

Salcombe Harbour Board – 25 September 2007**BOAT PARK OPERATIONS****Report of Head of Service Salcombe Harbour****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

Financial Implications: To provide a service that complies with Health and Safety requirements for the forthcoming winter will require an investment in additional staff at an estimated cost of £10,000, including training. This will be funded from boat park income for the 2007/08 season and not the Harbour accounts.

Purpose

To appraise the Harbour Board on the measures to be implemented for winter 2007/08 within the Boat Park to improve health and safety and reduce the risks associated with winter storage.

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

Recommendations**That the Harbour Board RESOLVES to:**

- a. **Note the revised winter storage arrangements for 2007/08.**
- b. **Consider the options for winter storage for subsequent years.**

Background

1. The Council's car/boat park at Batson is utilised for winter storage of boats from 1 October to 31 March each year. The overall process is overseen by the Harbour staff, the revenue for storage is collected for the Council's Street Scene Service and a number of different operators lift, launch and maintain the boats.
2. The overall operation is not fully regulated and is considered unsafe in its current form. A report to address the issues was supported by Harbour Board on 10 July (SH19/07).
3. The Council's Strategic Management Team has agreed that the first step to improving the safety and operation of the boat park for winter storage is to adopt the revised Code of Practice, Appendix 1, and to provide a Boat Park Attendant throughout the winter storage period to manage the activity.

Way Forward

4. During the forthcoming winter, the boat park working group led by Cllr Hicks will review the effectiveness of the initial measures, which will inform any future decisions relating to boat park winter storage arrangements. This will include the previous recommendation of the Harbour Board (SH19/07) which was to recommend to Council to advertise for expressions of interest to operate the Council Car Park as a boatyard for winter storage to advertise the safe operation of slipping and lifting, safe chocking and the storing of boats only and ensuring continued access for local independent contractors.
5. The outline duties of the Boat Park Attendant will include but are not limited to:
 - Daily safety rounds of chocks and cradles boat covers
 - Hold a set of customer's boat keys to enable emergency access
 - Daily waste pick up
 - Manage hazardous waste collection
 - Daily noise rounds (Halyards etc)
 - Control and record contractor access
 - Record work conducted by contractors
 - Post rain rounds for water collected in cockpits etc
 - Spot checks on contractors portable equipment
 - Monitor and remove trip hazards etc
 - Inspect customer's boats with contractors prior to work commencing.
 - Maintain the parking plan
 - Manage the lift out and lift in programme with lifting contractors
 - Accept responsibility for vessels from lifting contractor for storage period
 - Rule on fitness for purpose of customers boat cradles and chocking arrangements
 - Ensure customers cradles are marked correctly and removed at end of storage period
 - Hand back boat park to car parks ready for use on agreed date
 - Oversee all planned lifting operations
 - Ensure lifting contractor secures area for lift from public
 - Ensure access is maintained to fish quay and public slipway
 - Act as overseer for fish quay and point of contact for fish quay defects and routine management issues
 - Erect signage around boat park perimeter
 - With assistance of Harbour Staff, erect perimeter fencing
 - Enforce hard hat zone
 - Enforce segregation between pedestrians and boat park activities
 - Provide a yard crane service to customers
 - Record storage times for invoicing by Harbour Office
 - Manage bookings for summer boat park operations

Value for Money

6. Delivering Value for Money is one of the Council's corporate priorities. Improving the winter storage service and reducing the risks associated with the operation will ultimately directly affect the value for money derived from this service.

Risk Assessment

Risk	Mitigation
The loss of income from winter storage if winter storage operation is discontinued on Health and Safety grounds.	Improve Health and Safety with introduction of revised Code of Practice and increased supervision of site with a winter boat park attendant.
SHDC fail to provide a service that has been provided for a number of years, thus affecting Council reputation	SHDC provide improved service that addresses Health and Safety concerns.
Fatality or serious injury following an accident in SHDC car park whilst it is being operated as a boat park	To improve the safety by following yacht harbours code of practice, adapted for Salcombe, for winter storage operations.
A boat falls over whilst it is stored in the car park. This could have a domino effect and many boats would be damaged.	Ensure fit for purpose boat cradles are used.
A member of the public is killed or seriously injured whilst walking through the boat storage area.	Stop public access to the boat storage area by fencing it off and operating it as a boatyard for the winter months.
Health and safety.	Boatyard to be operated in accordance with current H&S regulations and all contractors entering the site would be required to comply with boatyard code of practice.
Corporate activity with an impact on Areas of Outstanding Natural Beauty, National Parks, and Sites of Scientific Interest.	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. Waste disposal could be monitored more closely in a boatyard with defined fence and limits.
Financial Risks and Impact on Councils Assets	The Council could contract out this service, and set an annual rent which would give an assured income. Alternatively the Council could consider taking the financial risk for the potential long term financial gains. There is always the possibility that this proposal will not be financially viable, however, with a national shortage of boat storage capacity, this is unlikely. To retain the responsibility for the operation of the car park asset will provide better flexibility for the Council in the future should Batson car park be the subject of any future development.

Conclusion

7. The revised arrangements for the operation of the Batson car park for winter boat storage will considerably improve the winter storage service and reduce the associated risks.
8. The implementation of the revised Code of Practice and increased supervision of the site should be considered as the first phase of improvements to the winter storage service. The second phase will be dependent on the success of phase one. The Board's recommendation to Council to advertise for expressions of interest from interested contractors to operate the boat park in the future still stands, with the Board working groups advising where necessary.

Ian Gibson
Head of Service Salcombe Harbour

25 September 2007

Background Documents:

Salcombe Harbour Board Paper "Boat Park Operations" dated 10 July 2007.
Safety UK letter dated 16 July 2007.

Appendix 1 – Code of Practice for Boat Park Storage Service.