

ITEM

ITEM

Salcombe Harbour Board, 25th January 2005

SLIPWAY MANAGEMENT

Report by the Salcombe Harbour Master

Statutory Powers: The Pier and Harbour Order (Salcombe) Confirmation Act 1954

Financial Implications: Contained within current the Council's Boat Park budget and thus no impact on the Harbour budget.

Purpose

1. During summer 2004 detailed research was conducted on behalf of the Harbour Board by Royal Yachting Association (RYA) representatives. The research related to usage and movements of launches on and off the slipway in Batson Boat Park and potential associated health and safety implications. The purpose of this report is to bring Members up to date with the findings of an informal working party established to review the situation and agree a course of action. The contents of this report are linked to Council Priority 6 – 'the Improvement of core services in a cost-effective way'.

Recommendation

The Board RESOLVES:-

- (a) **that the work of the informal working party be noted and those involved be thanked for their efforts;**
- (b) **to instruct the Chairman of the Harbour Board and Harbour Master to meet with the Chairman of the Business Board to discuss the implementation of the working party's recommendations contained in paragraph 8.**

Background

2. The Board agreed that an informal working party should be convened to consider the findings of the research undertaken by the Board's RYA representative on the slipway at Batson during the summer. The working party has now met and this report provides a summary of those discussions and makes specific recommendations for the Harbour Board and the Council's Business Board (with responsibilities for Car and Boat Parking) to consider.

3. The Board is reminded that the day to day control of all slipways and landings within Salcombe Harbour, and in the ownership of the South Hams District Council, is vested in the Harbour Master (SH.9/74(b) and SH.45/99). However, the revenue associated with these slipways, quays, landings and the boat parks is credited to the Council's General Fund and does not enter the Harbour Board's ring-fenced account.
4. On 6th December 2004, a working party was convened as agreed by the Salcombe Harbour Board to meet and consider the findings of the research undertaken during the summer months by Mr Tim Bass, the Board's RYA Co-opted Member, assisted by Mr Peter Goldsworthy, representing the Salcombe Kingsbridge Estuary Association (SH.17/04). The working party heard a summary of survey methodology including recording of results and then the data was presented and discussed at length. Given the survey was conducted on only a number of selected days during the height of the season, the data's limitations were also recognised.
5. The working party further discussed that the use of the Boat Park and slipway are very much an integral parts of the customers' experience in the enjoyment of the estuary. The Harbour Master reminded the group that the Harbour Board had opened discussions with the Council's Business Board responsible for Boat Parking in an effort to ensure that both services are aligned as closely as possible, where possible, for the benefit of the user.
6. The Harbour Master further explained the progress of the Council's Asset Management Group that approved a number of modifications to the Boat Park at its last meeting and these are now being implemented, these include:-
 - (i) the introduction of a traffic management arrangement that involves the redesign to the residents' compound to create an exit that will help alleviate traffic congestion;
 - (ii) the relocation of the Boat Park hut further inside the park to reduce traffic entering blocking traffic flow on the road;
 - (iii) the realignment of visitor spaces to accommodate the new hut;
 - (iv) resurfacing and tidying up of the top of the public slipway; and
 - (v) the introduction of a new tap to the water supply at the top of the slipway.
7. It was fully recognised by the group that during the peak season the volume of traffic using the Batson Boat Park and public slipway has reached a point where safety could easily be compromised. The group went on to discuss a number of possible controls to reduce the risk. The group acknowledged that it would not be recommending any

additional development at the Boat Park, but would seek to make recommendations using the present footprint of the slipway.

8. Consequently the working party agreed a number of recommendations to the Harbour Board and the Council's Business Board:-
 - (i) The second Boat Park Attendant that is traditionally employed at the height of the summer should be diverted as a 'slipway manager' during peak demand periods to improve control of the slipway;
 - (ii) Measures to protect pedestrians by dividing the slipway should be investigated attempting to keep pedestrians clear of moving vehicles.
 - (iii) A time limit on the Batson slipway should be introduced.
 - (iv) Customer information should be improved.
 - (v) Customers should be provided with information about alternative launching sites.
 - (vi) Alternative ways of delivery should be explored involving the commercial/private sector.

Risk Assessment

9. The Harbour Board's Safety Management System in compliance with the Port Marine Safety Code is based upon risk assessments of all identified activities in and around the Harbour. This includes all slipways, quays and landings. There is a high risk to the Council if controls to mitigate against those risks are not adequately provided. Adopting the measures outlined in this report should reduce the level of risk.

Human Rights

10. There are no obvious human rights issues arising from this report, other than the right to life that could be threatened by inadequate attention to health and safety.

Conclusion

11. The research on the slipway at Batson provided the informal working party with a great deal of useful information for discussion. Moreover, observations by working party members who are all regular users of the Batson boat park slipway and estuary in general also provided an opportunity to broaden the debate.

12. The working party's recommendations at paragraph 8 are a set of straightforward improvements that if implemented will go a long way towards alleviating problems on the Batson slipway and should reduce the risk to the customer. Any measures adopted will be closely monitored for effectiveness.
13. The issues at the boat park are cross cutting across the Council and with further dialogue between the relevant Council Board's the safety and enjoyment by the customer at this important Council facility will be enhanced.

S E Tooke
Harbour Master

Salcombe Harbour Board
25th January 2005

Paula Brooks
Strategic Director (Operations)

Working Party Members

Mr S E Tooke, Harbour Master
Mr T Bass, RYA
Mr P Howard, Salcombe Town Council
Dr P Goldsworthy, SKEA

Background Documents

Salcombe Harbour Policy Document (SH.9/74(b) and SH.45/99)