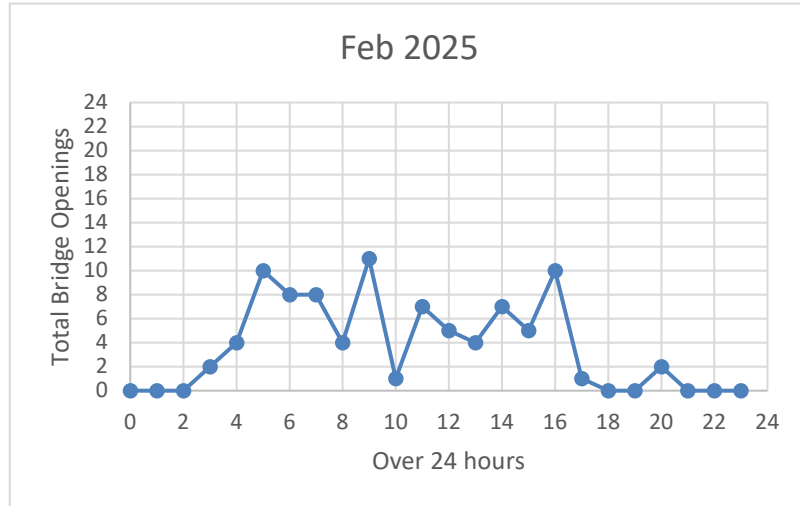
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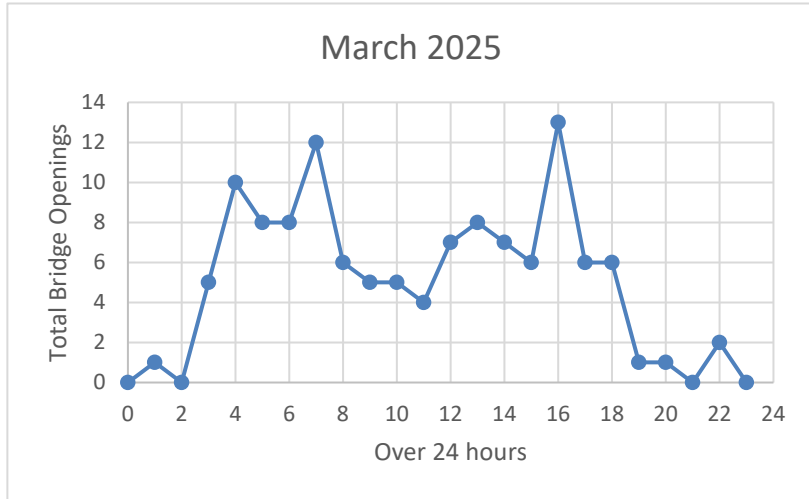
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| 6           | 14    |
| 7           | 6     |
| 8           | 6     |
| 9           | 2     |
| 10          | 2     |
| 11          | 4     |
| 12          | 2     |
| 13          | 4     |
| 14          | 7     |
| 15          | 9     |
| 16          | 8     |
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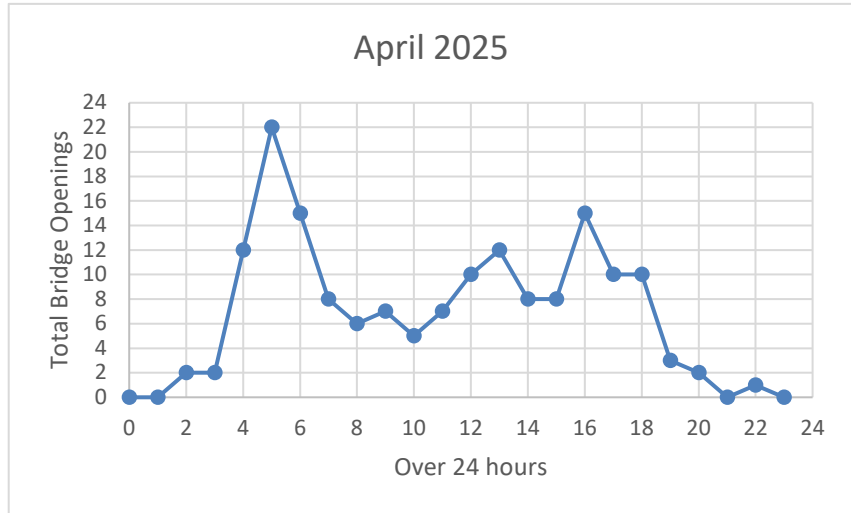
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| 4           | 4     |
| 5           | 10    |
| 6           | 8     |
| 7           | 8     |
| 8           | 4     |
| 9           | 11    |
| 10          | 1     |
| 11          | 7     |
| 12          | 5     |
| 13          | 4     |
| 14          | 7     |
| 15          | 5     |
| 16          | 10    |
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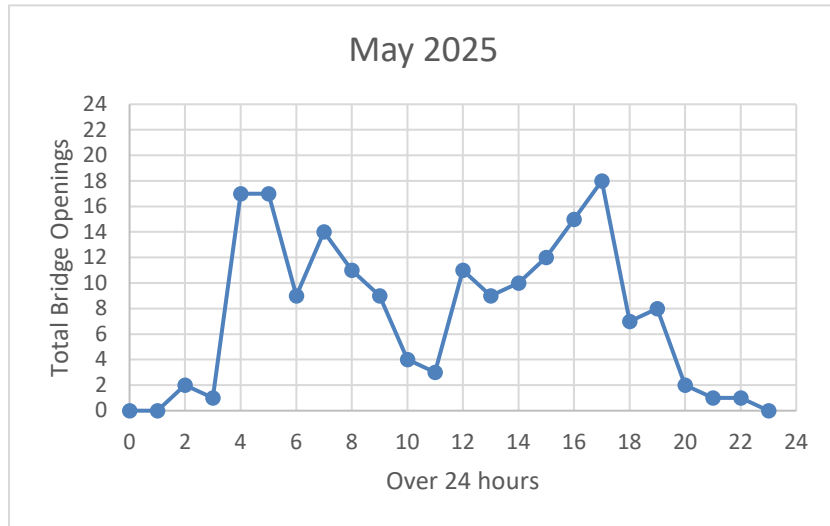
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| 6           | 8     |
| 7           | 12    |
| 8           | 6     |
| 9           | 5     |
| 10          | 5     |
| 11          | 4     |
| 12          | 7     |
| 13          | 8     |
| 14          | 7     |
| 15          | 6     |
| 16          | 13    |
| 17          | 6     |
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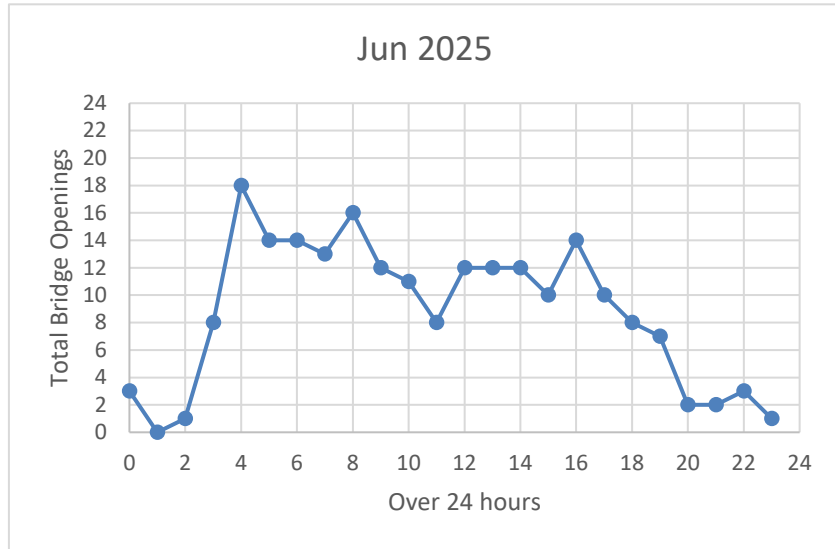
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| 3           | 2     |
| 4           | 12    |
| 5           | 22    |
| 6           | 15    |
| 7           | 8     |
| 8           | 6     |
| 9           | 7     |
| 10          | 5     |
| 11          | 7     |
| 12          | 10    |
| 13          | 12    |
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| 15          | 8     |
| 16          | 15    |
| 17          | 10    |
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| 20          | 2     |
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| 23          | 0     |



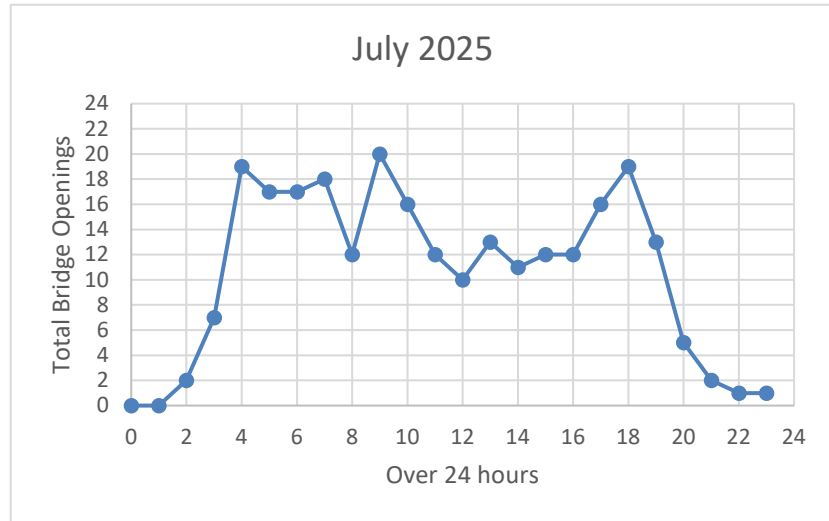
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| 15          | 12    |
| 16          | 15    |
| 17          | 18    |
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| 21          | 1     |
| 22          | 1     |
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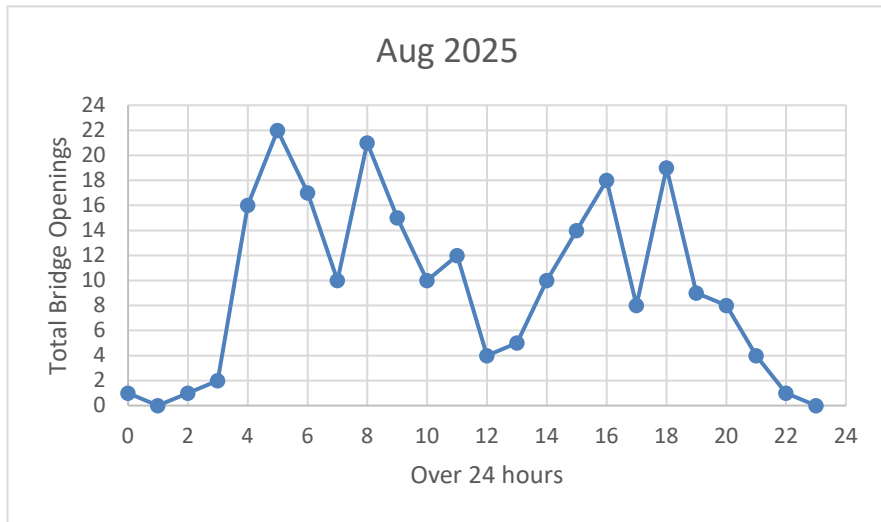
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| 7           | 13    |
| 8           | 16    |
| 9           | 12    |
| 10          | 11    |
| 11          | 8     |
| 12          | 12    |
| 13          | 12    |
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| 15          | 10    |
| 16          | 14    |
| 17          | 10    |
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| 22          | 3     |
| 23          | 1     |



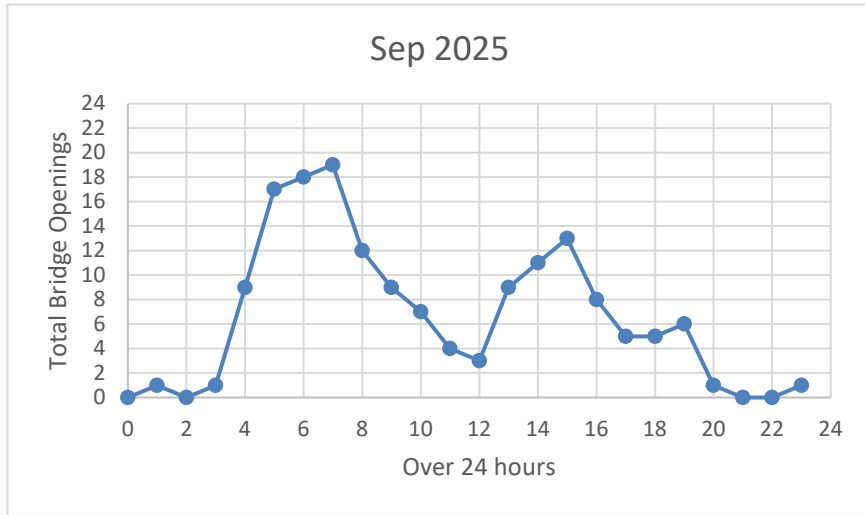
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| 16          | 12    |
| 17          | 16    |
| 18          | 19    |
| 19          | 13    |
| 20          | 5     |
| 21          | 2     |
| 22          | 1     |
| 23          | 1     |



| OpeningHour | Count |
|-------------|-------|
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| 1           | 0     |
| 2           | 1     |
| 3           | 2     |
| 4           | 16    |
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| 11          | 12    |
| 12          | 4     |
| 13          | 5     |
| 14          | 10    |
| 15          | 14    |
| 16          | 18    |
| 17          | 8     |
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| 20          | 8     |
| 21          | 4     |
| 22          | 1     |
| 23          | 0     |



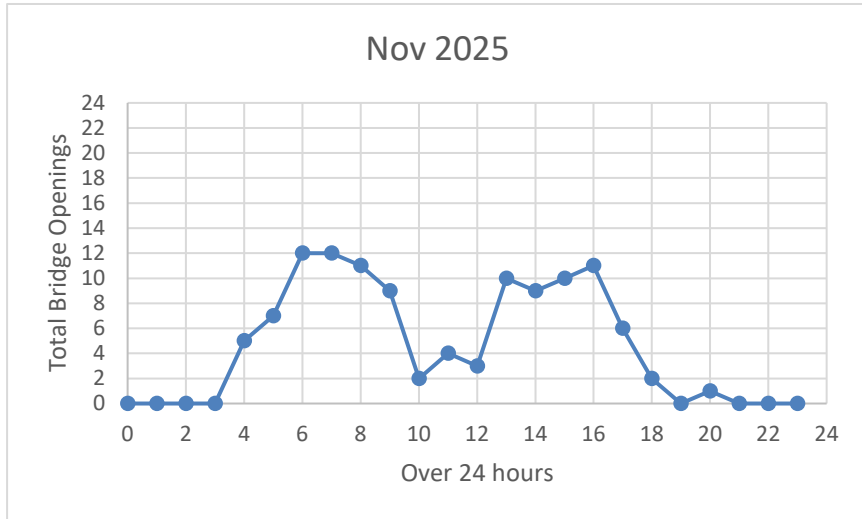
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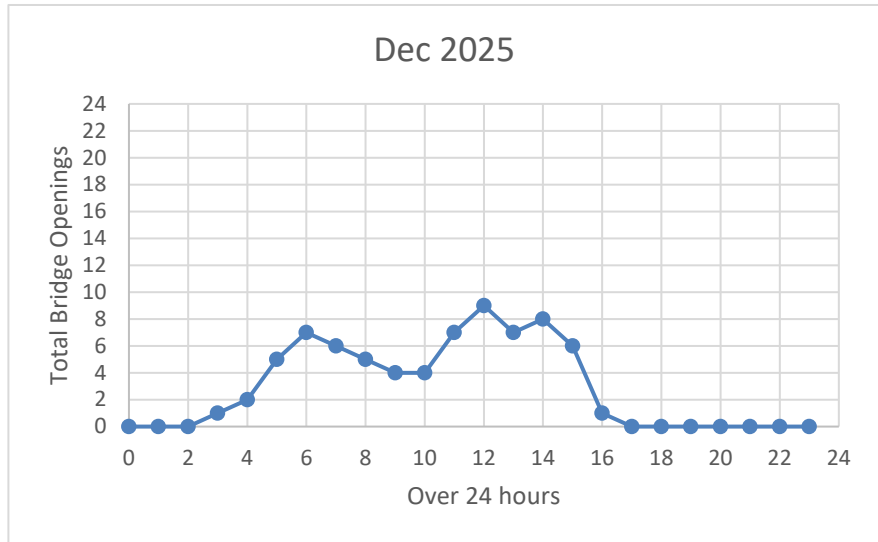
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| 20          | 2     |
| 21          | 0     |
| 22          | 0     |
| 23          | 0     |



| OpeningHour | Count |
|-------------|-------|
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| 1           | 0     |
| 2           | 0     |
| 3           | 0     |
| 4           | 5     |
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| 16          | 11    |
| 17          | 6     |
| 18          | 2     |
| 19          | 0     |
| 20          | 1     |
| 21          | 0     |
| 22          | 0     |
| 23          | 0     |



| OpeningHour | Count |
|-------------|-------|
| 0           | 0     |
| 1           | 0     |
| 2           | 0     |
| 3           | 1     |
| 4           | 2     |
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| 15          | 6     |
| 16          | 1     |
| 17          | 0     |
| 18          | 0     |
| 19          | 0     |
| 20          | 0     |
| 21          | 0     |
| 22          | 0     |
| 23          | 0     |



# WHITBY YACHT CLUB



PIER ROAD  
WHITBY  
NORTH YORKSHIRE  
YO21 3PU

<http://www.whitbyyachtclub.co.uk>

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## DRAFT HARBOUR STRATEGY 2026 -2036

1. We are conscious that the Area Committee is due to discuss the draft harbour strategy on Monday, in advance of the end of the current consultation exercise. We therefore produce this note to outline our thoughts on the strategy with a view to informing and aiding Members' considerations. Our detailed consultation response will follow.
2. We represent a significant body of harbour users in Whitby, and the Harbour Users' Group is chaired by one of our members. We were founded in 1932 and are a Community Amateur Sports Club having as our principal objective the promotion of community participation in the sport of yachting.
3. We are delighted that NYC see fit to promote a strategy for Whitby and other harbours and we wish to support its success. However we do depart from the draft strategy's thinking on the direction of travel.
4. Our four main areas of concern are:
  - (i) the vision and mission statement (conflict with statutory purpose);
  - (ii) governance (allowing stakeholders and experts a say);
  - (iii) dredging (achieving and maintaining harbour depths); and
  - (iv) access (swing bridge openings and waiting facilities).

### **Vision and Mission Statement**

5. The local Act of 1879 sets out very clearly in section 36 the purposes of the harbour authority, which are to do everything necessary to protect, preserve, maintain and improve the navigation and use of the harbour and to render it safe and commodious. These must be the aims of your strategy.
6. Protecting heritage and other interests is all very nice, but is not a function of a harbour authority. The draft strategy confuses the Council's harbour functions with your other 'hats'.

## **Governance**

7. The 1905 Act gives the Council the power to set up a harbour committee consisting of up to one-third of non-councillors. The DfT guidance on Good Port Governance (2018) advises, for local authority-run harbours, that LA owned ports should be governed and operated in the interests of stakeholders. It states that establishing harbour management committees, consisting of only approximately 50% of elected members and otherwise consisting of stakeholder or expert members, are one way of demonstrating good governance. We would urge the Council to give stakeholders an interest in actually governing the harbour rather than perpetually complaining about it. We would suggest the examples of NYNet or the National Park Authorities where independent members bring expertise and value to governance.

## **Dredging**

8. The strategy appears to recognise that deep water moorings will result in flexibility and choice for the harbour. The pilotage instructions for the harbour say that the channel will be maintained to a depth of 1.4m below datum. When designing the existing swing bridge in the early 1900s it was proposed to maintain a depth of 7ft below MLWS, which is approximately the same thing.
9. Ideally this would be deeper still. Because of what we say about access below, if you agree with our reasons on that then the harbour channel should be dredged to the depth of any mooring.
10. We are very sceptical of the proposed action point 5 under Strategic Objective 3 to bid for external contracts for the dredger. At the moment your disposal licence is subject to monthly limits, which means that to achieve proper depths you will need to dredge nearly all year round in Whitby.

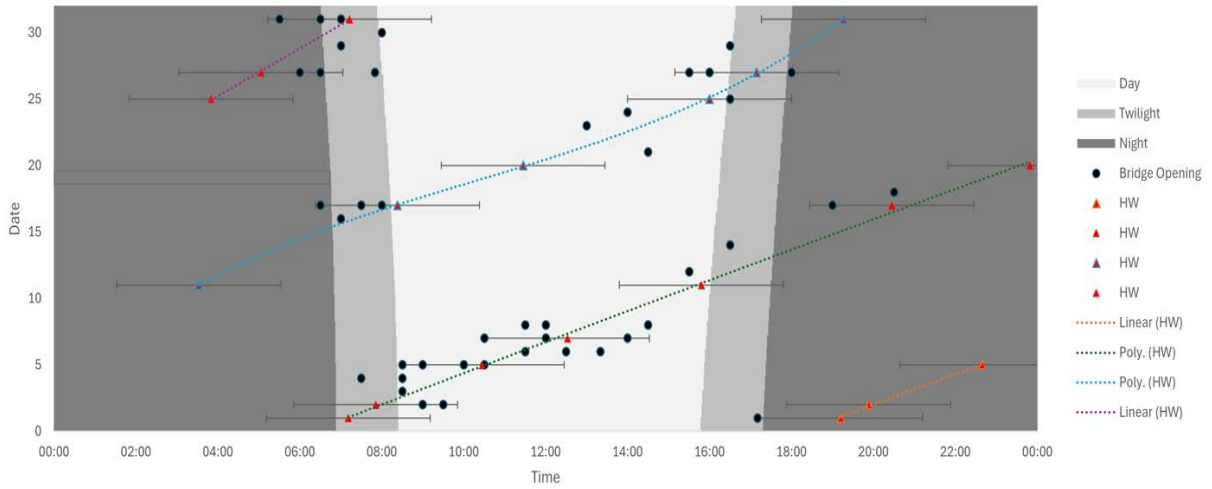
## **Access**

11. We have spent most of the last year in dispute with the Council about access, in the form of bridge openings. Given the arguments raised, it is incredible that the draft strategy does not recognise the restricted access to and from the upper harbour to be an issue for consideration. This issue was raised as a significant concern by the working group at its only meeting, held in 2023.
12. There is no navigational reason for the current bridge restrictions of every HW+/-2 hours. If the harbour is dredged properly, the depth of water is not an obstacle to most navigation at any state of tide.
13. The bridge logs reveal a huge demand for daytime bridge openings in the summer, and very little demand overnight, especially in winter. We suggest that the Harbour Users' Group is put to task on devising a bridge opening scheme that suits all harbour users, and that the draft strategy should seek to achieve a Harbour Revision Order to this end.

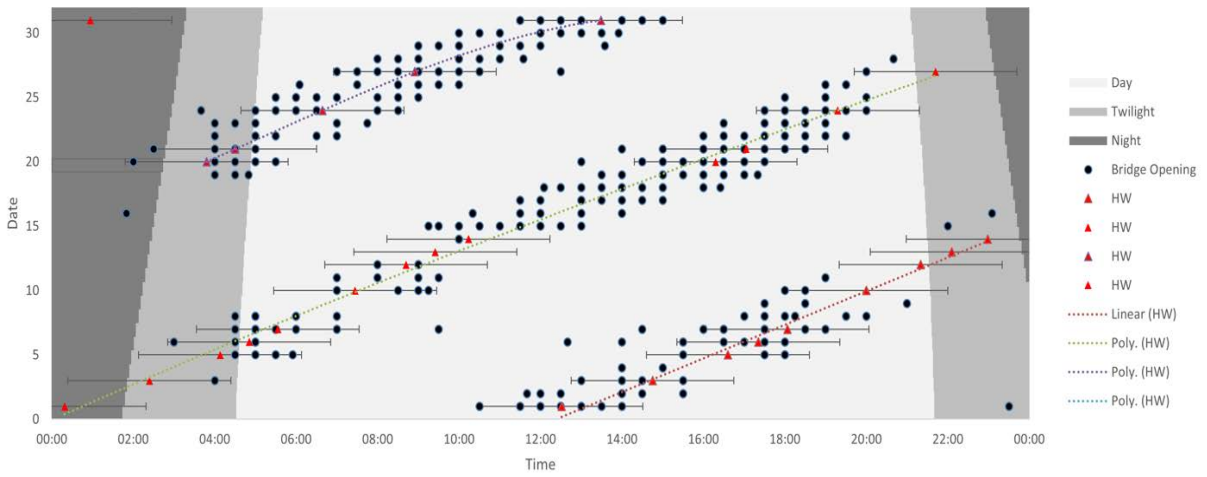
## **Conclusion**

14. If the strategy seeks to satisfy the essential condition of a safe and accessible harbour then it could be transformational for current and potential users, incidentally unlocking significant economic and regeneration opportunities for the town. It should be amended to further this aim.

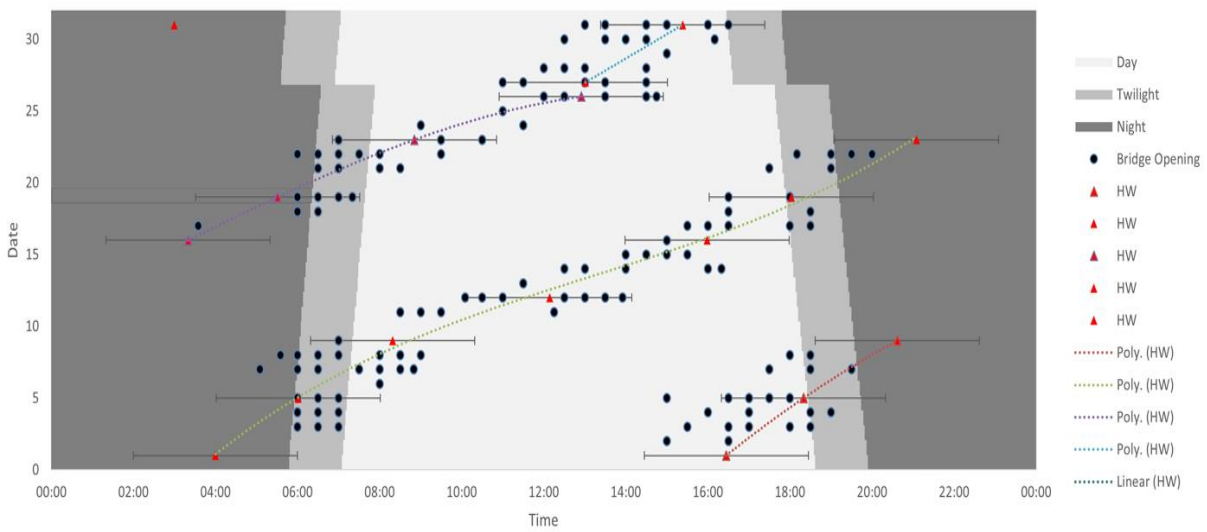
January 2024 Bridge Opening Times



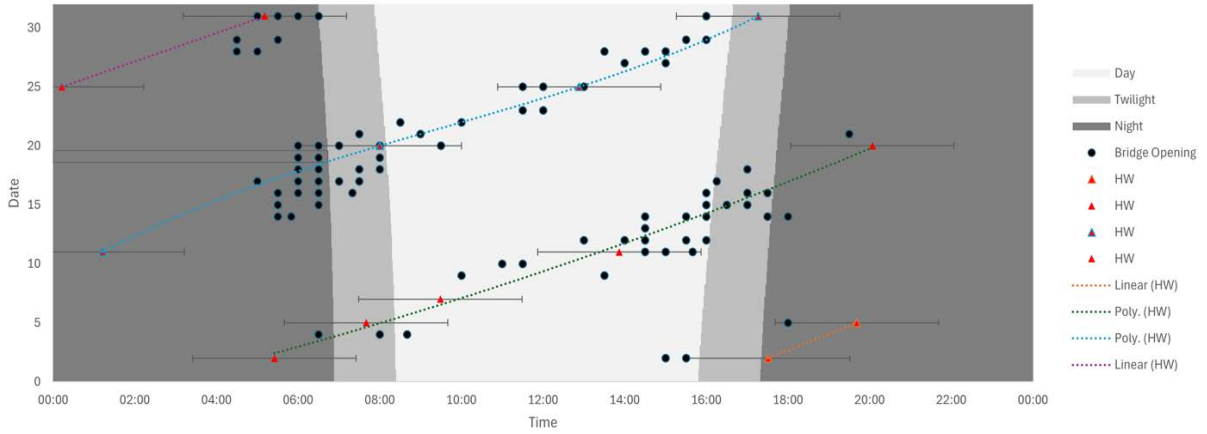
July 2024 Bridge Opening Times



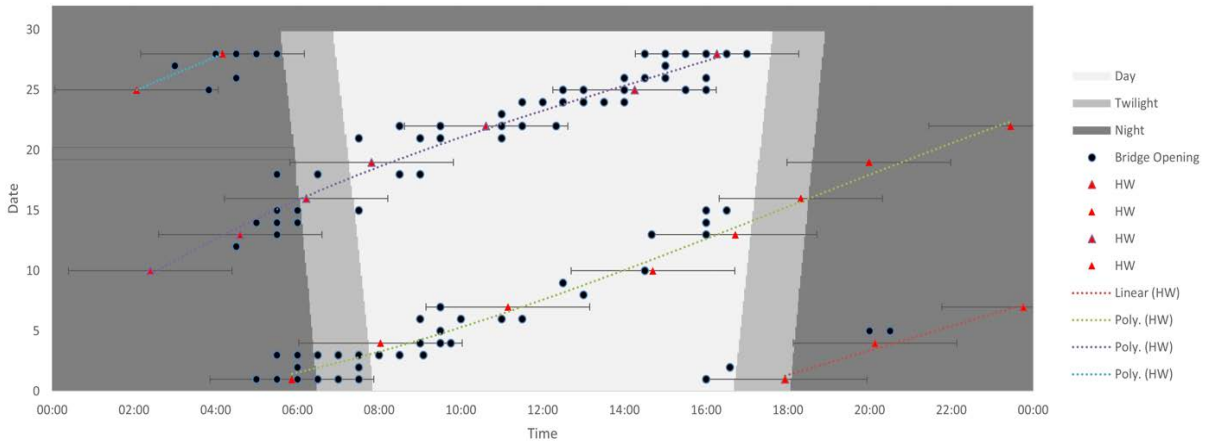
October 2024 Bridge Opening Times



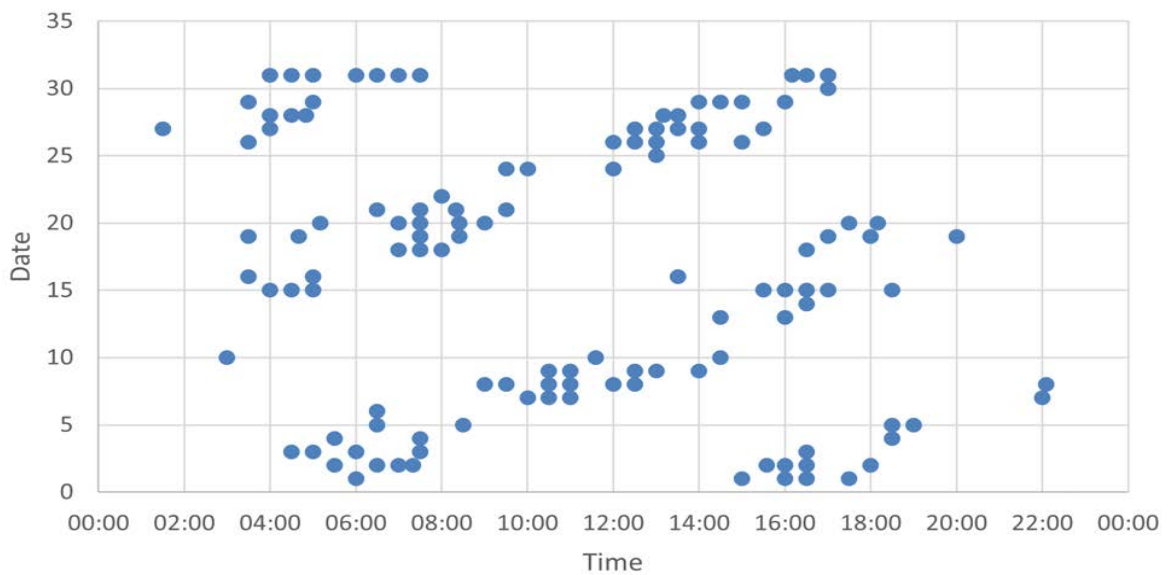
January 2025 Bridge Opening Times



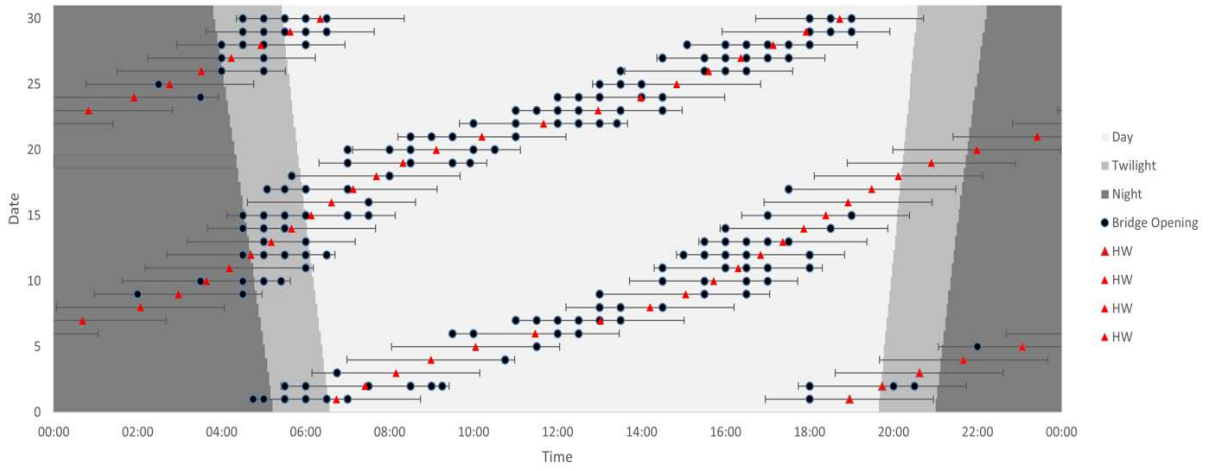
February 2025 Bridge Opening Times



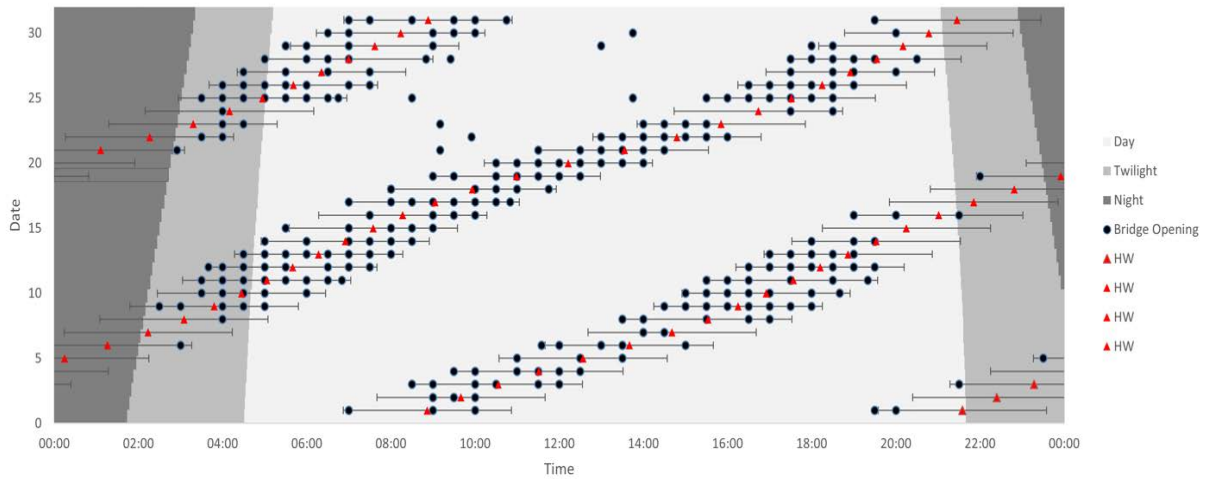
March 2025 Bridge Openings



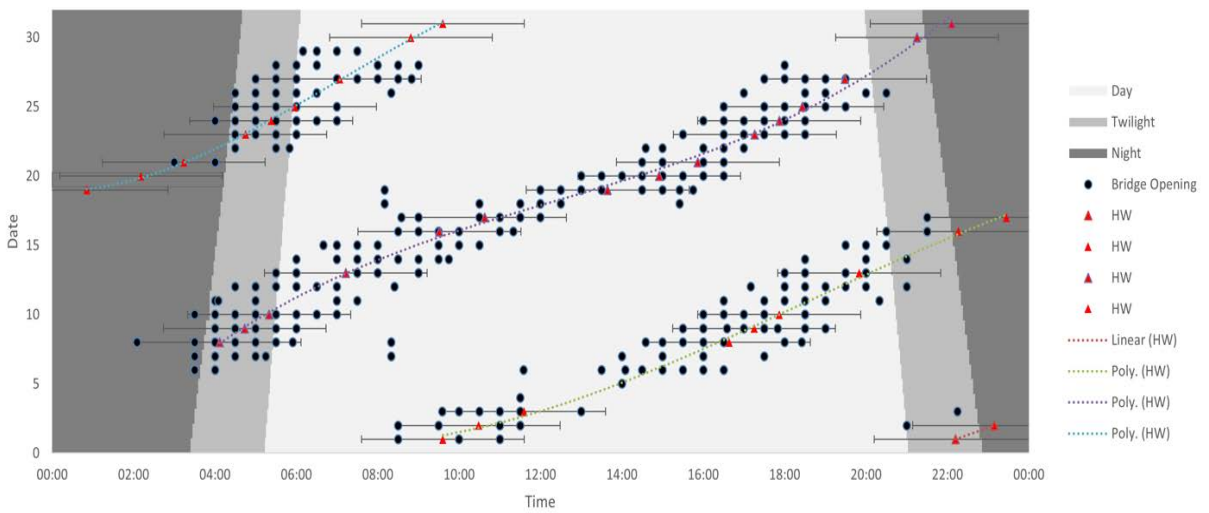
April 2025 Bridge Opening Times



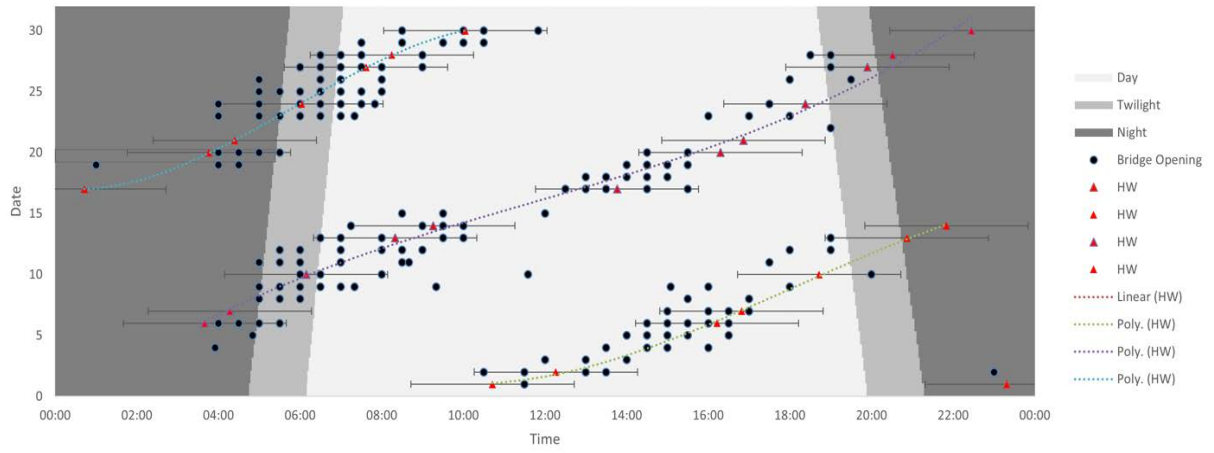
July 2025 Bridge Opening Times



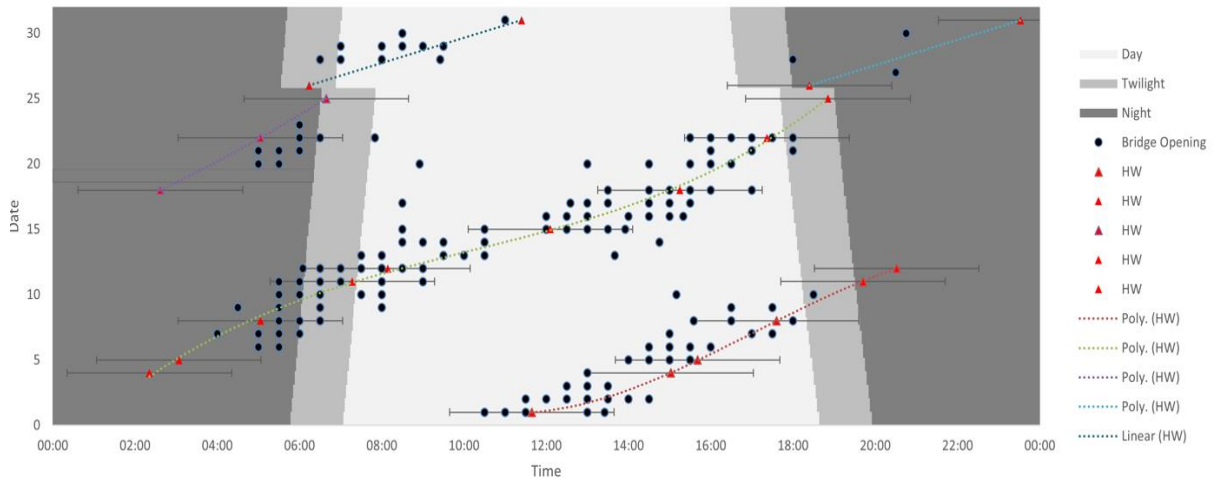
August 2025 Bridge Opening Times



September 2025 Bridge Opening Times



October 2025 Bridge Opening Times



**Appendix 5: Other Swing/Lifting Bridges**

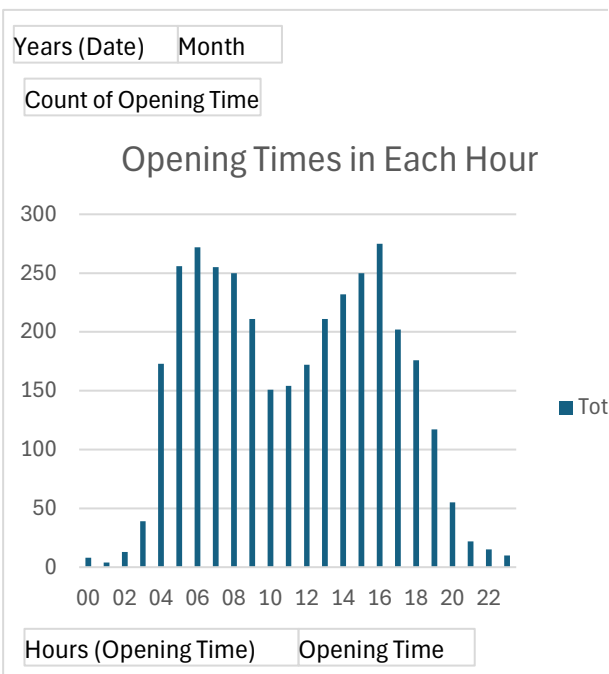
| <b>Name</b>   | <b>Frequency</b>   | <b>Notice Required</b>                        | <b>Comments</b>   |
|---|--|---|---|
| Tower Bridge, London                                | On demand  | 24 hours                                      | 50 miles from the coast; other safe harbours en route. Destination in its own right. Carries road traffic.  |
| Gateshead Millennium Bridge                         | On demand  | 7 days preferred. At least 24 hours.          | 10 miles from the coast. Other safe harbours en route including Royal Quays. Destination in its own right. Pedestrians & cyclists only on bridge. |
| Norwich bridges                                     | On demand  | 24 hours                                      | Road and pedestrian bridges in Norwich city centre  |
| Breydon Bridge<br>Great Yarmouth                    | On demand  | On demand; by 1600 Friday for weekend opening | Carries the A47   |
| Herring Bridge<br>Great Yarmouth                    | On demand  | 2 hours                                       | Connects the A47 to the A1243   |
| Gull Wing Bridge<br>AND<br>Bascule Bridge Lowestoft | 0300, 0500, 0700, 0945, 1115, 1430, 1600, 1900, 2100, 0000. Additional 1800 at weekends. Additional openings for commercial vessels. | 30 minutes                                    | Gull Wing carries a main A road through Lowestoft. Bascule carries the A47.   |
| Peel Harbour Marina, IOM                            | HW +/- 2 hours on the hour and half hour   | N/A   | Drying height in the approaches of 1.4m. Flap gate and swing bridge. Harbour depth 2m.  |

| Name                       | Frequency  | Notice Required                           | Comments   |
|----------------------------|--|---|--|
| Weymouth Town Bridge       | 0800,1000,1200,1400, 1600,<br>1800, 2000<br><br>Additional 2100 in summer            | 5 minutes in summer.<br>1 hour in winter. | Rather like Whitby, but extensive visitor moorings, waiting pontoons and easy shoreside access in the outer harbour. |
| Fleetwood                  | 2 hours each side of HW  | N/A                                       | River Wyre dries out. Drying height in Fleetwood channel c. 3m – channel is no longer dredged                        |
| Poole & Twin Sails bridges | Hourly from 0530 to 2330 at weekends; omitting 0830, 1330, 1730 and 2030 on weekdays | N/A                                       | Both town centre road bridges.   |
| Yar Swing Bridge, IOW      | Summer: 0800, 0900, 1000, 1200, 1400, 1600, 1730, 1830, 2000. Winter: by arrangement | 30 minutes                                | Leisure harbour. Extensive walk-ashore moorings in the outer harbour. Bridge carries the A3045.                      |

| Date       | Opening Tir | Closing Tim | Month |
|------------|-------------|-------------|-------|
| 01/01/2024 | 17:10:00    | 17:15:00    | 1     |
| 02/01/2024 | 09:00:00    | 09:05:00    | 1     |
| 02/01/2024 | 09:30:00    | 09:40:00    | 1     |
| 03/01/2024 | 08:30:00    | 08:35:00    | 1     |
| 04/01/2024 | 07:30:00    | 07:35:00    | 1     |
| 04/01/2024 | 08:30:00    | 08:35:00    | 1     |
| 05/01/2024 | 08:30:00    | 08:35:00    | 1     |
| 05/01/2024 | 09:00:00    | 09:05:00    | 1     |
| 05/01/2024 | 10:00:00    | 10:05:00    | 1     |
| 05/01/2024 | 10:30:00    | 10:35:00    | 1     |
| 06/01/2024 | 11:30:00    | 11:35:00    | 1     |
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| 06/01/2024 | 13:20:00    | 13:25:00    | 1     |
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| 01/02/2024 | 07:00:00    | 07:05:00    | 2     |
| 01/02/2024 | 07:30:00    | 07:35:00    | 2     |
| 02/02/2024 | 09:00:00    | 09:05:00    | 2     |

|              |       |
|--------------|-------|
| Years (Date) | (All) |
| Month        | (All) |

| Row Labels         | Count of Opening Time |
|--------------------|-----------------------|
| 00                 | 8                     |
| 01                 | 4                     |
| 02                 | 13                    |
| 03                 | 39                    |
| 04                 | 173                   |
| 05                 | 256                   |
| 06                 | 272                   |
| 07                 | 255                   |
| 08                 | 250                   |
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| 11                 | 154                   |
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| 15                 | 250                   |
| 16                 | 275                   |
| 17                 | 202                   |
| 18                 | 176                   |
| 19                 | 117                   |
| 20                 | 55                    |
| 21                 | 22                    |
| 22                 | 15                    |
| 23                 | 10                    |
| <b>Grand Total</b> | <b>3523</b>           |



|            |          |          |   |
|------------|----------|----------|---|
| 02/02/2024 | 09:30:00 | 09:35:00 | 2 |
| 02/02/2024 | 10:15:00 | 10:20:00 | 2 |
| 03/02/2024 | 08:00:00 | 08:05:00 | 2 |
| 03/02/2024 | 11:00:00 | 11:05:00 | 2 |
| 05/02/2024 | 10:00:00 | 10:05:00 | 2 |
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| 02/05/2024 | 12:30:00 | 12:35:00 | 5 |
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| 25/06/2024 | 18:30:00 | 18:35:00 | 6 |
| 25/06/2024 | 19:00:00 | 19:05:00 | 6 |
| 25/06/2024 | 20:00:00 | 20:05:00 | 6 |
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| 26/06/2024 | 08:00:00 | 08:05:00 | 6 |
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| 28/06/2024 | 10:00:00 | 10:05:00 | 6 |

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| 28/06/2024 | 20:30:00 | 20:35:00 | 6  |
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| 30/06/2024 | 11:30:00 | 11:35:00 | 6  |
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| 30/06/2024 | 22:30:00 | 22:35:00 | 6  |
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| 06/07/2024 | 03:00:00 |          | 7  |

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| 04/02/2024 |          | 2 |

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| 26/07/2024 | 09:00:00 | 7 |
| 26/07/2024 | 09:30:00 | 7 |
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| 27/07/2024 | 07:30:00 | 7 |
| 27/07/2024 | 08:00:00 | 7 |
| 27/07/2024 | 08:30:00 | 7 |
| 27/07/2024 | 09:00:00 | 7 |
| 27/07/2024 | 09:30:00 | 7 |
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| 27/07/2024 | 10:30:00 | 7 |
| 27/07/2024 | 12:30:00 | 7 |
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| 28/07/2024 | 08:00:00 | 7 |

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| 01/08/2024 | 13:30:00 | 13:35:00 | 8 |
| 01/08/2024 | 14:00:00 | 14:05:00 | 8 |
| 01/08/2024 | 14:30:00 | 14:35:00 | 8 |
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| 01/08/2024 | 15:00:00 | 15:05:00 | 8 |
| 01/08/2024 | 15:30:00 | 15:35:00 | 8 |
| 01/08/2024 | 16:00:00 | 16:05:00 | 8 |
| 02/08/2024 | 02:00:00 | 02:05:00 | 8 |
| 02/08/2024 | 04:00:00 | 04:05:00 | 8 |
| 02/08/2024 | 04:30:00 | 04:35:00 | 8 |
| 02/08/2024 | 05:00:00 | 05:05:00 | 8 |
| 02/08/2024 | 14:00:00 | 14:05:00 | 8 |
| 02/08/2024 | 14:30:00 | 14:35:00 | 8 |
| 02/08/2024 | 14:30:00 | 14:35:00 | 8 |
| 02/08/2024 | 15:00:00 | 15:05:00 | 8 |
| 02/08/2024 | 15:30:00 | 15:35:00 | 8 |
| 02/08/2024 | 16:00:00 | 16:05:00 | 8 |
| 16/02/2025 |          |          | 2 |

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| 02/08/2024 | 17:30:00 | 17:35:00 | 8 |
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| 03/08/2024 | 05:30:00 | 05:35:00 | 8 |
| 19/02/2025 |          |          | 2 |
| 20/02/2025 |          |          | 2 |
| 03/08/2024 | 14:30:00 | 14:35:00 | 8 |
| 03/08/2024 | 15:00:00 | 15:05:00 | 8 |
| 03/08/2024 | 15:30:00 | 15:35:00 | 8 |
| 03/08/2024 | 16:00:00 | 16:05:00 | 8 |
| 03/08/2024 | 16:30:00 | 16:35:00 | 8 |
| 03/08/2024 | 17:00:00 | 17:05:00 | 8 |
| 03/08/2024 | 17:50:00 | 17:55:00 | 8 |
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| 03/08/2024 | 18:20:00 | 18:25:00 | 8 |
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| 04/08/2024 | 05:30:00 | 05:35:00 | 8 |
| 04/08/2024 | 06:00:00 | 06:05:00 | 8 |
| 04/08/2024 | 06:30:00 | 06:35:00 | 8 |
| 04/08/2024 | 14:00:00 | 14:35:00 | 8 |
| 04/08/2024 | 15:30:00 | 15:35:00 | 8 |
| 04/08/2024 | 16:00:00 | 16:05:00 | 8 |
| 04/08/2024 | 16:30:00 | 16:35:00 | 8 |
| 04/08/2024 | 17:30:00 | 17:35:00 | 8 |
| 04/08/2024 | 18:00:00 | 18:05:00 | 8 |
| 05/08/2024 | 04:30:00 | 04:55:00 | 8 |
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| 05/08/2024 | 06:00:00 | 06:05:00 | 8 |
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| 05/08/2024 | 18:30:00 | 18:35:00 | 8 |
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| 05/08/2024 | 19:35:00 | 19:40:00 | 8 |
| 06/08/2024 | 05:00:00 | 05:05:00 | 8 |
| 06/08/2024 | 05:30:00 | 05:35:00 | 8 |
| 06/08/2024 | 06:00:00 | 06:05:00 | 8 |
| 06/08/2024 | 07:00:00 | 07:05:00 | 8 |
| 06/08/2024 | 07:30:00 | 07:35:00 | 8 |
| 06/08/2024 | 17:30:00 | 17:35:00 | 8 |
| 06/08/2024 | 18:00:00 | 18:05:00 | 8 |
| 06/08/2024 | 18:30:00 | 18:35:00 | 8 |
| 06/08/2024 | 19:00:00 | 19:05:00 | 8 |
| 06/08/2024 | 19:30:00 | 19:35:00 | 8 |

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| 07/08/2024 | 05:00:00 | 05:05:00 | 8 |
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| 07/08/2024 | 17:00:00 | 17:05:00 | 8 |
| 07/08/2024 | 18:30:00 | 18:35:00 | 8 |
| 07/08/2024 | 19:00:00 | 19:05:00 | 8 |
| 07/08/2024 | 20:30:00 | 20:35:00 | 8 |
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| 08/08/2024 | 07:30:00 | 07:35:00 | 8 |
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| 08/08/2024 | 18:00:00 | 18:05:00 | 8 |
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| 11/01/2024 |          |          | 1 |
| 08/08/2024 | 19:00:00 | 19:05:00 | 8 |
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| 08/08/2024 | 19:30:00 | 19:35:00 | 8 |
| 15/01/2024 |          |          | 1 |
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| 09/08/2024 | 08:00:00 | 08:05:00 | 8 |
| 09/08/2024 | 08:30:00 | 08:35:00 | 8 |
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| 09/08/2024 | 18:00:00 | 18:05:00 | 8 |
| 09/08/2024 | 19:30:00 | 19:35:00 | 8 |
| 19/01/2024 |          |          | 1 |
| 20/01/2024 |          |          | 1 |
| 09/08/2024 | 21:00:00 | 21:05:00 | 8 |
| 22/01/2024 |          |          | 1 |
| 10/08/2024 | 06:35:00 | 06:50:00 | 8 |
| 10/08/2024 | 07:00:00 | 07:05:00 | 8 |
| 10/08/2024 | 07:30:00 | 07:35:00 | 8 |
| 26/01/2024 |          |          | 1 |
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| 10/08/2024 | 08:30:00 | 08:35:00 | 8 |
| 10/08/2024 | 09:00:00 | 09:05:00 | 8 |
| 10/08/2024 | 09:30:00 | 09:35:00 | 8 |
| 10/08/2024 | 09:55:00 | 10:00:00 | 8 |
| 10/08/2024 | 16:30:00 | 16:35:00 | 8 |
| 28/01/2024 |          |          | 1 |
| 10/08/2024 | 18:35:00 | 18:40:00 | 8 |
| 10/08/2024 | 19:30:00 | 19:35:00 | 8 |
| 11/08/2024 | 06:40:00 | 06:45:00 | 8 |

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| 11/08/2024 | 07:30:00 | 07:35:00 | 8 |
| 11/08/2024 | 08:00:00 | 08:05:00 | 8 |
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| 11/08/2024 | 09:00:00 | 09:05:00 | 8 |
| 03/01/2025 |          |          | 1 |
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| 11/08/2024 | 10:00:00 | 10:05:00 | 8 |
| 11/08/2024 | 10:30:00 | 10:35:00 | 8 |
| 11/08/2024 | 12:00:00 | 12:05:00 | 8 |
| 06/01/2025 |          |          | 1 |
| 07/01/2025 |          |          | 1 |
| 08/01/2025 |          |          | 1 |
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| 12/08/2024 | 10:00:00 | 10:05:00 | 8 |
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| 13/08/2024 | 08:30:00 | 08:35:00 | 8 |
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| 14/08/2024 | 13:10:00 | 13:15:00 | 8 |
| 14/08/2024 | 22:10:00 | 22:15:00 | 8 |
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| 17/08/2024 | 15:30:00 | 15:35:00 | 8 |

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| 17/08/2024 | 16:30:00 | 16:35:00 | 8 |
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| 18/08/2024 | 04:30:00 | 04:35:00 | 8 |
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| 18/08/2024 | 05:15:00 | 05:20:00 | 8 |
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| 18/08/2024 | 15:30:00 | 15:35:00 | 8 |
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| 19/08/2024 | 15:30:00 | 15:35:00 | 8 |
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| 19/08/2024 | 16:30:00 | 16:35:00 | 8 |
| 19/08/2024 | 17:30:00 | 17:35:00 | 8 |
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| 24/01/2025 |          |          | 1 |
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| 20/08/2024 | 17:30:00 | 17:35:00 | 8 |
| 20/08/2024 | 18:00:00 | 18:05:00 | 8 |
| 26/01/2025 |          |          | 1 |
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| 22/08/2024 | 20:00:00 | 20:05:00 | 8 |
| 30/01/2025 |          |          | 1 |
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| 24/08/2024 | 08:00:00 | 08:05:00 | 8 |

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| 24/08/2024 | 08:30:00 | 08:35:00 | 8 |
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| 24/08/2024 | 17:30:00 | 17:35:00 | 8 |
| 24/08/2024 | 18:30:00 | 18:35:00 | 8 |
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| 25/08/2024 | 07:30:00 | 07:35:00 | 8 |
| 25/08/2024 | 08:00:00 | 08:05:00 | 8 |
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| 25/08/2024 | 09:30:00 | 09:35:00 | 8 |
| 25/08/2024 | 10:00:00 | 10:05:00 | 8 |
| 25/08/2024 | 12:00:00 | 12:05:00 | 8 |
| 26/08/2024 | 07:30:00 | 07:35:00 | 8 |
| 26/08/2024 | 08:00:00 | 08:05:00 | 8 |
| 26/08/2024 | 09:00:00 | 09:05:00 | 8 |
| 26/08/2024 | 09:30:00 | 09:35:00 | 8 |
| 26/08/2024 | 10:00:00 | 10:05:00 | 8 |
| 26/08/2024 | 10:30:00 | 10:35:00 | 8 |
| 26/08/2024 | 11:00:00 | 11:05:00 | 8 |
| 26/08/2024 | 12:30:00 | 12:35:00 | 8 |
| 26/08/2024 | 20:00:00 | 20:05:00 | 8 |
| 27/08/2024 | 08:30:00 | 08:35:00 | 8 |
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| 27/08/2024 | 23:30:00 | 23:35:00 | 8 |
| 28/08/2024 | 10:00:00 | 10:10:00 | 8 |
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| 28/08/2024 | 12:30:00 | 12:35:00 | 8 |
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| 28/08/2024 | 22:30:00 | 22:40:00 | 8 |
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| 29/08/2024 | 14:30:00 | 14:35:00 | 8 |
| 29/08/2024 | 15:00:00 | 15:05:00 | 8 |
| 30/08/2024 | 00:00:00 | 00:05:00 | 8 |
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| 31/08/2024 | 17:00:00 | 17:05:00 | 8 |
| 31/08/2024 | 17:30:00 | 17:35:00 | 8 |
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| 01/09/2024 | 15:00:00 | 15:05:00 | 9 |
| 01/09/2024 | 16:30:00 | 16:35:00 | 9 |
| 01/09/2024 | 17:00:00 | 17:05:00 | 9 |
| 01/09/2024 | 17:30:00 | 14:35:00 | 9 |
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| 02/09/2024 | 16:00:00 | 16:05:00 | 9 |
| 03/09/2024 | 05:30:00 | 05:35:00 | 9 |
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| 03/09/2024 | 15:30:00 | 15:35:00 | 9 |
| 03/09/2024 | 16:00:00 | 16:05:00 | 9 |
| 03/09/2024 | 16:30:00 | 16:35:00 | 9 |
| 03/09/2024 | 17:00:00 | 17:05:00 | 9 |
| 03/09/2024 | 17:30:00 | 17:35:00 | 9 |
| 03/09/2024 | 18:00:00 | 18:05:00 | 9 |
| 04/09/2024 | 04:30:00 | 04:35:00 | 9 |
| 04/09/2024 | 05:00:00 | 05:05:00 | 9 |
| 13/07/2024 |          |          | 7 |
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| 04/09/2024 | 06:00:00 | 06:05:00 | 9 |
| 04/09/2024 | 06:30:00 | 06:35:00 | 9 |
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| 04/09/2024 | 16:00:00 | 16:05:00 | 9 |
| 04/09/2024 | 16:30:00 | 16:35:00 | 9 |
| 04/09/2024 | 17:00:00 | 17:05:00 | 9 |
| 04/09/2024 | 17:30:00 | 17:35:00 | 9 |
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| 05/09/2024 | 07:30:00 | 07:35:00 | 9 |
| 06/09/2024 | 04:30:00 | 04:45:00 | 9 |
| 06/09/2024 | 06:30:00 | 06:35:00 | 9 |
| 06/09/2024 | 08:00:00 | 08:05:00 | 9 |
| 06/09/2024 | 17:00:00 | 17:05:00 | 9 |
| 07/09/2024 | 06:00:00 | 06:05:00 | 9 |
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| 07/09/2024 | 08:00:00 | 08:05:00 | 9 |
| 07/09/2024 | 08:50:00 | 08:55:00 | 9 |
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| 07/09/2024 | 18:00:00 | 18:05:00 | 9 |
| 08/09/2024 | 06:00:00 | 06:05:00 | 9 |

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| 08/09/2024 | 06:30:00 | 06:35:00 | 9 |
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| 08/09/2024 | 07:30:00 | 07:35:00 | 9 |
| 08/09/2024 | 08:00:00 | 08:05:00 | 9 |
| 08/09/2024 | 18:00:00 | 18:05:00 | 9 |
| 09/09/2024 | 08:00:00 | 08:05:00 | 9 |
| 09/09/2024 | 09:00:00 | 09:05:00 | 9 |
| 09/09/2024 | 09:30:00 | 09:35:00 | 9 |
| 09/09/2024 | 09:50:00 | 09:55:00 | 9 |
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| 10/09/2024 | 08:30:00 | 08:35:00 | 9 |
| 10/09/2024 | 19:30:00 | 19:35:00 | 9 |
| 10/09/2024 | 21:30:00 | 21:35:00 | 9 |
| 11/09/2024 | 09:00:00 | 09:05:00 | 9 |
| 11/09/2024 | 10:00:00 | 10:05:00 | 9 |
| 11/09/2024 | 10:30:00 | 10:35:00 | 9 |
| 11/09/2024 | 11:00:00 | 11:05:00 | 9 |
| 12/09/2024 | 09:00:00 | 09:05:00 | 9 |
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| 13/09/2024 | 10:30:00 | 10:55:00 | 9 |
| 13/09/2024 | 12:00:00 | 12:05:00 | 9 |
| 13/09/2024 | 12:30:00 | 12:55:00 | 9 |
| 13/09/2024 | 13:00:00 | 13:05:00 | 9 |
| 13/09/2024 | 13:30:00 | 13:35:00 | 9 |
| 13/09/2024 | 14:00:00 | 14:05:00 | 9 |
| 13/09/2024 | 23:00:00 | 23:05:00 | 9 |
| 14/09/2024 | 12:00:00 | 12:05:00 | 9 |
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| 14/09/2024 | 13:30:00 | 13:35:00 | 9 |
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| 14/09/2024 | 14:30:00 | 14:35:00 | 9 |
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| 14/09/2024 | 15:30:00 | 15:35:00 | 9 |
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| 15/09/2024 | 15:30:00 | 15:35:00 | 9 |
| 15/09/2024 | 16:00:00 | 16:05:00 | 9 |
| 15/09/2024 | 16:30:00 | 16:35:00 | 9 |
| 15/09/2024 | 16:45:00 | 16:50:00 | 9 |
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| 16/09/2024 | 14:30:00 | 14:35:00 | 9 |
| 16/09/2024 | 15:00:00 | 15:05:00 | 9 |
| 16/09/2024 | 15:30:00 | 15:35:00 | 9 |
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| 16/09/2024 | 16:30:00 | 16:35:00 | 9 |

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| 18/09/2024 | 05:00:00 | 05:05:00 | 9 |
| 18/09/2024 | 05:30:00 | 05:35:00 | 9 |
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| 18/09/2024 | 16:30:00 | 16:35:00 | 9 |
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| 19/09/2024 | 05:30:00 | 05:35:00 | 9 |
| 19/09/2024 | 06:00:00 | 06:05:00 | 9 |
| 19/09/2024 | 07:00:00 | 07:05:00 | 9 |
| 19/09/2024 | 16:00:00 | 16:05:00 | 9 |
| 19/09/2024 | 16:30:00 | 16:35:00 | 9 |
| 19/09/2024 | 17:00:00 | 17:05:00 | 9 |
| 19/09/2024 | 19:00:00 | 19:05:00 | 9 |
| 20/09/2024 | 04:00:00 | 04:05:00 | 9 |
| 20/09/2024 | 06:00:00 | 06:05:00 | 9 |
| 20/09/2024 | 06:30:00 | 06:35:00 | 9 |
| 20/09/2024 | 07:30:00 | 07:35:00 | 9 |
| 20/09/2024 | 17:00:00 | 17:05:00 | 9 |
| 20/09/2024 | 18:30:00 | 18:55:00 | 9 |
| 20/09/2024 | 19:00:00 | 19:05:00 | 9 |
| 20/09/2024 | 19:30:00 | 19:35:00 | 9 |
| 21/09/2024 | 06:00:00 | 06:05:00 | 9 |
| 21/09/2024 | 07:00:00 | 07:05:00 | 9 |
| 21/09/2024 | 07:35:00 | 07:35:00 | 9 |
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| 21/09/2024 | 17:30:00 | 17:35:00 | 9 |
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| 21/09/2024 | 20:00:00 | 20:05:00 | 9 |
| 22/09/2024 | 05:30:00 | 05:35:00 | 9 |
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| 22/09/2024 | 06:30:00 | 06:35:00 | 9 |
| 22/09/2024 | 07:00:00 | 07:05:00 | 9 |
| 22/09/2024 | 08:00:00 | 08:05:00 | 9 |
| 22/09/2024 | 08:30:00 | 08:35:00 | 9 |
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| 22/09/2024 | 09:10:00 | 09:15:00 | 9 |
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| 22/09/2024 | 18:00:00 | 18:05:00 | 9 |
| 23/09/2024 | 06:30:00 | 06:35:00 | 9 |
| 23/09/2024 | 07:30:00 | 07:35:00 | 9 |
| 23/09/2024 | 08:00:00 | 08:05:00 | 9 |

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| 24/09/2024 | 08:30:00 | 08:35:00 | 9  |
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| 25/09/2024 | 11:30:00 | 11:35:00 | 9  |
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| 26/09/2024 | 10:00:00 | 10:05:00 | 9  |
| 27/09/2024 | 11:30:00 | 11:35:00 | 9  |
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| 29/09/2024 | 14:00:00 | 14:05:00 | 9  |
| 29/09/2024 | 14:30:00 | 14:35:00 | 9  |
| 29/09/2024 | 15:00:00 | 15:10:00 | 9  |
| 29/09/2024 | 15:30:00 | 15:35:00 | 9  |
| 29/09/2024 | 16:00:00 | 16:05:00 | 9  |
| 29/09/2024 | 16:30:00 | 16:35:00 | 9  |
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| 30/09/2024 | 15:30:00 | 15:35:00 | 9  |
| 30/09/2024 | 16:00:00 | 16:05:00 | 9  |
| 02/10/2024 | 15:00:00 |          | 10 |
| 02/10/2024 | 16:30:00 |          | 10 |
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| 04/10/2024 | 19:00:00 |          | 10 |

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| 27/10/2024 | 11:30:00 | 10 |

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| 01/11/2024 | 16:00:00 | 16:05:00 | 11 |
| 01/11/2024 | 17:00:00 | 17:05:00 | 11 |
| 02/11/2024 | 05:55:00 | 06:00:00 | 11 |
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| 02/11/2024 | 15:30:00 | 15:35:00 | 11 |
| 02/11/2024 | 16:00:00 | 16:05:00 | 11 |
| 02/11/2024 | 16:30:00 | 16:35:00 | 11 |
| 02/11/2024 | 17:30:00 | 17:35:00 | 11 |
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| 03/11/2024 | 16:30:00 | 16:35:00 | 11 |
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| 08/11/2024 | 08:00:00 | 08:05:00 | 11 |
| 08/11/2024 | 08:30:00 | 08:35:00 | 11 |
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| 09/11/2024 | 07:30:00 | 07:35:00 | 11 |
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| 09/11/2024 | 11:00:00 | 11:05:00 | 11 |
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| 10/11/2024 | 10:00:00 | 10:05:00 | 11 |
| 10/11/2024 | 10:30:00 | 10:35:00 | 11 |
| 10/11/2024 | 11:00:00 | 11:05:00 | 11 |
| 10/11/2024 | 11:30:00 | 11:35:00 | 11 |
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| 11/11/2024 | 11:30:00 | 11:35:00 | 11 |
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| 14/11/2024 | 16:00:00 | 16:05:00 | 11 |
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| 15/11/2024 | 14:30:00 | 14:35:00 | 11 |
| 15/11/2024 | 15:00:00 | 15:05:00 | 11 |
| 15/11/2024 | 15:30:00 | 15:35:00 | 11 |
| 15/11/2024 | 16:00:00 | 16:05:00 | 11 |
| 18/11/2024 | 15:30:00 | 15:35:00 | 11 |
| 23/11/2024 | 08:00:00 | 08:05:00 | 11 |
| 23/11/2024 | 10:00:00 | 10:05:00 | 11 |
| 23/11/2024 | 21:00:00 | 21:05:00 | 11 |
| 25/11/2024 | 10:30:00 | 10:35:00 | 11 |
| 26/11/2024 | 11:00:00 | 11:05:00 | 11 |
| 28/11/2024 | 13:30:00 | 13:35:00 | 11 |

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| 28/11/2024 | 15:00:00 | 15:05:00 | 11 |
| 28/11/2024 | 16:00:00 | 16:10:00 | 11 |
| 29/11/2024 | 13:00:00 | 13:05:00 | 11 |
| 29/11/2024 | 13:30:00 | 13:35:00 | 11 |
| 29/11/2024 | 14:30:00 | 14:35:00 | 11 |
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| 02/12/2024 | 14:30:00 | 14:35:00 | 12 |
| 03/12/2024 | 15:00:00 | 15:10:00 | 12 |
| 03/12/2024 | 15:30:00 | 15:35:00 | 12 |
| 04/12/2024 | 04:00:00 | 04:05:00 | 12 |
| 04/12/2024 | 06:00:00 | 06:05:00 | 12 |
| 04/12/2024 | 06:30:00 | 06:35:00 | 12 |
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| 04/12/2024 | 07:20:00 | 07:25:00 | 12 |
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| 05/12/2024 | 06:30:00 | 06:35:00 | 12 |
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| 06/12/2024 | 08:50:00 | 08:55:00 | 12 |
| 07/12/2024 | 06:30:00 | 06:35:00 | 12 |
| 07/12/2024 | 08:30:00 | 08:35:00 | 12 |
| 10/12/2024 | 11:00:00 | 11:05:00 | 12 |
| 10/12/2024 | 11:30:00 | 11:40:00 | 12 |
| 10/12/2024 | 12:30:00 | 12:35:00 | 12 |
| 10/12/2024 | 13:00:00 | 13:05:00 | 12 |
| 11/12/2024 | 09:00:00 | 09:05:00 | 12 |
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| 12/12/2024 | 13:30:00 | 13:35:00 | 12 |
| 12/12/2024 | 14:00:00 | 14:05:00 | 12 |
| 12/12/2024 | 14:30:00 | 14:35:00 | 12 |
| 12/12/2024 | 15:00:00 | 15:05:00 | 12 |
| 13/12/2024 | 12:10:00 | 12:15:00 | 12 |
| 13/12/2024 | 13:00:00 | 13:05:00 | 12 |
| 13/12/2024 | 13:30:00 | 13:35:00 | 12 |
| 13/12/2024 | 14:00:00 | 14:05:00 | 12 |
| 13/12/2024 | 15:00:00 | 15:05:00 | 12 |
| 13/12/2024 | 15:30:00 | 15:35:00 | 12 |
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| 21/12/2024 | 06:00:00 | 06:05:00 | 12 |
| 21/12/2024 | 07:00:00 | 07:05:00 | 12 |
| 24/12/2024 | 08:40:00 | 08:45:00 | 12 |
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| 26/12/2024 | 14:00:00 | 14:05:00 | 12 |
| 27/12/2024 | 12:30:00 | 12:35:00 | 12 |
| 27/12/2024 | 13:00:00 | 13:05:00 | 12 |
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| 27/12/2024 | 15:25:00 | 15:30:00 | 12 |
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| 28/12/2024 | 14:00:00 | 14:05:00 | 12 |
| 28/12/2024 | 14:30:00 | 14:35:00 | 12 |
| 28/12/2024 | 15:00:00 | 15:05:00 | 12 |
| 28/12/2024 | 16:10:00 | 16:15:00 | 12 |
| 29/12/2024 | 15:30:00 | 15:35:00 | 12 |
| 30/12/2024 | 14:00:00 | 14:05:00 | 12 |
| 30/12/2024 | 16:00:00 | 16:05:00 | 12 |
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| 14/01/2025 | 17:30:00 |          | 1  |

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| 25/01/2025 | 13:00:00 | 1 |
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| 28/01/2025 | 05:00:00 | 1 |
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| 28/01/2025 | 14:30:00 | 1 |

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| 29/01/2025 | 04:30:00 | 1 |
| 29/01/2025 | 05:30:00 | 1 |
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| 31/01/2025 | 06:00:00 | 1 |
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| 01/02/2025 | 05:30:00 | 2 |
| 01/02/2025 | 06:00:00 | 2 |
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| 05/02/2025 | 09:30:00 | 2 |
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| 05/02/2025 | 20:30:00 | 2 |
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| 15/02/2025 | 06:00:00 | 2 |
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| 24/04/2025 | 03:30:00 | 4 |

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| 01/05/2025 | 08:00:00 | 08:05:00 | 5 |
| 01/05/2025 | 17:30:00 | 17:35:00 | 5 |
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| 02/05/2025 | 07:30:00 | 07:35:00 | 5 |
| 02/05/2025 | 08:00:00 | 08:05:00 | 5 |
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| 02/05/2025 | 19:00:00 | 19:05:00 | 5 |
| 03/05/2025 | 07:30:00 | 07:35:00 | 5 |
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| 06/05/2025 | 12:30:00 | 12:35:00 | 5 |
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| 07/05/2025 | 12:30:00 | 12:35:00 | 5 |
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| 09/05/2025 | 15:30:00 | 15:35:00 | 5 |

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| 09/05/2025 | 16:00:00 | 16:05:00 | 5 |
| 09/05/2025 | 16:30:00 | 16:35:00 | 5 |
| 09/05/2025 | 16:55:00 | 17:00:00 | 5 |
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| 10/05/2025 | 04:30:00 | 04:35:00 | 5 |
| 10/05/2025 | 05:00:00 | 05:05:00 | 5 |
| 10/05/2025 | 14:00:00 | 14:05:00 | 5 |
| 10/05/2025 | 15:00:00 | 15:05:00 | 5 |
| 10/05/2025 | 15:30:00 | 15:35:00 | 5 |
| 10/05/2025 | 16:00:00 | 16:05:00 | 5 |
| 10/05/2025 | 16:30:00 | 16:35:00 | 5 |
| 10/05/2025 | 17:00:00 | 17:05:00 | 5 |
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| 11/05/2025 | 14:30:00 | 14:35:00 | 5 |
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| 11/05/2025 | 16:00:00 | 16:05:00 | 5 |
| 11/05/2025 | 16:30:00 | 16:35:00 | 5 |
| 11/05/2025 | 17:00:00 | 17:05:00 | 5 |
| 11/05/2025 | 17:30:00 | 17:35:00 | 5 |
| 11/05/2025 | 18:00:00 | 18:05:00 | 5 |
| 12/05/2025 | 04:00:00 | 04:05:00 | 5 |
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| 05/07/2025 | 23:30:00 |          | 7 |

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| 11/07/2025 | 15:30:00 | 7 |

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| 22/07/2025 | 13:30:00 | 7 |

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| 26/07/2025 | 18:30:00 | 7 |
| 26/07/2025 | 19:00:00 | 7 |
| 27/07/2025 | 04:30:00 | 7 |
| 27/07/2025 | 05:30:00 | 7 |
| 27/07/2025 | 06:30:00 | 7 |

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| 17/11/2024 |          |          | 11 |
| 29/07/2025 | 13:00:00 |          | 7  |
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| 20/11/2024 |          |          | 11 |
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| 22/11/2024 |          |          | 11 |
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| 30/07/2025 | 09:00:00 |          | 7  |
| 27/11/2024 |          |          | 11 |
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| 30/07/2025 | 20:00:00 |          | 7  |
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| 01/08/2025 | 10:00:00 | 10:05:00 | 8  |

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| 01/08/2025 | 11:00:00 | 11:05:00 | 8 |
| 02/08/2025 | 08:30:00 | 08:35:00 | 8 |
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| 02/08/2025 | 11:30:00 | 11:35:00 | 8 |
| 02/08/2025 | 21:00:00 | 21:05:00 | 8 |
| 03/08/2025 | 00:00:00 | 00:05:00 | 8 |
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| 03/08/2025 | 10:00:00 | 10:05:00 | 8 |
| 03/08/2025 | 10:30:00 | 10:35:00 | 8 |
| 03/08/2025 | 11:00:00 | 11:05:00 | 8 |
| 03/08/2025 | 11:30:00 | 11:35:00 | 8 |
| 03/08/2025 | 13:00:00 | 13:05:00 | 8 |
| 03/08/2025 | 22:15:00 | 22:20:00 | 8 |
| 04/08/2025 | 11:30:00 | 11:35:00 | 8 |
| 05/08/2025 | 14:00:00 | 14:05:00 | 8 |
| 06/08/2025 | 03:30:00 | 03:35:00 | 8 |
| 06/08/2025 | 04:00:00 | 04:05:00 | 8 |
| 06/08/2025 | 11:35:00 | 11:45:00 | 8 |
| 06/08/2025 | 13:30:00 | 13:45:00 | 8 |
| 06/08/2025 | 14:05:00 | 14:09:00 | 8 |
| 06/08/2025 | 14:50:00 | 14:35:00 | 8 |
| 06/08/2025 | 15:00:00 | 15:05:00 | 8 |
| 06/08/2025 | 15:30:00 | 15:35:00 | 8 |
| 06/08/2025 | 16:00:00 | 16:05:00 | 8 |
| 06/08/2025 | 16:30:00 | 16:55:00 | 8 |
| 07/08/2025 | 04:00:00 | 04:05:00 | 8 |
| 07/08/2025 | 04:50:00 | 04:55:00 | 8 |
| 07/08/2025 | 05:00:00 | 05:05:00 | 8 |
| 07/08/2025 | 05:15:00 | 05:20:00 | 8 |
| 07/08/2025 | 08:20:00 | 08:30:00 | 8 |
| 07/08/2025 | 14:00:00 | 14:05:00 | 8 |
| 07/08/2025 | 15:00:00 | 15:05:00 | 8 |
| 07/08/2025 | 16:00:00 | 16:05:00 | 8 |
| 08/08/2025 | 02:05:00 | 02:10:00 | 8 |
| 08/08/2025 | 03:30:00 | 03:35:00 | 8 |
| 08/08/2025 | 04:00:00 | 04:05:00 | 8 |
| 08/08/2025 | 04:30:00 | 04:35:00 | 8 |
| 08/08/2025 | 05:00:00 | 05:05:00 | 8 |
| 08/08/2025 | 05:30:00 | 05:35:00 | 8 |
| 08/08/2025 | 05:55:00 | 06:00:00 | 8 |
| 08/08/2025 | 08:20:00 | 08:25:00 | 8 |
| 08/08/2025 | 15:00:00 | 15:10:00 | 8 |
| 08/08/2025 | 15:30:00 | 15:35:00 | 8 |
| 08/08/2025 | 16:00:00 | 16:10:00 | 8 |
| 08/08/2025 | 16:30:00 | 16:35:00 | 8 |
| 08/08/2025 | 18:00:00 | 18:05:00 | 8 |
| 08/08/2025 | 18:25:00 | 18:30:00 | 8 |

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| 09/08/2025 | 06:00:00 | 06:05:00 | 8  |
| 09/08/2025 | 15:30:00 | 15:35:00 | 8  |
| 09/08/2025 | 16:00:00 | 16:05:00 | 8  |
| 09/08/2025 | 16:35:00 | 16:40:00 | 8  |
| 09/08/2025 | 17:00:00 | 17:05:00 | 8  |
| 09/08/2025 | 17:50:00 | 18:00:00 | 8  |
| 09/08/2025 | 18:30:00 | 18:35:00 | 8  |
| 09/08/2025 | 19:00:00 | 19:05:00 | 8  |
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| 10/08/2025 | 04:50:00 | 04:55:00 | 8  |
| 10/08/2025 | 05:00:00 | 05:05:00 | 8  |
| 10/08/2025 | 06:00:00 | 06:03:00 | 8  |
| 10/08/2025 | 07:00:00 | 07:05:00 | 8  |
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| 10/08/2025 | 16:30:00 | 16:35:00 | 8  |
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| 10/08/2025 | 18:50:00 | 18:55:00 | 8  |
| 11/08/2025 | 04:00:00 | 04:05:00 | 8  |
| 11/08/2025 | 04:05:00 | 04:10:00 | 8  |
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| 11/08/2025 | 07:00:00 | 07:05:00 | 8  |
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| 11/08/2025 | 16:30:00 | 16:35:00 | 8  |
| 11/08/2025 | 18:00:00 | 18:05:00 | 8  |
| 11/08/2025 | 18:30:00 | 18:35:00 | 8  |
| 17/11/2025 |          |          | 11 |
| 11/08/2025 | 19:00:00 | 19:05:00 | 8  |
| 11/08/2025 | 20:20:00 | 20:25:00 | 8  |
| 12/08/2025 | 05:00:00 | 05:05:00 | 8  |
| 12/08/2025 | 06:00:00 | 06:05:00 | 8  |
| 19/11/2025 |          |          | 11 |
| 20/11/2025 |          |          | 11 |
| 12/08/2025 | 07:00:00 | 07:10:00 | 8  |
| 12/08/2025 | 08:25:00 | 08:50:00 | 8  |
| 12/08/2025 | 17:10:00 | 17:25:00 | 8  |
| 12/08/2025 | 18:00:00 | 18:05:00 | 8  |
| 12/08/2025 | 18:00:00 | 18:35:00 | 8  |
| 12/08/2025 | 19:00:00 | 19:05:00 | 8  |
| 12/08/2025 | 20:00:00 | 20:05:00 | 8  |
| 12/08/2025 | 21:00:00 | 21:05:00 | 8  |
| 13/08/2025 | 04:30:00 | 04:35:00 | 8  |
| 13/08/2025 | 05:30:00 | 05:35:00 | 8  |
| 13/08/2025 | 06:00:00 | 06:05:00 | 8  |
| 13/08/2025 | 08:00:00 | 08:05:00 | 8  |
| 13/08/2025 | 09:00:00 | 09:05:00 | 8  |
| 13/08/2025 | 18:00:00 | 18:05:00 | 8  |
| 24/11/2025 |          |          | 11 |

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| 13/08/2025 | 20:00:00 | 20:05:00 | 8  |
| 14/08/2025 | 06:00:00 | 06:05:00 | 8  |
| 14/08/2025 | 07:00:00 | 07:05:00 | 8  |
| 14/08/2025 | 08:00:00 | 08:05:00 | 8  |
| 14/08/2025 | 08:30:00 | 08:55:00 | 8  |
| 14/08/2025 | 09:00:00 | 09:05:00 | 8  |
| 14/08/2025 | 09:30:00 | 09:35:00 | 8  |
| 14/08/2025 | 09:45:00 | 09:50:00 | 8  |
| 14/08/2025 | 18:30:00 | 18:55:00 | 8  |
| 14/08/2025 | 21:00:00 | 21:05:00 | 8  |
| 15/08/2025 | 06:40:00 | 06:45:00 | 8  |
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| 15/08/2025 | 10:00:00 | 10:05:00 | 8  |
| 15/08/2025 | 10:30:00 | 10:35:00 | 8  |
| 15/08/2025 | 20:00:00 | 20:05:00 | 8  |
| 15/08/2025 | 20:10:00 | 20:55:00 | 8  |
| 16/08/2025 | 08:30:00 | 08:35:00 | 8  |
| 16/08/2025 | 09:00:00 | 09:05:00 | 8  |
| 16/08/2025 | 09:30:00 | 09:35:00 | 8  |
| 30/11/2025 |          |          | 11 |
| 01/10/2024 |          |          | 10 |
| 16/08/2025 | 10:00:00 | 10:05:00 | 8  |
| 16/08/2025 | 11:00:00 | 11:05:00 | 8  |
| 16/08/2025 | 11:20:00 | 11:25:00 | 8  |
| 16/08/2025 | 20:10:00 | 20:55:00 | 8  |
| 16/08/2025 | 21:30:00 | 21:35:00 | 8  |
| 17/08/2025 | 08:35:00 | 08:40:00 | 8  |
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| 17/08/2025 | 10:30:00 | 10:35:00 | 8  |
| 17/08/2025 | 11:00:00 | 11:05:00 | 8  |
| 17/08/2025 | 11:30:00 | 11:35:00 | 8  |
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| 18/08/2025 | 08:10:00 | 08:20:00 | 8  |
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| 19/08/2025 | 08:10:00 | 08:20:00 | 8  |
| 19/08/2025 | 12:00:00 | 12:05:00 | 8  |
| 19/08/2025 | 12:30:00 | 12:55:00 | 8  |
| 19/08/2025 | 13:00:00 | 13:05:00 | 8  |
| 19/08/2025 | 13:30:00 | 15:35:00 | 8  |
| 19/08/2025 | 14:30:00 | 14:35:00 | 8  |
| 19/08/2025 | 15:00:00 | 15:05:00 | 8  |
| 19/08/2025 | 15:25:00 | 15:50:00 | 8  |
| 19/08/2025 | 15:45:00 | 15:50:00 | 8  |
| 20/08/2025 | 13:00:00 | 13:05:00 | 8  |
| 20/08/2025 | 14:00:00 | 14:05:00 | 8  |

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| 07/09/2025 | 17:00:00 | 17:05:00 | 9 |
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| 17/10/2025 | 12:35:00 | 10 |
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| 17/10/2025 | 15:00:00 | 10 |
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| 18/10/2025 | 16:00:00 | 10 |
| 18/10/2025 | 17:00:00 | 10 |
| 20/10/2025 | 05:00:00 | 10 |
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| 22/10/2025 | 18:00:00 | 10 |
| 23/10/2025 | 06:00:00 | 10 |
| 27/10/2025 | 20:30:00 | 10 |
| 28/10/2025 | 06:30:00 | 10 |
| 28/10/2025 | 07:00:00 | 10 |
| 28/10/2025 | 08:00:00 | 10 |

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| 02/11/2025 | 14:30:00 | 14:35:00 | 11 |
| 02/11/2025 | 15:00:00 | 15:05:00 | 11 |
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| 03/11/2025 | 15:00:00 | 15:05:00 | 11 |
| 03/11/2025 | 15:55:00 | 16:00:00 | 11 |
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| 04/11/2025 | 13:00:00 | 13:05:00 | 11 |
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| 04/11/2025 | 16:00:00 | 16:05:00 | 11 |
| 05/11/2025 | 04:00:00 | 04:05:00 | 11 |
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| 05/11/2025 | 13:30:00 | 13:35:00 | 11 |
| 05/11/2025 | 14:00:00 | 14:05:00 | 11 |
| 05/11/2025 | 14:30:00 | 14:35:00 | 11 |
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| 05/11/2025 | 16:00:00 | 16:05:00 | 11 |
| 05/11/2025 | 16:30:00 | 16:35:00 | 11 |
| 06/11/2025 | 04:30:00 | 04:35:00 | 11 |
| 06/11/2025 | 05:30:00 | 05:35:00 | 11 |
| 06/11/2025 | 08:15:00 | 08:25:00 | 11 |
| 06/11/2025 | 14:10:00 | 14:15:00 | 11 |
| 06/11/2025 | 14:30:00 | 14:35:00 | 11 |
| 06/11/2025 | 15:00:00 | 15:05:00 | 11 |
| 06/11/2025 | 16:00:00 | 16:05:00 | 11 |
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| 07/11/2025 | 06:00:00 | 06:05:00 | 11 |
| 07/11/2025 | 08:05:00 | 08:15:00 | 11 |
| 07/11/2025 | 13:30:00 | 13:35:00 | 11 |
| 07/11/2025 | 16:00:00 | 16:05:00 | 11 |
| 07/11/2025 | 17:00:00 | 17:05:00 | 11 |
| 07/11/2025 | 18:00:00 | 18:05:00 | 11 |

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| 08/11/2025 | 05:00:00 | 05:05:00 | 11 |
| 08/11/2025 | 05:30:00 | 05:35:00 | 11 |
| 08/11/2025 | 06:00:00 | 06:05:00 | 11 |
| 08/11/2025 | 06:30:00 | 06:35:00 | 11 |
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| 08/11/2025 | 16:00:00 | 16:05:00 | 11 |
| 08/11/2025 | 16:30:00 | 16:35:00 | 11 |
| 08/11/2025 | 17:00:00 | 17:05:00 | 11 |
| 09/11/2025 | 04:00:00 | 04:05:00 | 11 |
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| 09/11/2025 | 07:30:00 | 07:35:00 | 11 |
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| 10/11/2025 | 06:30:00 | 06:35:00 | 11 |
| 10/11/2025 | 07:00:00 | 07:05:00 | 11 |
| 10/11/2025 | 07:30:00 | 07:35:00 | 11 |
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| 10/11/2025 | 08:30:00 | 08:35:00 | 11 |
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| 11/11/2025 | 07:00:00 | 07:05:00 | 11 |
| 11/11/2025 | 08:00:00 | 08:05:00 | 11 |
| 11/11/2025 | 09:00:00 | 09:05:00 | 11 |
| 11/11/2025 | 09:30:00 | 09:35:00 | 11 |
| 12/11/2025 | 08:00:00 | 08:05:00 | 11 |
| 12/11/2025 | 09:00:00 | 09:10:00 | 11 |
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| 12/11/2025 | 13:05:00 | 13:15:00 | 11 |
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| 18/11/2025 | 04:00:00 | 04:05:00 | 11 |
| 18/11/2025 | 13:00:00 | 13:05:00 | 11 |
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| 22/11/2025 | 06:30:00 | 06:35:00 | 11 |

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| 22/11/2025 | 15:00:00 | 15:05:00 | 11 |
| 22/11/2025 | 17:30:00 | 17:35:00 | 11 |
| 23/11/2025 | 05:00:00 | 05:05:00 | 11 |
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| 23/11/2025 | 07:10:00 | 07:15:00 | 11 |
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| 26/11/2025 | 06:30:00 | 06:35:00 | 11 |
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| 26/11/2025 | 15:05:00 | 15:15:00 | 11 |
| 27/11/2025 | 07:00:00 | 07:05:00 | 11 |
| 27/11/2025 | 07:30:00 | 07:35:00 | 11 |
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| 28/11/2025 | 09:00:00 | 09:05:00 | 11 |
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| 01/12/2025 | 11:00:00 | 11:05:00 | 12 |
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| 01/12/2025 | 13:30:00 | 13:35:00 | 12 |
| 02/12/2025 | 08:00:00 | 08:10:00 | 12 |
| 02/12/2025 | 11:30:00 | 11:35:00 | 12 |
| 02/12/2025 | 12:00:00 | 12:05:00 | 12 |
| 02/12/2025 | 12:30:00 | 12:35:00 | 12 |
| 02/12/2025 | 13:00:00 | 13:05:00 | 12 |
| 02/12/2025 | 13:30:00 | 13:35:00 | 12 |
| 02/12/2025 | 14:00:00 | 14:05:00 | 12 |
| 02/12/2025 | 14:30:00 | 14:35:00 | 12 |
| 02/12/2025 | 15:20:00 | 15:25:00 | 12 |
| 03/12/2025 | 10:40:00 | 10:50:00 | 12 |
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| 03/12/2025 | 12:30:00 | 12:40:00 | 12 |
| 03/12/2025 | 13:30:00 | 13:35:00 | 12 |
| 03/12/2025 | 14:00:00 | 14:10:00 | 12 |
| 03/12/2025 | 14:30:00 | 14:35:00 | 12 |
| 21/09/2025 |          |          | 9  |

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| 03/12/2025 | 15:00:00 | 15:05:00 | 12 |
| 03/12/2025 | 16:00:00 | 16:05:00 | 12 |
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| 05/12/2025 | 05:15:00 | 05:20:00 | 12 |
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| 05/12/2025 | 12:45:00 | 13:00:00 | 12 |
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| 07/12/2025 | 03:30:00 | 03:35:00 | 12 |
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| 08/12/2025 | 07:00:00 | 07:05:00 | 12 |
| 08/12/2025 | 07:50:00 | 07:55:00 | 12 |
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| 08/12/2025 | 14:50:00 | 15:00:00 | 12 |
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| 09/12/2025 | 05:30:00 | 05:35:00 | 12 |
| 09/12/2025 | 06:00:00 | 06:05:00 | 12 |
| 09/12/2025 | 06:30:00 | 06:35:00 | 12 |
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| 10/12/2025 | 07:30:00 | 04:35:00 | 12 |
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| 11/12/2025 | 09:30:00 | 09:35:00 | 12 |
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| 12/12/2025 | 10:30:00 | 10:35:00 | 12 |
| 12/12/2025 | 11:40:00 | 11:45:00 | 12 |

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| 14/12/2025 | 12:00:00 | 12:05:00 | 12 |