

Salcombe Harbour Board – 25 September 2007**BATSON SLIPWAY PONTOON****Report of Head of Service Salcombe Harbour****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

Financial Implications: The outline cost of providing a slipway pontoon at Batson will be £54,000 if the work was to be undertaken in November 2007.

Purpose

To propose advancing the Batson slipway pontoon project from financial year 2008/09 to the current financial year.

The operation of the Council's boat park and slipway at Batson supports the objectives of good jobs (CP2), retention of the district's character (CP3), an accessible council (CP5) and value for money (CP6).

That the Harbour Board RECOMMENDS to Council that standing orders relating to contracts be suspended in respect of the awarding of a contract for the Batson slipway pontoons and that the work be carried out by the contractor who will be on site for the installation of the Residents' Pontoons (SH 42/06).

Background

1. The public slipway at Batson is extremely busy throughout the year and particularly during the summer months. The slipway is, at certain peak times, operating beyond its design capacity, which presents increased health and safety risks to the public using it. The problem is that once a vessel is launched from its trailer, the boat has to be held at the bottom of the slip whilst the trailer is removed to a parking area and the all the crew have to board. This process can take anything from 5 to 30 minutes. Throughout this waiting period other boats are launching whilst personnel are waiting and walking on the slipway, exposing them to the risk of being hit by moving boats on trailers.
2. A solution, to construct a pontoon alongside the slipway, to reduce the risk to an acceptable level and to increase the operating capacity of the slip was incorporated in the Harbour's Strategic Business Plan in financial year 2008/09, was ratified by Council on 2 August 2007 (39/07).
3. On 11 August 2007, a trailer became detached from its vehicle and ran away down the slipway. Fortunately on this occasion the trailer veered to the right and collided with a yacht which had dried out for maintenance and no personal injuries were sustained. However, this incident highlights the risk to the public on the Council's slipway.
4. An opportunity has been identified to advance the installation of the Batson Slipway Pontoon this financial year and save the harbour Authority £28,000.

Proposed Course of Action

5. The marine construction contractor for the new Residents' Pontoon Project will be on site from 15 October to 26 November 2007. When tenders were sought for the Residents' Pontoon Project this contractor provided the most cost effective quote. The contractor has since been used to successfully re-pile Normandy Pontoon. As 35% of the projected cost of the Batson Slipway Pontoon project is for mobilisation and de-mobilisation, this cost can be saved by undertaking this project during the current planned works.
6. The timeline for gaining the external consents and permissions for this development is tight but not impossible, these include:
 - Landowners consent
 - Natural England's Consent
 - Environment Agency's consent
 - FEPA licence from the Marine Consent Unit for the piling work
 - Planning Permission
7. To accept Walcon's quotation for manufacture, delivery and installation of the Batson Slipway Pontoon.
8. Advancing the project to financial year 2007/08 will require the pontoon to be funded from reserves for up to six months. The funds required to finance the project, as detailed in the Strategic Plan, will be raised by increased charges in FY 2008/09.

Value for Money

9. Delivering Value for Money is one of the Council's corporate priorities. Advancing this project to this financial year to take advantage of the contractor being on site and thus saving the mobilisation costs of approx £28,000 is significant.

Risk Assessment

Risk	Mitigation
Health and safety. A member of the public is killed or seriously injured whilst walking or waiting on the Batson Slipway.	For several years the slipway has been divided with a barrier to keep vehicles with trailers separate from people launching vessels by hand. This has improved safety but still results in large congregations of people at the bottom of the slipway and large numbers of pedestrians walking up and down the slipway. The provision of a pontoon with brow access would remove the need for all pedestrians to walk down the slipway, thus reducing the risk to an acceptable level.

<p>Corporate activity with an impact on Areas of Outstanding Natural Beauty, National Parks, and Sites of Scientific Interest.</p>	<p>The Harbour Authority part fund a Marine Conservation Officer who monitors all activity within the estuary to ensure the harbour Authority fully respects the ANOB and SSSI status of the Estuary. The development would be subject to the successful issue of a FEPA licence from the Marine Consents unit, which would consult with the landowner, Natural England and the Environment Agency and Planning permission from SHDC.</p>
<p>Financial Risks and Impact on Councils Assets</p>	<p>Advancing the project from FY 08/09 to FY 07/08 would put additional strain on the Harbour Reserves for up to six months but would have the advantage of saving approximately £28,000 on the overall project costs.</p>

Conclusion

10. The introduction of a slipway pontoon will dramatically improve safety and will, by advancing the project to financial year 07/08 save the harbour authority up to 35% of the overall project costs.

Ian Gibson
Head of Service Salcombe Harbour

25 September 2007

Background Documents:

Salcombe Harbour Board Strategic Business Plan 1st Edition dated 2 August 2007.