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SOUTH HAMS SALCOMBE HARBOUR BOARD - MONDAY, 29TH SEPTEMBER, 2014

Agenda, Reports and Minutes for the meeting

Agenda No Item

1. **Agenda Letter** (Pages 1 - 2)

2. **Reports**

Reports to Harbour Board:

- a) Item 8 - Proposal to introduce Waterskiing into Salcombe Harbour (Pages 3 - 52)
- b) Item 9 - Budget 2015/16 (Pages 53 - 72)
- c) Item 10 - Fees and Charges 2015/16 (Pages 73 - 76)
- d) Item 11 - Performance Management (Pages 77 - 88)
- e) Item 12 - Topical Harbour Issues (Pages 89 - 90)

3. **Minutes** (Pages 91 - 98)

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Agenda Item 1

To: Chairman & Members of the Salcombe Harbour Board
(Cllrs J Brazil, M J Hicks, K R H Wingate and S A E Wright)
Co-opted Members – Mr G Burrell, Mr C C Harling,
Mr H Marriage, Mr M Mackley, Mr A Thomson and Mr M Taylor)

Our Ref: CS/KT

cc: Remainder of Council for information
Usual press and officer circulation

19 September 2014

Dear Member

A meeting of the **Salcombe Harbour Board** will be held at **The Assembly Room, Cliff House** on **Monday, 29 September 2014** at **2.30 pm** when your attendance is requested.

Yours sincerely

Kathryn Trant
Member Services Manager

<p>FOR ANY QUERIES ON THIS AGENDA, PLEASE CONTACT KATHRYN TRANT THE MEMBER SERVICES MANAGER ON DIRECT LINE 01803 861185</p>
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A G E N D A

1. **Apologies for Absence;**
2. **Minutes** - to approve as a correct record and authorise the Chairman to sign the minutes of the meeting of the Board held on 14 July 2014 (pages 1 to 4);
3. **Urgent Business** - brought forward at the discretion of the Chairman;
4. **Division of Agenda** - to consider whether the discussion of any item of business is likely to lead to the disclosure of exempt information;
5. **Declarations of Interest** – Members are invited to declare any personal or disclosable pecuniary interests, including the nature and extent of such interests, they may have in any items to be considered at this meeting;
6. **Public Question Time** – a period of up to 15 minutes is available to deal with questions from the public;

7. **Feedback from Harbour Community Forums** – to receive verbal reports from Board Members who attend the Harbour Community Forums on behalf of the Board;
8. **Proposal to introduce Waterskiing into Salcombe Harbour** – to consider a report that reviews the desirability and practicality of introducing waterskiing into Salcombe Harbour (pages 5 to 9);
9. **Budget 2015/16** – to consider a report that sets out the proposed 2015/16 Budget which builds upon the principles adopted in the Salcombe Harbour Strategic Business Plan and details the financial impact of the proposals contained therein (pages 10 to 24);
10. **Fees and Charges 2015/16** – to consider a report that would enable Members to recommend the Harbour rates and charges for 2015/2016 (pages 25 to 27);
11. **Performance Management** – to consider a report that sets out the Harbour's performance against Performance Indicators (PIs) (pages 28 to 37);
12. **Topical Harbour Issues** – to consider a report that sets out a range of topical harbour issues which do not warrant a separate report in their own right (pages 38 to 39).

* * * * *

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

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AGENDA
ITEM

8

SOUTH HAMS DISTRICT COUNCIL

AGENDA
ITEM

8

NAME OF COMMITTEE	Salcombe Harbour Board
DATE	29 September 2014
REPORT TITLE	Proposal to introduce waterskiing into Salcombe harbour
REPORT OF	Salcombe Harbour Master
WARDS AFFECTED	All South Hams

Summary of Report

To review the desirability and practicality of introducing waterskiing into Salcombe harbour

RECOMMENDATION

That the Harbour Board RESOLVES to NOTE the request to introduce waterskiing into Widegates but REJECT any proposal to allow waterskiing in the vicinity of the Bar.

Officer contact:

Adam Parnell – 01548 843791 (Internal 7104)

1. BACKGROUND

- 1.1 Harbour Authorities have a duty to take reasonable care, so long as the harbour is open for public use, that all who may choose to navigate it may do so without danger to their lives or property. This includes an obligation to conserve and promote the safe use of the harbour¹.
- 1.2 The Harbour Board vision is to *“retain and enhance the character of Salcombe and Kingsbridge Estuary whilst updating harbour facilities to meet the requirements and expectations of residents and visitors for the 21st century.”*
- 1.3 Water-skiing is currently prohibited within the harbour under bye-law 48 (water sports).

¹ DfT, 2013. *A guide to good practice on Port Marine Operations*, p7.

- 1.4 Water-skiing is currently pursued in Starehole bay (adjacent to the harbour limits) and, further afield, in Tor Bay and the River Avon.
- 1.5 Any decision whether to introduce water-skiing inside the harbour must satisfy the key elements of the preceding paragraphs: the Board must be satisfied that addressing the obligation to make the harbour available to all who wish to use it does not compromise the Authority's obligation to promote the safe use of the harbour and its duty of care to prevent loss or injury. Neither should it compromise the maintenance, improvement or conservancy of the harbour.

2. MATTERS FOR CONSIDERATION

2.1 Key elements of the proposal

- 2.1.1 One of the key drivers for the introduction of water-skiing into the harbour is the perceived lack of safety in Starehole Bay. To counter this, the proposal is to establish a water-skiing club with strict rules and restrictions on the numbers of water-skiers, so that the existing problems within Starehole Bay are not simply transferred into the harbour.
- 2.1.2 The proposal seeks to establish a dedicated ski area, marked by buoys, which is tidally constrained (thereby ensuring that ski activities are time-limited) and within which only one boat at a time is licenced to ski.
- 2.1.3 The proposal has sought to take environmental, safety, noise and wake issues into account, and has also conducted extensive informal consultation to gauge local reaction to their proposal.
- 2.1.4 The main area under consideration is in Widegates, chosen by the proposers for its distance from main population centres so as to reduce disturbance on human centres of population. A second area, under Bar Lodge at the entrance to the harbour, has also been suggested.

2.2 Safety

- 2.2.1 The proposal is predicated on two assumptions: that there will be a reduced number of skiers in Starehole Bay (because of the second area inside the harbour) and the application of regulations inside the harbour will ensure that the unwanted behaviours witnessed in Starehole Bay are not transferred. However, the first is likely to be offset by the increased number of skiers attracted to the area by the creation of a ski club, and the second will only hold true if the regulations are enforced by the harbour authority. This will require additional resource

2.2.2 Both areas contained within the proposal are popular with slow-speed craft (canoes, SUPs, dinghies) many of which are piloted by young and inexperienced personnel. The only safe means of managing the potential for collision would be to segregate the harbour, effectively denying the area under consideration to these groups of users. This will also require harbour patrols to ensure that this takes place.

2.2.3 The reason that the area under Bar Lodge is deemed unsuitable for this activity is because it is superimposed onto the deeper areas of the harbour entrance (the Salcombe Bar makes the area to the east of this area unsuitable for deeper draughted vessels) thus increasing the risk of collision and little time² or room to manoeuvre.

2.3 Speeding.

2.3.1 Unfortunately the harbour suffers from a number of speeding boat, despite the clear signage around the harbour. There is a concern that the introduction of a high-speed area will induce others to speed. This can be countered by additional patrols but this would require additional harbour staff to resource.

2.4 Environment.

2.4.1 **AONB/SSSI.** The areas under consideration are within the AONB and SSSI; additionally they are also designated a local nature reserve. Although the proposal seeks to minimise any disturbance (see below) the Board should consider the desirability of introducing this activity into this area.

2.4.2 **Wake.** Modern powerboats often generate less wake at high speed than at lower speeds, however energy is imparted at the cube of speed and the wake will travel much further (and be visual much further away) as a result. A trial would be the best way to see if this would be an issue or not.

2.4.3 **Noise.** Modern engines are designed to be quieter at high speed but there would still be a small net increase in noise than at present. A trial would be the best way to see if this would be an issue or not.

2.4.4 **Disturbance to wildlife.** The Estuary hosts a wide range of wildlife and while modelling may be employed to determine if it will be adversely impacted, there is also a regular bird-count across the Estuary which could provide data too. Unfortunately this data would be retrospective and any impact would have already taken place before it was noted.

² Example: if a powerboat (at 20 kn) closes with a yacht (at 10 kn) from 200m then there is less than 12 seconds to react if risk of collision occurs.

2.4.5 **Legal.** As previously stated there is a bye-law prohibiting waterskiing in the harbour. This would have to be reviewed but this can be a lengthy and expensive process if opposition is encountered.

2.5 Support and opposition. Although formal consultation has not yet taken place, the harbour office has received a large amount of correspondence on this issue. Additionally there have been two on-line petitions created, one 'for' and one 'against'. At the time of writing over 1600 people have objected and 379 have supported this proposal.

2.6 Options. The following options are suggested to the Board:

2.6.1 Note the report and commence formal consultation. The Board may decide that the proposal has merit and worthy of further consultation and potentially trials before reaching a decision.

2.6.2 Reject the proposal based on the facts to date. The Board may decide that the proposal does not overturn the long-held view that waterskiing is not compatible with existing harbour activities for reasons of safety, efficiency or conservancy.

2.6.3 Irrespective of which the previous options are taken, the Board may also wish to take a view about how to make Starehole Bay a safer area. This is complicated by the fact that it lies outside of the harbour limits and therefore beyond the Harbour Authority's legal jurisdiction. However, it may wish to assist the MCA (who 'own' waters outside of harbours up to the territorial limit) although this might have legal implications eg assumed liability in the event of an incident. This could be considered further at the next Harbour Workshop.

3. LEGAL IMPLICATIONS

3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).

3.2 There are no other legal implications to this report.

4. FINANCIAL IMPLICATIONS

4.1 There are no new financial implications as a result of this report. However, if a ski area were to be established then additional staff resource would be required to ensure that the ski area was being used safely.

5. RISK ASSESSMENT

5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
The Harbour Authority is striving to deliver an improving service to harbour users.	3	2	6	The Harbour Board, considers many routine issues annually, topical items will be brought to the Board as they arise. The objective being a better service in a safe environment for estuary users.
Adverse impact on environment	3	3	9	Carefully consider siting of any waterski area
Increased risk of collision at Bar Lodge	3	4	12	Carefully consider siting of any waterski area inside or outside of the harbour

Corporate priorities engaged:	Community Life Economy Environment
Statutory powers	The Pier & Harbour (Salcombe) Confirmation Act 1954
Consideration of equality and human rights:	There are no equality or human rights issues with this report
Biodiversity considerations:	None
Sustainability considerations:	None
Crime and disorder implications:	None
Background Papers:	Strategic Business Plan 2nd Edition dated 26 March 2012. Constitution of the Salcombe Harbour Board (as adopted by Council on 25 June 2009). Presentation by Mr J Heaven.
Appendices attached:	None

Adam Parnell
Harbour Master

Salcombe Harbour Board
29 September 2014

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Ski Area Proposal - Outline of Issues and Key Arguments

1. Summary of Issues
2. Introduction to Skiing
3. History in Salcombe
 - Pre-2009
 - Post-2009
4. The Solution – Bar Lodge Proposal
5. Widgates – Upper Estuary Flat Water
6. Evaluation – Other Areas Considered
 - Southpool Creek
 - Frogmore Creek
 - Blanksmill Creek
 - Widgates
7. Issues Considered
8. Putting the needs of Powerboats users in perspective
9. Other Guidance
10. Support from the Governing Body
11. The Numbers
12. Enforcement and Policing
13. Risk of Collision
14. Noise
15. Birds and Wildlife
16. Turbidity and Shoreline Degradation
17. Credits

Salcombe and Kingsbridge Estuary Water-skiing Association

1. A Summary of the Issues

Provision for towed water sports such as Wakeboarding and Water-skiing in and around the Salcombe and Kingsbridge Estuary, has been seriously curtailed in recent years and areas where it is undertaken are notoriously unsafe. This document outlines some of the steps that could be taken to improve that situation.

2. Introduction to Skiing

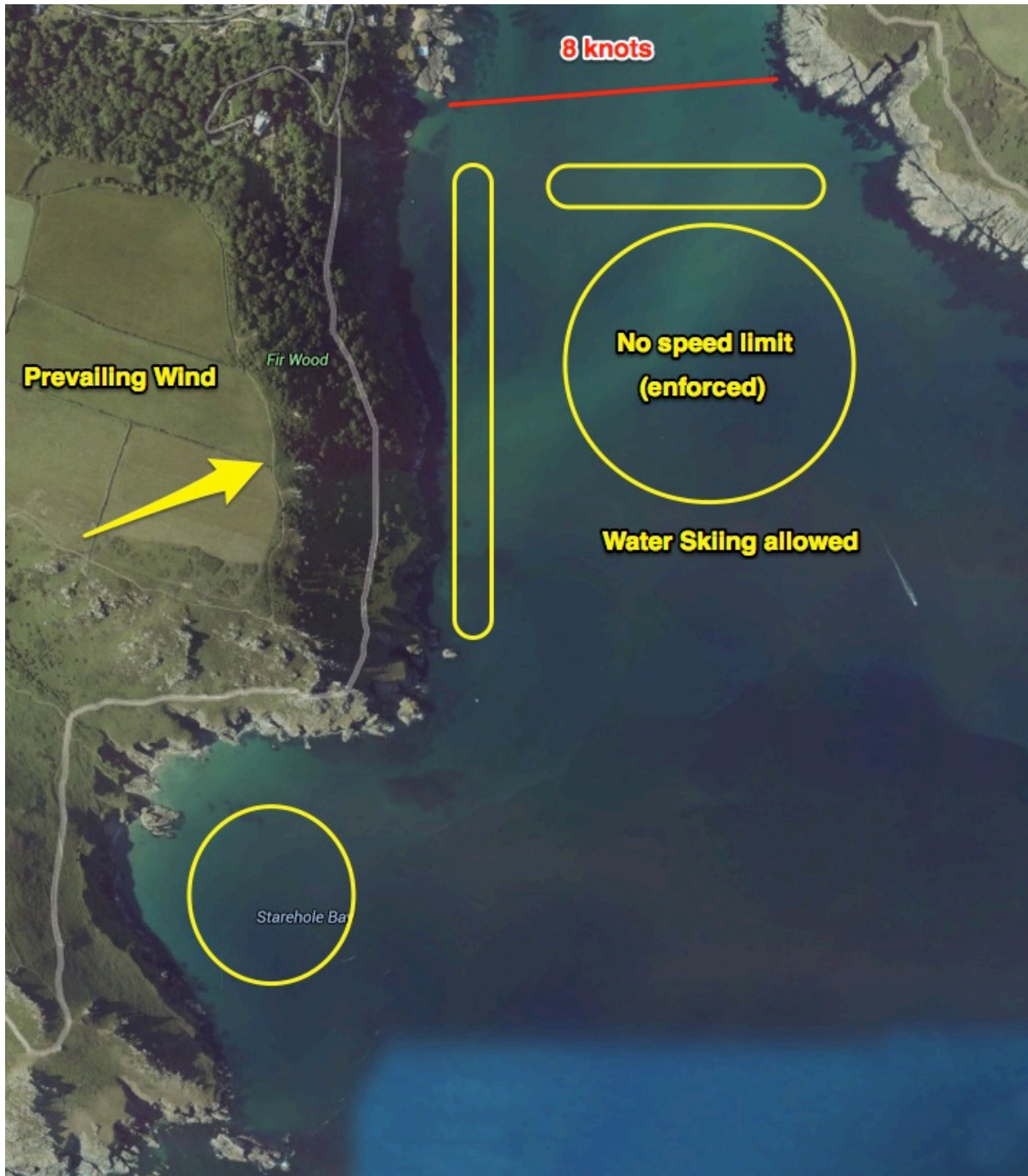
Water skiing and wakeboarding are sports with many social, economic and health benefits to society. They are unique in that they are sports where able and disabled persons, and people as young as 5 years and as old as 80 years of age can participate alongside each other. They are sports that involve more than one person, and are a wonderful family activity that gathers members together for a day of fun at a favourite waterway.

Anyone who has put on water skis or rode a wakeboard can attest to its health benefits. They are sports that demand and develop strength, agility and endurance. Towed water sports include several disciplines and each of these can be practiced for either recreational or competitive enjoyment.

In Salcombe it is the one sport that the whole family can easily enjoy together on the water. It is also very easy for anyone to quickly try and get to a competent level. Compared with dinghy sailing, for example, it is very easy for a whole family to go out on the water in a ski boat and be up wakeboarding for the first time within the hour and leave the water feeling very pleased with their day. It is a wonderful sport that children enjoy participating in alongside all the other water sports that Salcombe has to offer.

3. History in Salcombe

3a. Pre-2009



A line from Splatx cove to Limbury bay indicates the start of “Category C Waters” or “open sea” as categorised by the Maritime and Coastguard Agency. It was this line that traditionally was regarded as the start of the 8 knot limit into the harbour, with the large 8 knot sign under Bar Lodge giving a clear indication to people entering or leaving harbour, where the limit started and ended (so everyone thought).

INTRO | CATEGORIES | APPLICATIONS | SEARCH | FULL LIST | NAVIGATION AUTHORITIES | LINKS | CONTACT

MCA > [SEARCH](#) > SEARCH RESULTS

SALCOMBE, ENGLAND

Category C
Within a line from Splat Point to Limebury Point

[Back](#)

[PRINT >>](#)

This gave a substantial amount of water in the lee of the cliffs under Bar Lodge, over for water-skiing (approximately 75 acres) – in addition to Starehole Bay (approximately 25 acres). This larger strip of water was regarded as a better place to ski than Starehole Bay allowing much longer straight runs, it also avoided the congestion of the constrained “bowl” type area of Starehole Bay and the inevitable choppy water that only a few boats can produce.

It is important to note that during the decades that this was allowed, there were no recorded incidents of near misses or accidents in the “Bar Lodge” area, compared with many accidents, including near fatalities in Starehole Bay. A notable highlight was Isobel Jackson, who whilst towing a skier without a “spotter” took sharp avoiding action from a near collision and threw herself from the boat without a killcord. The boat turned back on itself and ran her over a number of times gashing her head very badly. She now suffers from epileptic seizures and the accident was televised on Emergency 999. Unbelievably a similar accident happened that very morning to David Sadler, they stopped the out of control boat using multiple ski ropes to fowl the propeller. Fortunately no one was hurt. Everyone seems to have a near miss story to tell for Starehole Bay. It seems remarkably fortunate that more accidents have not occurred.

Since these accidents very little changed, despite more powerboats in the harbour and the sport of Wakeboarding exploding in popularity, in addition to Water-skiing. Starehole Bay is still widely considered dangerous and unsuitable and is avoided altogether by more experienced boat drivers and skiers.

Summary:

Between Bar Lodge and Starehole Bay, there were generally enough areas to ski for most people to be generally satisfied. However there had been repeated calls for a flat water skiing area on the upper estuary.

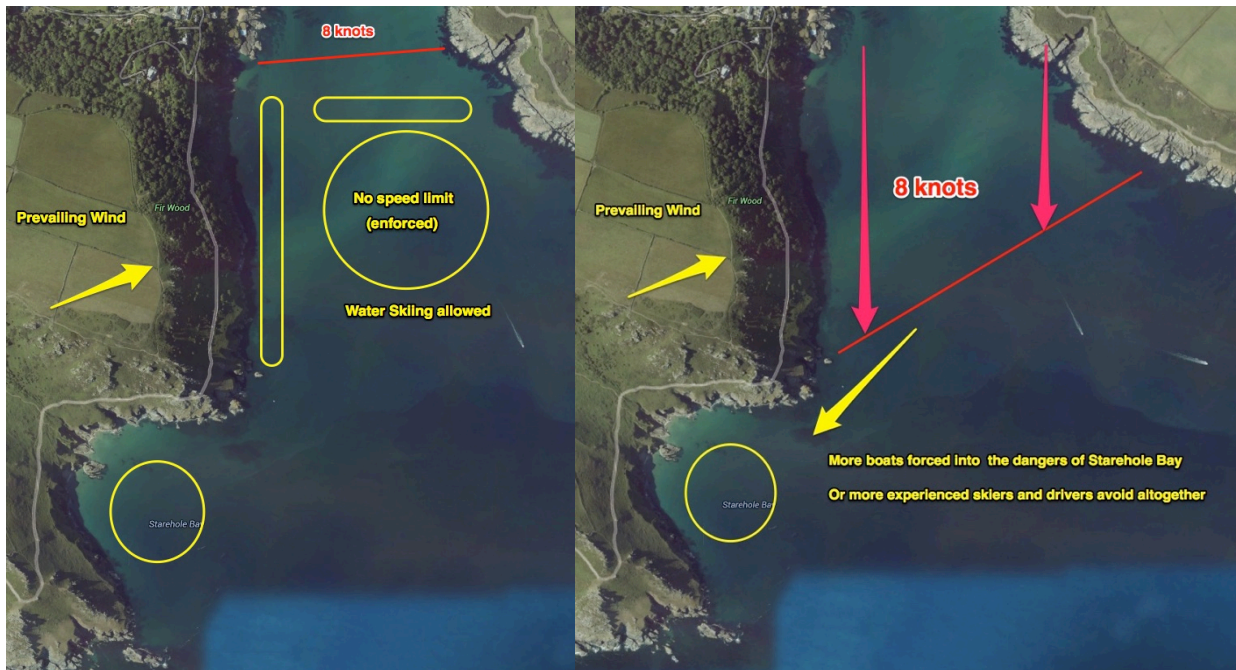
The dangers of Starehole Bay were well known and had not been addressed despite near fatal accidents. Unheeded calls for improved skiing regulations and a flat water ski area on the upper estuary were consistently ignored.

3b - Post 2009

Rather than responding to calls for a flat water ski area in the upper estuary and safer regulation of the existing areas. Post 2009, quite the opposite happened.

It was pointed out that the harbour limits were defined as much further out. Therefore it was pointed out that within the current bye laws people were in fact speeding in the area under bar lodge.

Rather than changing the byelaws to accommodate the understood status quo, the speed limit was immediately enforced to the harbour limit.



Pre 2009

Post 2009

This had an immediate and devastating impact on skiing in and around the estuary:

- 75% of the existing “good” skiing areas were removed.
- It removed the flattest and straightest ski areas.
- It removed the skiing areas with the best safety record.
- It forced more boats into the more dangerous remaining 25% skiing area (Starehole Bay)
- It made Starehole Bay even more congested, more dangerous and more unfit for purpose (rough, choppy waters).
- It put the “Shoreboard” ski school out of business.



In addition, yellow buoys were placed along the harbour limit line, with an 8-knot speed limit painted on their side. The 8-knot sign on the wall under bar lodge was REMOVED, in case people continued to think that this was the start of the 8 knot limit as before.



This had still further negative side effects:

1. The main visual cue to slow down (the 8 knot sign under bar lodge), was removed. People were now speeding even deeper into the harbour.

2. A larger area of enforcement was now required, creating a frustrating and difficult situation for the Harbour authorities.

3. The yellow buoys rotate so it is harder to see there is a 8 knot speed limit, especially travelling at speed. Making the problem worse.



Summary:

A disastrous impact on ski areas and safety. It removed most of the good (and safe) areas for skiing. The dangers of Starehole Bay still had not been addressed, in fact they had been made worse by the banning of skiing on the bar (with more people forced into a more congested area).

It created a speeding problem on the bar for the harbour authorities, where none existed before, and the new visual speed limit signs were ineffective – seemingly increased speeding deeper into the harbour, further to the removal of an effective speed limit sign under bar lodge.

This was done unilaterally without public consultation and created a great deal of confusion and anger amongst the powerboat community. It was this decision that ultimately led to this campaign and the establishment of SKEWA to bring a voice to the Harbour for skiers.

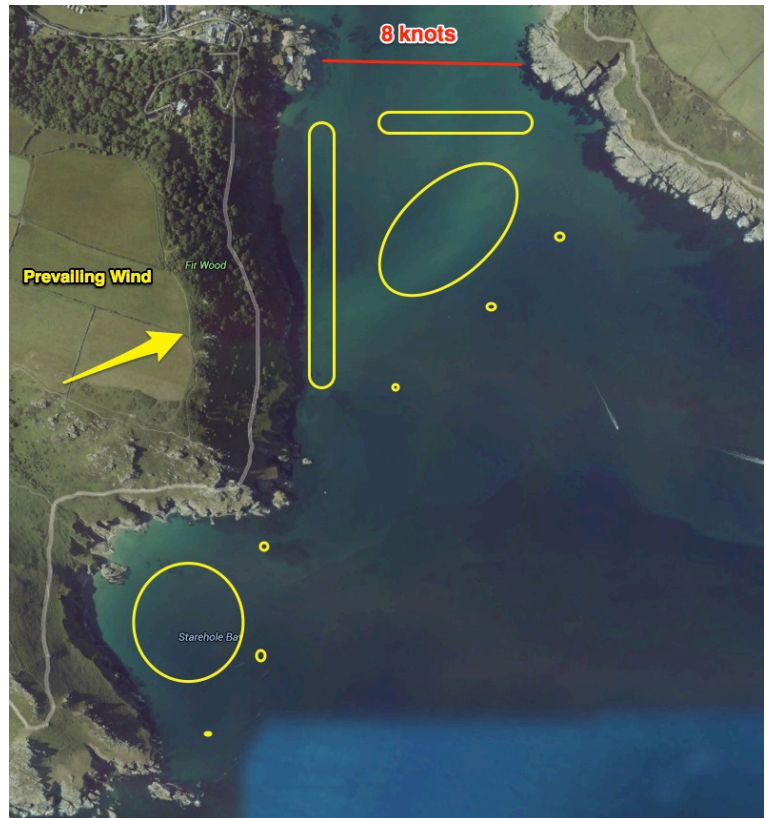
4. The Solution – Bar Lodge Proposal

The most effective solution to improving skiing in around the estuary would be return the Bar Lodge area to skiing, but under license (including Starehole Bay), solving some of the safety concerns from before in both areas, and bringing important ski areas back for everyone:

Skiing under license (only) in Starehole Bay and in the Category C waters of the estuary. There could also be a blanket 30 knot speed limit covering both areas, or it could be as before with no speed limit making is still easier to police.

Benefits of this proposal:

- Current ski areas increased by 75%
- Decades of precedent proves it works and is safe
- Virtually no resistance to the idea. Popular, not contentious.
- Reduces enforcement burden (no low speed limit to enforce)
- Much clearer communication of speed limits (sign to return under bar lodge).
- Much happier ski boat community. Better and more ski areas.
- Opportunity to introduce safety regulations for ski license.
- Opportunity to insist on ski boat drivers license's, minimum driving age, and generally educate all powerboat users for the benefit of all users on the estuary.
- Increased revenue from licensing for enforcement budget.
- Better ski facilities – making Salcombe more attractive for tourists.
- Much happier powerboat community. At last working together for everyone's benefit. Not pushing the issues away, "out of site out of mind".



The Salcombe and Kingsbridge Estuary Waterskiing Guide

Rules, Regulations and Guidance for Waterskiing, Wakeboarding and the Towing of Inflatables in and around the Estuary.

This booklet is to be retained in your vessel for all users of the ski area to read and understand before entering the ski areas. It is suggested that you keep this booklet in the zipper bag with the map and rules folded to be visible.

In an emergency phone 999 or 112 - ask for the Coast Guard; give your location and details of incident.

Issued by SHA in conjunction with SKEWA.



Starehole Bay improves too:

- By bringing back bar lodge, it reduces congestion in Starehole making it safer.
- By introducing a regulated area within the estuary back at Bar Lodge – we can extend the same rules to Starehole Bay making that much safer too.
- By introducing rules on Starehole Bay, but at the same time bringing Bar Lodge back to use, it will create goodwill for the proposed changes *.
(* Just introducing regulations on Starehole without providing better ski areas will not be well received and may enrage the powerboat community further)

Existing laws give the power to the Council and the Harbour Board to legislate for a safer Starehole Bay, as well as the Bar area inside the Harbour Limits:

Byelaws for seaside pleasure boats, section 76, enacted by the Public Health Act 1961 states as follows:

"For the prevention of danger, obstruction or annoyance to persons bathing in the sea or using the seashore, a local authority may make byelaws regulating the speed of operation of pleasure boats; regulating the use of pleasure boats so as to prevent

their navigation in a dangerous manner or without due care and attention or without reasonable consideration for other persons; requiring the use of effectual silencers on pleasure boats propelled by internal combustion engines. The byelaws can apply to the sea within 1000 metres of any place where the low water mark is within or on the boundary of the area of a local authority."

This gives the harbour clear powers to make impose regulations on Starehole Bay. Along with the return of Bar Lodge. It would also be very popular.



Benjamin C Bryant-Esq This is the obvious solution for all the conflicting factions. Even just re-instating the old area below Bar Lodge would make sense.
Unlike · Reply · 2 · 21 August at 12:46

Peter Richardson I would support that if it meant you dropped your demand to ski within the estuary

Unlike · Reply · 4 · 20 August at 13:29

Steven Reddish I would be in favour of the 8 knot speed limit being brought back to its original place. This would instantly bring down the chance of potential accidents in starehole bay..

Like · Reply · 1 · 20 August at 23:14

Dan Holian I would agree also

Unlike · Reply · 1 · 20 August at 13:49

Summary:

By introducing a byelaw either removing or increasing the estuary speed limit to compliment the Maritime and Coastal Agency specification of category C waters from Splat Cover to Limbury Point. Skiing can be returned to Bar Lodge solving 90% of the issues outlined in this document, created by the changes of 2009.

Rather than returning entirely to the pre-2009, it also gives the opportunity to create a properly regulated area, where there were none before. Bar Lodge returns, with all the benefits outlined here, but at the same time Starehole becomes regulated in the same way as the "new" bar lodge. Making a much safer, larger ski area fit for purpose for Salcombe for the future.

However, this will only take us back to where we were before. Which brings us on to a flat water area in the estuary, which would be the final piece of the jigsaw.

5. Widegates – Upper Estuary Flat Water

Background

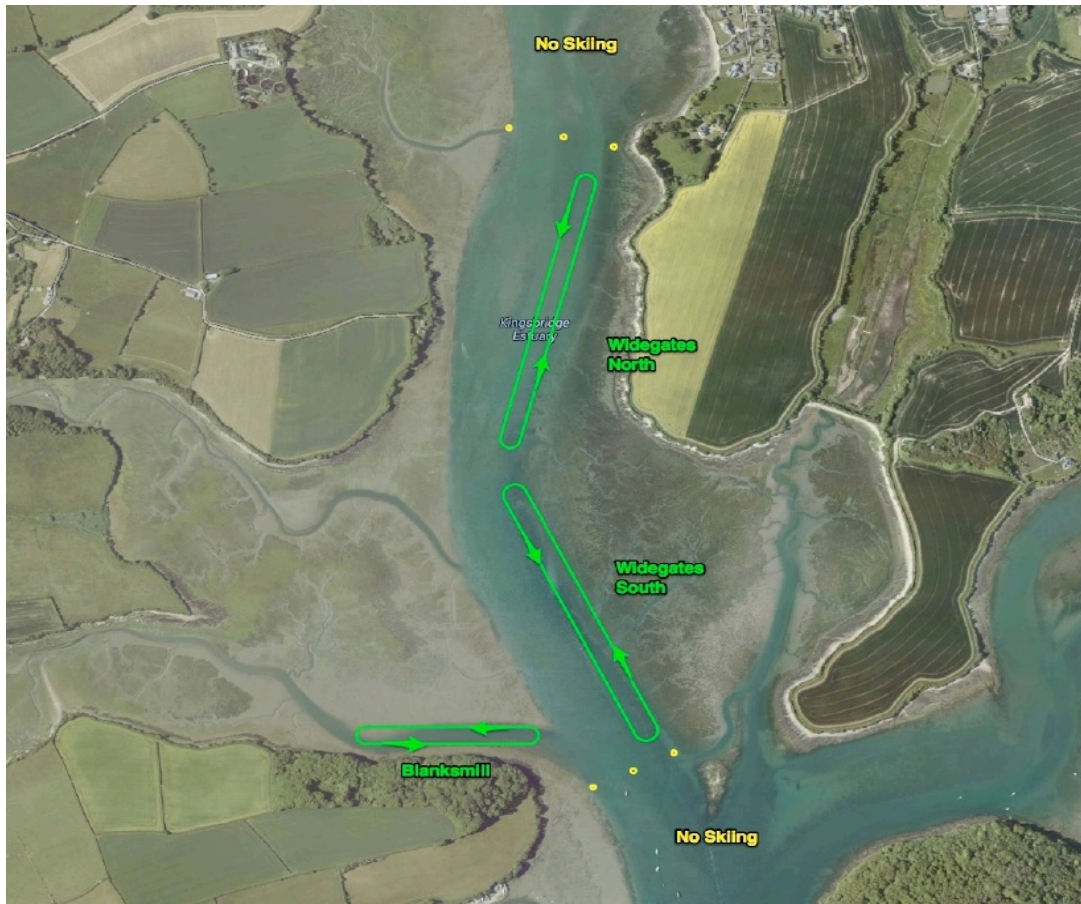
For many years, even when skiing was allowed under Bar Lodge, there were calls for a small area of the upper estuary to be set aside for water-skiing.

The reasons being, in order to ski or wakeboard to a high level, the boat needs to travel in a straight line, but more importantly the skier needs access to flat water. Flat water allows the skier to time the turn perfectly into the wake, without being knocked off centre by waves. In addition a beginner can benefit greatly from learning on flat water, and children prefer shallow water to the deep unknown of the sea.

The wide open virtually deserted spaces of the upper estuary at Widegates are almost tailored made to meet this need. So it is easy to understand why skiers have consistently coveted the idea of a ski area on the upper estuary.



The wide open areas at Widgates, inland from the open sea (which is more exposed to swells and wind) makes for ideal conditions skiing conditions most of the time.



6. Evaluation –The Areas Considered

Because of the potentially contentious issue around skiing on Widgates we consulted with many different groups to ensure everyone's point of view was considered.

First of all we considered our own requirements:

- A large straight area of at least 750m length by 100 metres wide
- Flat water protected inland on the estuary.
- Secluded area to minimise any disturbance.

This threw up some potential areas that could be discounted almost immediately. But short listed areas that met the criteria were:

- Southpool Creek
- Frogmore Creek
- Blanksmill Creek
- Widgates

Some other areas could have been considered, but were clearly not as suitable as the short list above because of proximity to residential development, lack of depth either side of high water, and tranquillity/potential disturbance of wildlife.

Southpool Creek

This was originally put forward in 2009 by Ian Gibson in response to the banning of skiing on the Bar.



Although this was considered suitable from an environmental point of view (reference conversation with Nigel Mortimer), due to its proximity to Salcombe in an area already blighted somewhat by activity near the town, it's very proximity to town would make it a contentious issue. The Harbour Board minutes indicate the East Portsmouth residents association were strongly against in 2009 and it was suggested a better place should be looked for.

It is our opinion that this area does not appear immediately appear appropriate for skiing, and had it not been put forward before in the past would not suggest it as an option, being too close to town and in front of the residential properties of East Portsmouth.

However, our own research on noise and wakes, for other areas – does suggest that the concerns of the East Portsmouth residents could be exaggerated and it might be that a trial in this area could prove to be less controversial than first thought.

Suitability for Skiing – 5/5

Environmental Feedback – 3/5

NIMBY– High

Frogmore Creek

This Creek has the advantage of being very sheltered and out of the way, and therefore very unlikely to disturb anybody.



However environmental conversations (Nigel Mortimer) made it absolutely clear that this creek was being set aside for quite enjoyment and that it was very undesirable from an environmental point of view when compared with other areas we had put forward.

It was our opinion that this be dropped immediately in favour of other areas. This would be the most environmentally challenging from a wildlife perspective – but also the most secluded option from the human one.

Suitability for Skiing 3/5

Environmental Feedback 1/5

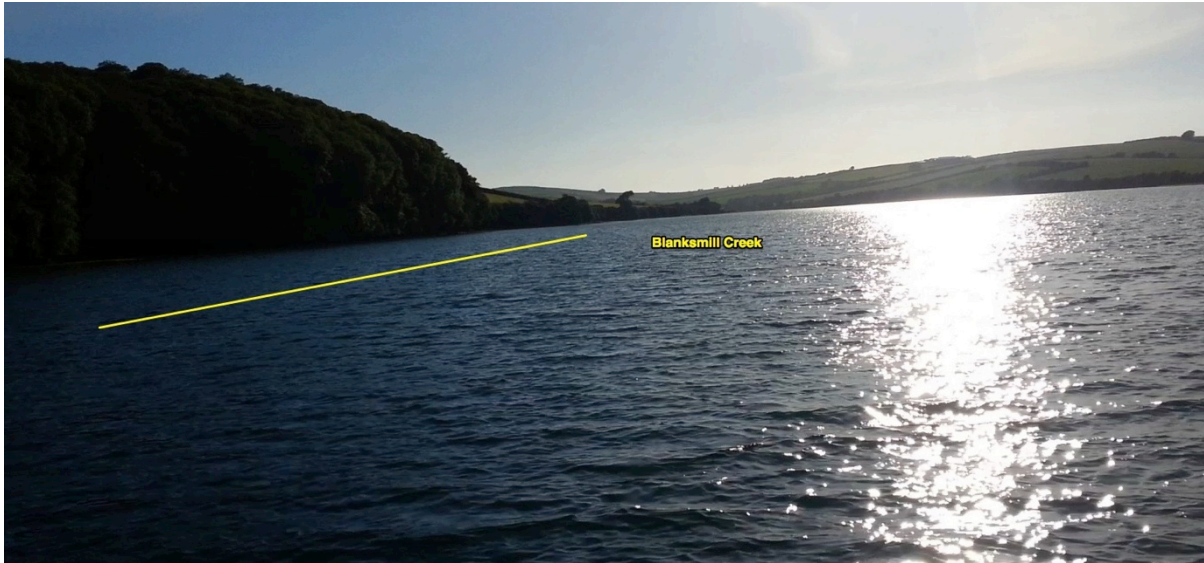
NIMBY- Low/Medium

Blanksmill Creek

Of all the areas, this appeared the least controversial being rarely used by any other users and still being “out of the way”. From an environmental point of view feedback was somewhat positive, with the trees acting as a sound baffle and no immediate concerns being raised.



From a skiing point of view it was not ideal, it is relatively short and shallow. Also passing boats travelling to Kingsbridge send waves down the course blighting the flat water at a perpendicular angle. Its proximity to land and trees does raise issues of potential bird disturbance.



This would be a “better than nothing” nice to have, but not an ideal solution. Is not a “catch all” solution for everyone that a long ski lane in the centre of Widegates could provide, rather a niche solution for a limited number of boats. Any environmental issues that can be covered here, could be covered in the better area that is Widgates itself.

This is a possible solution, if strength of public opinion at Widegates means a compromise. It might be a relatively non-contentious trial area.

Suitability for Skiing 3/5

Environmental Feedback 4/5

NIMBY – Low/Medium

Widegates

After much consideration, it became increasingly clear that Widegates itself was the ideal location for a number of reasons:

- Although more exposed to elements – still an excellent straight-line flat water skiing in the right conditions.
- Far from shorelines and any potential environmental disturbance.
- Parallel to an existing traffic lane – easy to separate traffic for safety.
- Passing wake quickly dissipates, boats travelling parallel.
- Not fronting any “landable” barbeque areas (Saltstone no landing)
- Surrounding shoreline battered by storms (wake not an issue)

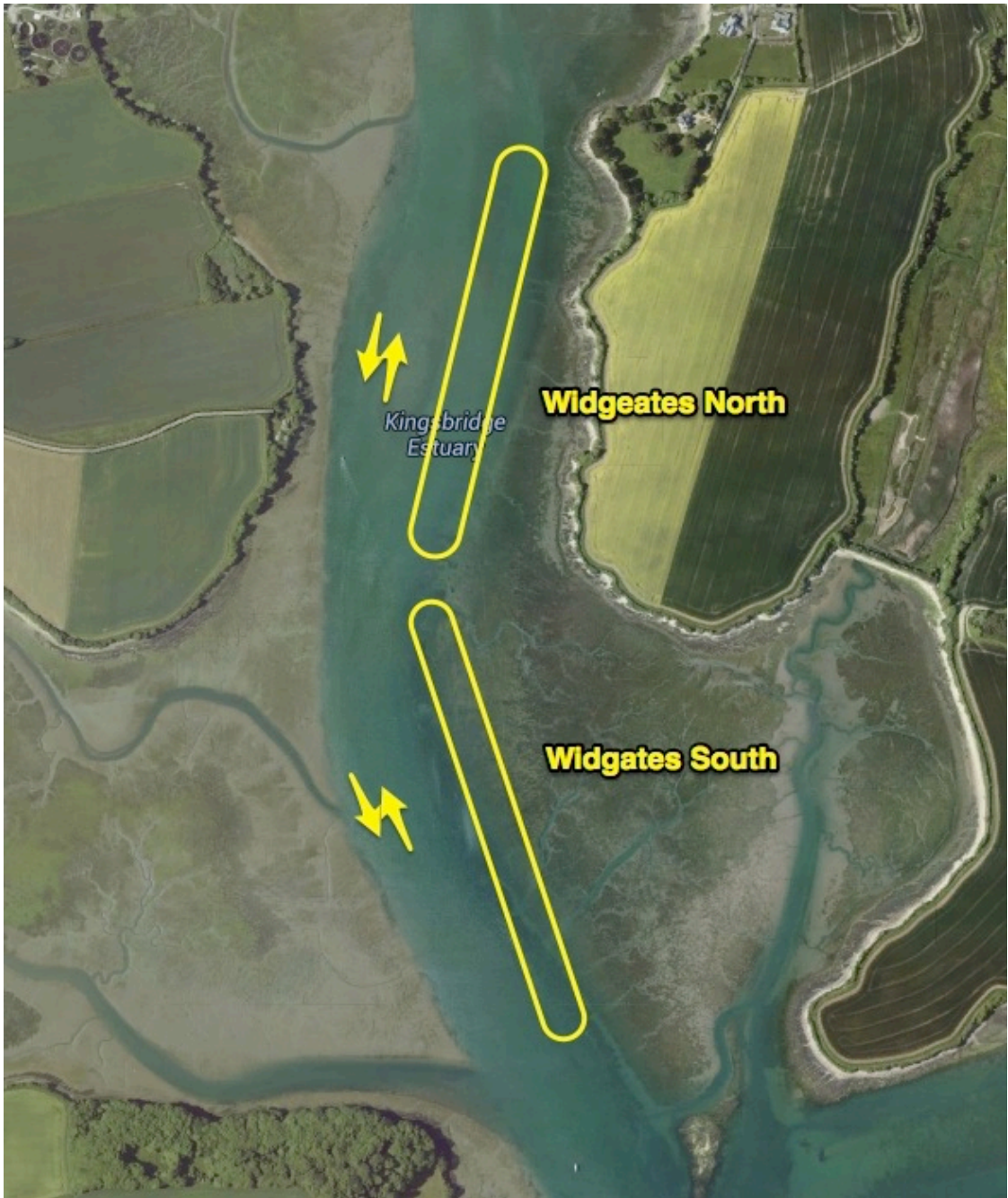
- Although tidal, good depth near high water
- Good distance from any human settlements.
- Not an anchoring location – more a transition “travel through” area.
Shallow at low tide or dry’s out.
- Large “straight line” space, less turning, less disturbance in one “hot spot” area.
- No volume of moorings or residential properties.

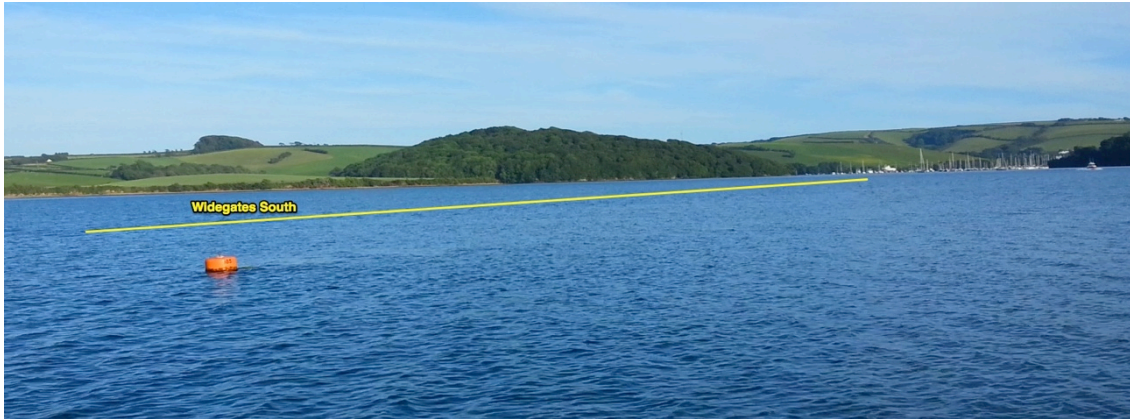


Suitability for Skiing 5/5

Environmental Feedback 4/5

NIMBY –Medium/High





7. Issues Considered

- **Island Cruising Club** sails in this area. Consultation with them shows we will be skiing north of their usual area.
 - Solution: They have agreed to let us use Egremont as our club house and are “on board”.



- **Natural England** - Widgates is a SSSI
 - We have contacted Natural England who have responded with general feedback – ready to respond to a formal request in more detail – see copy below:

Dear James,

CC Nigel Mortimer – Estuaries Officer / Salcombe to Kingsbridge Estuary Conservation Forum

CC Adam Parnell – Salcombe Harbour Master

Water Skiing Proposals in Salcombe to Kingsbridge Estuary SSSI

I have received details of your proposal for the development of water ski zones within the Salcombe to Kingsbridge Estuary via the estuary forum, and your email to my colleague Simon Tame on the 17th July, which included your draft waterskiing guide to the site.

The areas you are proposing as waterski zones at Widegates and Blanksmill are within the Salcombe to Kingsbridge Estuary Site of Special Scientific Interest (SSSI). The additional areas proposed within your draft guide around the bar are also partially within the SSSI and partly within the Start Point to Plymouth Sound and Eddystone Special Area of Conservation (SAC).

The Salcombe to Kingsbridge Estuary SSSI is notified for its intertidal and subtidal sediment and rocky habitats, seagrass beds and saltmarsh, as well as geological interest. I have reviewed the information you have provided and my initial thoughts are that the wake from the boats and skiers have the potential to cause some erosion of the adjacent mudflats and sediments which may impact these features of the SSSI. However, it is not possible at this stage to make a full assessment of the impacts and should the proposal be brought forward further information will be required to ensure that there are no significant impacts to the SSSI. The Harbour Authority would formally consult Natural England on any proposals it wishes to take forward within the SSSI. Further details likely to be required at this stage would include the number of boats likely to use the area at different times of year, distance of the waterski zones from the shore and mudflats, what states of tide/depth skiing would take place at and clarification of the evidence you are using to support these details of your proposals. The Start Point to Plymouth Sound and Eddystone SAC is designated for its reefs. However, as these reefs are on the open coast we would not expect your plans to have a likely significant effect on the SAC. We would be happy to discuss the details that what information would be required as part of a full proposal with yourselves and the Harbour Authority.

I also wanted to let you know that I will be on leave between the 4th and 29th September so if you have any queries during this time please feel free to contact my colleague Andrew Knights on [07833 606616](tel:07833606616) or andrew.knights@naturalengland.org.uk.

Kind Regards,

Christine Singfield

Marine Conservation Lead Advisor, Devon Marine Team, Natural England

- General feedback – they have some concerns which we believe can be answered satisfactorily. They are ready to respond to a formal request from the Harbour Master and Harbour Board. The concern over wake is answered by skiing in the hours either side of high water and any potential erosion from wake is minimal compared with winter storms. We are also proposing one boat skiing only at a time.



- The algal blooms are the main blight in the upper estuary (see above), the action of the boat through the water has been shown to help oxygenate the water and help with reverse hypoxic marine conditions. Although this is a tenuous link, our point is that water-skiing near the area is not likely to have an adverse impact.
- **RSPB** – The upper estuary is a notable bird watching area.
 - Provision has been made by limiting skiing towards high tide, leaving the exposed mudflats of low water to the birds.
 - With more detailed consultation with RSPB we are confident that any concerns can be answered (refer to “noise and disturbance” in environmental document)
 - RSPB have been informed of these plans. See letter below:

Cc: Nigel.Mortimer@southhams.gov.uk, Christine.Singfield@naturalengland.org.uk,
Andrew.Knights@naturalengland.org.uk, Simon.Tame@naturalengland.org.uk, Adam Parnell

Dear James

Thank you for your e-mails, including the one 12/9/14 forwarding the comments from Natural England (Christine Singfield, 28/8/14). You said you would send more distance information shortly but I have not received that. It is difficult to give a response until full details of the proposal are available. The generic and policy information provided is of limited use in assessing the likely impact of the proposal on the birds using the estuary. However, based on the information so far provided, I hope the comments below may be useful.

1. The RSPB supports the comments and recommendations made so far by Natural England.
2. The estuary is used by wintering wildfowl including wigeon, teal and shelduck. Intertidal mudflats are also used by passage wading birds (ie, birds moving through the site, particularly in spring and autumn). While birds are not a designated feature of the Salcombe to Kingsbridge Estuary SSSI (which which part of the waterskiing activity is proposed), they are noted as an important habitat and feeding ground for these birds.
3. The proposed area for waterskiing within the estuary appears to be within the Salcombe to Kingsbridge Local Nature Reserve. This is a non-statutory designation but one indicative of locally important wildlife, including for this site passage and wintering birds as mentioned above.
4. Natural England's Views About Management document for the Salcombe to Kingsbridge Estuary SSSI notes that birds using the mud and sandflats for feeding, and high tide roosts are vulnerable to disturbance from human activities. Disturbance can be damaging to birds in several ways, it can reduce the time they have available to feed, it can force them to move to less disturbed but poorer feeding areas, it can lengthen the time it takes a disturbed bird to resume feeding, and it can make birds expend more energy in moving in reaction to disturbance. Bird desertion of a site is also a possibility. Different species can react differently to disturbances (eg, variations in 'tolerance' distances).
5. The RSPB does not hold data itself on bird species, numbers and their usage of the estuary. However, we are aware that there are local birdwatchers who have data that may be useful in assessing the impact of the proposal on birds using the estuary.
6. The RSPB recommends assessment of the impact of the waterskiing proposal on birds including providing information on bird presence and usage of the estuary, taking into account changes in bird usage depending on state of tide and time of year, in relation to the proposed timings (time of year, state of tide), locations (distance from shore etc) and speed and noise of proposed waterskiing activity.
7. As well as an assessment of likely impact on waterbirds using the estuary, we recommend monitoring proposals are provided. If information is provided to show that waterskiing will not have an adverse effect on the designated features of the SSSI or not be likely to adversely affect the bird usage of the estuary and waterskiing is permitted, the RSPB recommends such permission is conditional on monitoring its effects with the option of amending or removing permission if disturbance has an adverse effect on birds using the estuary.

8. You may find the services of an ecological consultant necessary in providing this information.
9. The RSPB understands that Collapit Creek and Blanksmill Creek (latter proposed for waterskiing activity) have been put forward as 'quiet areas for wildlife' with a 4 knot speed limit for motor vessels (Salcombe to Kingsbridge Estuary Environmental Management Plan 2005-2010) so the views of South Devon AONB are needed also.

Yours sincerely

Helene

PS I am sorry that you did not receive a response to your e-mail of 17 July but that was sent to the volunteer organiser of a children's wildlife club who was not in a position to deal with it.

Helene Jessop, Assistant Conservation Officer South West England Regional Office, Keble House, Southernhay Ga
[453763](tel:453763) rspb.org.uk



- **Yacht Club** dinghy racing markers.
 - Solution: No skiing during dinghy racing on Saturdays
 - Solution: No skiing during the dinghy racing regatta weeks.

It must be noted that although we have made provision for dinghy racing, a letter was sent out by email on Yacht Club headed paper by Geof Gilson that caused some outrage at the time. The one sided wording will go some way to explaining why:

Dear Members

There is as proposal to allow Water Skiing in the upper reaches of the Salcombe estuary which will inevitably lead to a relaxation of the speed limit.

If you don't want to see the free for all by power boats, water-skiers, inflatable toys, wakeboards etc with all the noise pollution, excessive wash and wake not to mention the inherent danger to other together users; canoes, paddleboards, children in dinghies and any others in the vicinity, please email Salcombe Harbour on Salcombe.harbour@southhams.gov.uk and sign the online petition which can be found following this link: <http://chn.ge/1rfz9Aw>

All the Flag Officers and Committee of SYC are very concerned about this proposal.

With kind regards

Geof Gilson

Vice Commodore

 **SALCOMBE YACHT CLUB**

CLIFF ROAD, SALCOMBE, DEVON, TQ8 8JQ

Office [01548 842593](tel:01548842593) Bar [01548 842872](tel:01548842872)

www.salcombeyc.org.uk

This did not reflect the view of a number of Yacht Club members, including members of the committee who are supporters of our campaign.

There were a number of strongly worded responses (unsolicited by SKEWA) that go some way to conveying the anger felt by powerboat users. An example of which is below, from Jeremy Woolfenden:

Dear sir

I am very disappointed to see such a bigoted and uninformed letter coming from the Vice Commodore of one of the country's most respected sailing clubs. I have been a member of Itchenor sailing club for twenty three years (1990-2013) . Had any senior member of Itchenor Sailing Club committee sent out such an unsolicited letter , I would have been outraged , as I am sure many other members would have been. I cannot believe such an uninformed letter has been drafted through the correct committee process and I would be very interested to see the club minutes with respect to this matter .

Of course the Sailing Club should be concerned and possibly involved in this proposed trial for a waterskiing area . You have huge experience in safety procedures and marshaling boating participants . But to take the automatic stance of zero tolerance without a single regard for any other person's boating preference or desires is just disrespectful . Your sailing club activities , on a daily basis , require fellow estuary users to be vigilant and respectful , so that the club can conduct it's racing program . You envisage a harbour where there would be a " free for all by power boats , waterskiers , inflatable toys , wakeboards etc " . Have you actually read SKEWA's proposal? It's a trial period . It involves a limited number of qualified drivers towing waterskiers within very strict club BWSW rules for few hours either side of the high tide in a very specific area of the Bag , with absolutely no tolerance of any harbour speed and wake laws been broken outside this designated area.

You then go on and talk about the " excessive wash and wake , not to mention the inherent danger to other users , canoes , paddleboards , children in dinghies and any others in the vicinity " . This is possibly the finest example of hypocrisy I've seen for a while . Do you really think that your racing activities have never placed a member of the public in danger or at the very least been forced to them take evasive action . And what exactly is "the vicinity" ? This is just an uninformed "add on " to your tirade. Your vicinity is the busiest part of the harbour and beyond . This proposed trial will be in a relatively tiny and predominantly unused area of the harbour.

I think your response is a disgrace to the sailing club and does nothing but fuel the stereotypical image of it's members . I have sailed all my life , I have two children who won the South Zone Mirror Dinghy sailing competition in the GB Olympic Sailing Program . I also waterski to a good club standard but I can't teach my kids to waterski in Salcombe as the only area that remains is unsuitable both in terms of sea state and most importantly , in terms of safety . What gives you the right to impress your bigoted opinions upon the Salcombe sailing Club membership .

What you should be doing is encouraging a proper debate in an impartial manner . And here I challenge you . Invite someone from SKEWA to make a representation to the club and therefore allow your members to make an informed decision . I would appreciate this letter being brought to the attention of the committee .

8. Putting the needs of Powerboats users in perspective

What the disagreement with the Geof Gilson at the Yacht Club did highlight was the very large mismatch of resources in the harbour, with powerboat users needs seemingly very much sidelined, ignored and pushed away. Whereas other estuary users dominate the harbour. A reflection of historical precedent rather than modern need or contribution to the economy. This mismatch is the source of much resentment and anger among some powerboat users, with accusations of some hypocrisy.



To put the numbers into perspective, to lend weight to our argument to be taken more seriously, we conducted a boat count of all the different boats in the harbour from Batson through to Lincombe boatyard (not including Kingsbridge) and the results were fairly startling:

Salcombe Harbour Boat Census
 August 23rd 2014
 Batson - Bar - Lincombe

	Tenders (Under 40HP)	Sportboat (Ski) (Over 40HP or inboard)	Non-Sport (Fish, Leisure) (Over 40hp or inboard)	Dinghy Solo, Topper, Laser	Keel Boat (Under 25) Yawl, Squib, Crabber	Motor Cruiser/Sailor Coastal Yachts, over 25ft.	Other
Normandy/Whitestrand	190	80	9	0	0	0	3 Harbour
Victoria Quay/Winters/Island Street	106	107	12	0	0	0	2 Lifeboat
Batson	86	123	20	7	0	0	0
Boatpark (on land batson)	53	25	0	30	35	0	0
South Sands & Main Estuary	33	53	11	3	63	0	0
Off Town	48	93	33	46	0	0	0
Fuel Barge/Southpool/Bag Right	23	94	25	63	0	0	93
Bag Left	25	78	*0	3	0	0	174*
Total	564	653	110	152	98	267	5

Total Powerboats 1327
 Total Dinghies and Small Keelboats 250
 Total Large Motor/Sailors 267

* In Motor Cruiser

* Included Visiting pontoon

Key Facts

- * Salcombe Harbour, dominated by small powerboats. 3 to 1 any other craft
- * Approx half of all powercraft are ski capable sportsboats
- * Over double the number of ski boats, of all dinghies and small keelboats combined

What the boat count revealed was that there were considerable numbers of ski capable sports boats in the harbour. Not only that, but they actually dominate and form the vast majority of boats, as a group, in the harbour.



In fact, when compared with all the racing dinghies and small keelboats in the harbour. Sports ski boats outnumber them over 2 to 1. All powercraft make up 75% of all boats in the harbour. With half of them sports ski boats.

On this basis alone, taking into account who is paying harbour dues. It does suggest there needs to be a very serious re-think about how power boat users are treated and considered in the overall picture of the harbour. It is clear that ignoring and marginalising this sizeable majority of boat users on the estuary (NOT the minority as portrayed in other quarters) is a recipe for continued growing resentment and anger.

The Widegates Ski Area is approximately 1% of the entire estuary. Even if ski powerboats made up only 5% of harbour traffic, there could be some justification for the trial of a ski area. However, given that ski powerboats are the **majority** group of users on the estuary and make up some 40% of all boats on the water - then returning Bar Lodge to ski use and considering a flat water ski area would seem almost a necessity.

WIDEGATES SKI AREA
1% OF THE ESTUARY
1/5TH OF THE TIME

THE SALCOMBE AND KINGSBRIDGE ESTUARY IS
FOR THE SAFE ENJOYMENT OF EVERYONE TO SHARE

It is worth noting, that Starehole Bay, at 25 acres in size, is actually smaller than some ski lakes that operate **only one boat**. For over 600 boats to only have Starehole Bay as a ski area, without regulation, is a continued recipe for disaster, and a discredit to Salcombe Harbour.



9. Guidance from other areas

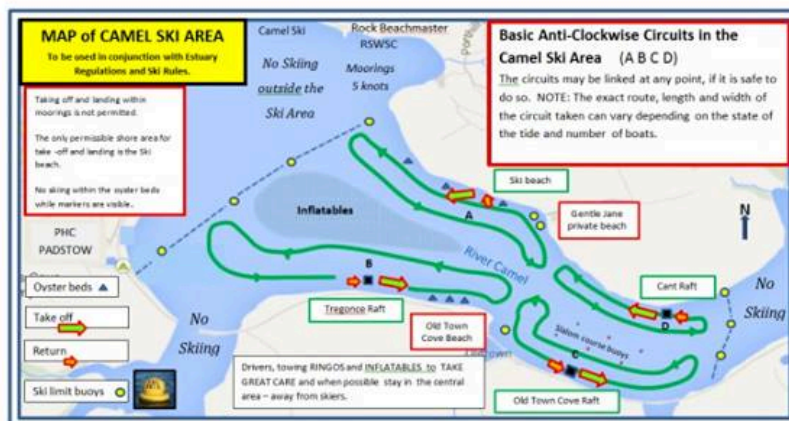
One tourist location that is a competitor for Salcombe and Kingsbridge Estuary is the Camel Estuary and Rock and Padstow.

They have been operating a very successful ski area for many years, and this has influenced some of the ideas and proposals we have put forward for Salcombe to be able to compete with this important tourist destination.


Rock Sailing and Water Ski Club


REGULATIONS GOVERNING WATER SKIING WITHIN THE CAMEL ESTUARY

Regulation	Guidance
1 COMPLY AT ALL TIMES WITH THE PADSTOW PORT AND HARBOUR BYELAWS AND RULES GOVERNING WATER SKIING	Available from the Padstow Harbour Commissioners (PHC) Office or download via http://www.padstow-harbour.co.uk These byelaws are applicable to the whole estuary. Water skiing rules – See RSWSC website http://www.rswsc.co.uk/water-skiing
2 ALL BOATS MUST HAVE ADEQUATE INSURANCE AND OBTAIN A VALID PERMIT WHICH MUST BE FIXED AND VISIBLE TO EACH SIDE OF THE BOAT BEFORE SKIING	Evidence of insurance, confirming all drivers are insured must be produced when applying for a permit. Permits can be obtained from: <ul style="list-style-type: none"> • RSWSC; or • Beach Master (next to RSWSC); or • PHC
3 WATER SKIING IS ONLY PERMITTED IN THE DEFINED AREA IN ACCORDANCE WITH THE SKI RULES AT ALL TIMES	Rules governing the Ski Area are shown on the detailed map. Regulation and Rules sheets issued with permit should be kept in the boat at all times.
4 NO SKIING IN POOR VISIBILITY	Both shores should be visible.
5 DUE CONSIDERATION AND RESPECT SHOULD BE GIVEN TO OTHER WATER USERS AT ALL TIMES	Give wide berth to any swimmers, kayakers, paddle boarders, fishing and rowing boats. N.B. Sailing boats have the right of way even if a boat is towing a skier.
6 BREACH OF REGULATIONS AND SKI RULES	Breaches of these rules may be reported to PHC and appropriate action taken. This could result in a conditional permit being issued or the permit being withdrawn permanently. It is illegal to ski in the estuary without a permit.



Jan 2014

10. Support from the governing body

It is important from safety point of view that a club is organised under the umbrella of the British Water-skiing Federation. This has far reaching benefits and is how many other jurisdictions operate.

From the harbour point of view, crucial responsibilities are taken on board and public indemnity insurances covered.



RE: Salcombe and Kingsbridge Estuary Waterskiing Association

11 June 2014

Dear James,

British Water Ski & Wakeboard is a sport governing body and membership organisation funded by its members for the benefit of its members. Its main role is acting on behalf of the interests of water skiers and wakeboarders to develop and serve the sport. As a non-profit making organisation all of our income is invested back into developing and protecting water skiing across the UK from the grassroots level through to our top athletes. The organisation consists of a diverse network of circa 150 affiliated members clubs, cable sites, commercial pay and play ski centres and activity centres. The majority of our clubs are voluntary clubs and in a typical year the organisation has 10 to 11,000 members. Recognised by the UK government as a national governing body the association is in receipt of Exchequer and Lottery funding via Sport England and other funding streams which support its work in managing all aspects of the sport.

After receiving your email we wanted to write to express our support for the development within Salcombe and Kingsbridge Estuary. We understand that by implementing a ski zone which is regulated and governed by relevant byelaws and rules would enable the sport to grow and people to participate in a safe environment while preserving the essential character of the estuary. We have worked with a number of different authorities to agree similar arrangements and implement ski zones.

If a ski zone was to be agreed we would expect that any club created would become part of the BWSW affiliation process. On applying to affiliate with British Water Ski & Wakeboard, a club will be asked to give an undertaking to adhere to the BWSW Constitution which states that there are certain financial commitments and other requirements which have to be met each year including safety rules and regulations.

We would be happy to discuss the situation further by telephone if you feel it is appropriate.

Best regards,

Georgina Agnies



Head of Development
Direct: 01932 579937
Email: georgina@bwsf.co.uk

11. The Numbers

Padstow have approximately 150 resident ski boats with 80 visitor licenses per annum, that's 230 licenses to ski.

Depending on what people can expect in return get (ski areas) we can plan for at least these numbers for Salcombe and Kingsbridge.

We have assumed £100.00 - £200.00 as an annual license fee to use the ski areas:

Starehole Bay and Bar Lodge only - £125.00

Starehole Bay, Bar Lodge and Widgates - £175.00

Therefore with 230 boats paying on average £150.00 we can expect an income of £34,500

British Water-skiing Federation – Affiliation Fees:

Club Annual Affiliation - £100

Club Annual Public Liability Insurance - £405

Each member must pay £50.00 – BWSF Membership.

Proposed Annual Fee for licensed skiing = £150 Breakdown

£50.00 – BWSF membership

£50.00 – SKEWA Membership (Contribution to BWSF Fees of £505)

£50.00 - Salcombe Harbour Administration and Enforcement Fee.

Approximate proposed allocation of funds

BWSF – £11,500

SKEWA/Harbour – £23,000

The extra income can be allocated in no small part towards enforcement on the harbour, which is an issue the harbour is currently struggling with. We anticipate that our proposals will go some way to helping solve a number of the enforcement issues, as we will attempt to explain:

12. Enforcement and Policing

There has been mention about the burden of enforcement and policing of any new regulations. Especially given an increasing problem with enforcement faced by the Harbour, especially on the Bar and in Widegates. We have set out a number of points that cover these issues:

1) Membership fees will contribute to a higher level of enforcement.

The current enforcement budget stands at 40k and the anticipated membership fees should easily be able to cover and contribute to improved enforcement cover.

2) Returning the 8 knot speed limit to Splat Cove, Limbury Point “Category C” waters line.

The old speed limit reduces the area needed to police 8 knots. It worked very well before, no accidents recorded in this area. This will reduce the current enforcement burden at the entrance to the harbour – back the previous status quo.

3) Rules and Regulations, unenforced, are better than none at all.

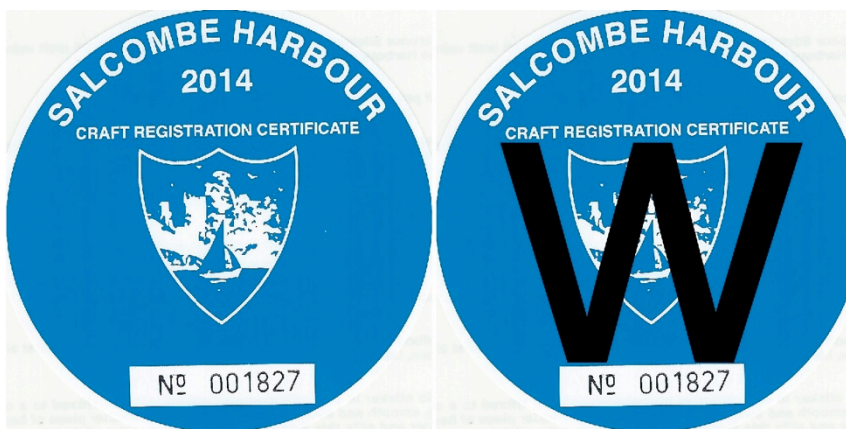
There is an argument that if a rule is not easily enforceable there should be no new rules at all. This does not make sense. For example, Starehole Bay with Rules and Regulations and a 30knot speed limit, say – will be a far better place for everyone with clear rules and regulations that people can follow, even without regular harbour oversight. The vast majority of people are law-abiding citizens and are crying out for some guidance in these areas, which they can follow.

4) How to stop people skiing without licenses

Again, like point 3, if we can improve the conduct of 90-95% of users, this is better than having no improvement because of a potential rogue minority. Without doubt, armed with real (and expensive) licenses, official skiers will take peer policing under their own responsibility. For example, if a visitor from Plymouth was dangerously violating “our” rules in Starehole Bay, no doubt the official skiing community would be in a position, armed with the rules, to make the interloper

aware of the local regulations. Currently there are no regulations, and although people have a “good idea” of what the correct course of action is, there are no guidelines, laws or regulations to give any weight to a responsible boat owner suggesting better behaviour. In fact any attempt to educate a rogue boat user is frequently met with abuse. Rules and regulations will give some teeth to responsible boat users.

By having clearly marked “licensed” ski boats it should be easy to tell between licensed boats and those that are not, an example of which might be something like this:



Most phones have camera and video capabilities, it should be very easy for anyone to record a potential lawbreaker and bring it to the attention of the authorities. It has been met with wide approval by boat owners that rules and regulations will give them some guidelines to bring people inline, without the need for harbour enforcement to be involved at all.

5) People will see people skiing in the new areas and think they have a license to speed.

By increasing the speed limit on the bar for everyone, not just waterskiers, this will remove the speeding issue altogether and the confusion of boats travelling at different speeds. It must be noted there was never a problem with no speed limit on the bar before. It is likely a blanket speed limit of 30 knots across Bar Lodge and Starehole would allow skiing and responsible powerboating, but outlaw reckless speeding in these (potentially) sensitive areas.

The people most likely to speed in Widegates and on the Bar, are people with sports powerboats. They will most likely want ski licenses. These ski licenses will not only give the harbour Authorities the “carrot” to insist on better levels of education and responsibility on the water, but also “the stick” to remove skiing privileges if rules are broken. With better-educated powerboats users, everyone should benefit from improved behaviour from the powerboat community.

At Widegates there is already an issue with speeding with many people popping their boats up on the plane when in the most open parts where the ski zone is proposed. It remains to be seen if a ski zone will increase speeding in this area and a trial will expose any issues. We suspect current speeding powerboats will know about the ski zone and be inclined to slow down or risk losing their licensing privileges. There will also be considerable peer pressure from licensed boats in the area if they see boats speeding outside of the ski zones.

13. Risk Of Collision - Bar

With boats travelling at speed, there is understandably a concern of an increased risk of collision. However, this has to be offset against the overall benefits, and the current risks as they stand. Also history proves the point on the size of those risks.

By increasing the speed limit on the bar, there are decades of precedent that show that even without regulations it was safe without any enforced speed limit. The same, however, cannot be said of Starehole Bay.

By allowing skiing on the bar, it will increase the useable ski areas by 75% and help reduce congestion in Starehole Bay. Therefore the overall risk of collision, between the two areas will be reduced. Furthermore, by insisting on licensed skiing on both Bar Lodge and Starehole Bay, including the Ski Boat Drivers License and no drivers under 16, still further regulation will be introduced to make powerboating and water-skiing even safer than pre-2009 by a considerable margin – even when no accidents were recorded on the bar pre-2009. There can be no doubting the decades of safe skiing in this area without any regulation, why would anyone think this could not continue with regulations?

It has been pointed out that skiing on the bar may somehow interfere with boats entering the port along the leading markers. However the standard ColRegs clearly cover responsibility and rules of the road at sea. If this issue was the

concern that has been suggested, then surely Merlin Rockets would not be able to swarm across their start line in the main estuary, which also covers the leading navigation markers down the central channel? Also entering boats DO have to give way to those dinghy sailors, whereas a water-skier would have to give way to boats entering port and give them a wide berth, which has always happened satisfactorily in the past. This, therefore, is a non-issue, that also have decades of safe precedent proving that their shouldn't be a concern around risk of collision on the bar.

The Harbour will be seen to be doing its duty by insisting ski boats are now licensed and that drivers hold ski boat drivers award, over and above that which was required in the decades pre-2009, ensuring responsible driving that will be additional cover for safety in this area.

It must be repeated that for decades there were no problems with skiing on the bar, without regulations. The preferred area skiing directly under the lee of the Bar Lodge cliffs is parallel with the leading markers and some 100 metres to the side of the leading line. The new rules and regulations would show that the harbour has taken all reasonable steps to minimise risk of collision. We are fortunate to have decades of safe precedent without any enforced speed limit and a new speed limit with new regulations under bar lodge would clearly demonstrate the harbour has done its duty whilst balancing the needs of all users of the estuary.

The introduction of a speed limit and rules and regulations on the bar, basically paves the way for the same in Starehole Bay – this is, without any doubt, the area with the real history of collisions and danger. The harbour must be seen to be taking steps to make this area safer, rather than be overly concerned about an area where there have been no safety issues in the past.

Therefore, taken in the round, by returning Bar Lodge to Ski use, the Harbour is tackling the real “risk of collision” safety issue in Starehole Bay, and reducing the overall risk of collision within its sphere of influence – whilst at the same time improving skiing provision for hundred of ski boats around the harbour. A balance must be struck and the “leading line” argument is a proven non-issue that is unfortunately in danger of clouding a very real problem that does need solving. We mustn't let this reoccurring “non-issue” to get in the way of “doing the right thing”.

Risk of Collision - Widegates

A dedicated ski area running parallel to the traffic channel along the existing channel poles creates a clear separation of both traffic and skiers and concern of risk of collision in this area has not been a concern. At this time no one is seriously concerned that there is a major risk of collision.

It is proposed that there is a clearly marked ski area parallel to the traffic lane. There would only be one boat at a time skiing in the ski area. The entire length of currently proposed ski area is the equivalent distance as from the Ferry Inn to South Sands Hotel – for one boat. Which is an enormous distance when compared with other passing distances on or around the estuary.

14. Noise

There has been considerable concern over noise and disturbance of wildlife in Widegates. I refer to the environmental document, but in summary; here is the key area around “noise” of that document:

1. Noise

When compared with many other types of human activities, water skiing is not particularly noisy. The typical, older two-stroke, 68 horsepower engine, operating under normal water skiing conditions produces a range between 60 to 70 dB(A)¹.

The following values help put this range into perspective relative to other types of common noise pollution:

- 120 dB(A) Discotheque – 1m in front of loudspeaker
- 100 “ Pneumatic drill at 5 m
- 70 “ Telephone ringing at 2m
- 40 “ Refrigerator humming at 2m

Unfortunately, in many parts of the world water skiing still has a reputation for being a noisy and dangerous sport, often more so than other watercraft activities. Recent studies on engine noise undertaken in different countries have shown that the typical water ski boat engine produces a level of noise well below the national standards for noise, and frequently below that of other watercraft.

Here are the results of the latest inboard competition boat test results the USA Water Ski boat tests concluded in 2008. Test parameters available from USA Water Ski.

Boat 1	36mph	67.2db	34mph	66.9db
Boat 2	36mph	72.8db	34mph	73.6db
Boat 3	36mph	67.5db	34mph	66.2db
Boat 4	36mph	70.0db	34mph	69.2db
Boat 5	36mph	72.3db	34mph	72.4db
Boat 6	36mph	67.6db	34mph	67.5db

In recent years, marine engine manufacturers have taken significant steps to reduce the level of noise created by their motors (refer to Appendix B on Marine Engines for more details). This move towards quieter technology should help to counter the image that water skiing and boating are excessively noisy.

British Water Ski Federation (BWSF) Code of Practice for Noise

The British Water Ski Federation (BWSF) has produced one of the most thorough and widely used documents on noise entitled “Code of Practice for Water Skiing & Noise” (1997).

Table 1 reveals the BWSF’s standards for noise emissions for water skiing:

Table 1

British Water Ski Federation's Standards for Noise

Maximum noise emission for one recreational boat:

- 75 dB (A) for boat traveling 22 miles per hour at a minimum of 25 metres from shore

Maximum noise emission for any boat traveling outside an environmentally sensitive area:

- 55 dB(A)

Maximum noise emission for one boat for water ski racing (other conditions stated in Code):

- 98 dB(A) with boat traveling at constant maximum design engine speed, 30m from shore
- 105 dB(A) for international and World Championship IWSF sanctioned events

It is important to remember that noise is a SUBJECTIVE, and SENSITIVE issue -- what is offensive to some may not be so to others. It is wise to approach all conflicts related to noise disturbance with sensitivity. Always respect others' right to peaceful enjoyment of their property and common waterway.

A recent trend of concern is the increase in recreational boat stereo systems with large amplifiers. As sound travels much farther on water, skiers, riders, and boaters should make sure to keep the volume low and respect other's privacy when on the water. This additional source of noise could be a detriment to the image of boating, water skiing, and wake boarding.

In order to minimise any impact at Widegates we have proposed the following:

- The use of quiet and efficient modern 4-stroke or direct engine 2 stroke engines
- Any inboard engines must be the same or quieter than the above
- We will only ever have one boat skiing at a time (this is selfishly to ensure we have perfect flat water skiing for each skier – but has extra benefits of reducing any noise or disturbance)

We have taken readings of a number of boats skiing at a number of distances and can only conclude that the potential noise impact of a skiing boat has been greatly exaggerated.

To put it in perspective we too measurements within a moving "inboard" classic boat at 8 knots and registered 75 Decibels. If someone talked in the boat the meter would register over 80 decibels.

We then took measurements of passing ski boats and registered less than 75 decibels.

This suggests that a “normal” boat passing through the Widegates area, which this area is mainly used for as a transitional “traffic through” area will have louder sounds on board their own boat – than any passing ski boat.



Following the inverse square law the sound reduces with distance, in the worse case scenario we found that a ski boat could be considered the same “noise” as a normal passing power boat – but at 25 metres. Worse case.

So a ski boat could be considered a standard 8 knot moving powerboat but with a 25 metre radius, as a guide to loosely evaluate its disturbance on the environment for sound.

Some boats were even considerably louder than a ski boat, with both the East Portlemouth Ferry and South Sands Ferry registering louder sounds than a passing ski boat.

Take the distances of these sound measurements and then map these onto the Widegates area and it is difficult to find any possible cause of complaint. But a trial would certainly prove the sound issue.



15. Birds and Wildlife.

Following on from the distance on the previous page it is interesting to consider the details from the environmental document:

4. Birds and Wildlife: Disturbance and Dislocation

Considerable research has been undertaken in different countries to determine if and how boating and water skiing affects birds, namely waterfowl. Considerably less work has been done on the impacts on wildlife.

In general, the majority of boating and ski activity that takes place 50 metres or more from shore usually does not cause any significant impact to birds and wildlife. However, where the disturbance and dislocation is often the most serious is:

- In narrow bodies of water
- With sensitive species
- When boaters and skiers pass repeatedly too close to shorelines inhabited by birds and wildlife.
- Shorelines with poor vegetative cover

Birds, particularly waterfowl, nest close to shorelines and are especially vulnerable when molting (losing feathers). As each water body will have different characteristics related to types of species, nesting habits, and seasonal factors, it is difficult to generalize on the impacts. However, what is known is that in areas where waterfowl disturbance has been recorded, the types of impacts can include relocation of nesting site, abandonment of nest, and loss of young. There can also be long term impacts as many species of birds that normally would return year after year to the same nesting area are forced elsewhere to perhaps less desirable bodies of water.

We have made contact with the RSPB, and only Blanksmill Creek comes close enough to the shoreline to anywhere near the “accepted norms” for birdlife disturbance.

Widgeates itself, especially at High Water which is the only time we are intending to ski, is in the order of many hundreds of metres from the NEAREST shoreline in passing, and any single boat operating would quickly increase this distance to many hundreds as it quickly passes.

16. Turbidity and Shoreline Degradation

There has been some mention of rare seagrass and other bottom dwelling wildlife, which raises the issue of turbidity issues of a passing ski boat. Again this issue has been answered by scientific study and given the very strong winter gales that howl through Widegates the wake of a passing boat is as nothing compared with nature itself. However this is the consensus on turbidity and shoreline degradation:

3. Geomorphology and Hydrogeology: Shoreline Degradation and Turbidity

Shoreline erosion, degradation of shoreline flora, and turbid water (unclear or sediment-filled) are natural phenomena resulting from wind action and hydrological activities. They are also directly affected by human, water-based activities such as boating, water skiing, wake boarding and docking. See Maryland study Appendix G.

Compared to all factors, such as weather and other watercrafts, recreational boating activity has been shown to contribute **minimally** to erosion and turbidity. However, some studies have shown that if water skiing and boating are practiced too close to shore, and in environmentally sensitive areas, the impact from boat and skier wash can pose a potential for wake induced erosion.

Determining the degree of impact is complex and often involves any combination of factors from the number of boats, to the shape of the boat hull, to the speed of the boat, to the depth of the water, and the distance the boat is from shore. Therefore it is strongly recommended that a minimum of 50 meters from shore be maintained whenever possible to minimize these effects.

When considering the causes of erosion and turbidity both natural phenomena and seasonality must be taken into account. Wind action is a major contributor to both and has a greater impact during the winter season when weather conditions can be a great deal rougher. Other factors that will influence erosion and turbidity include the form and composition of the soil, the shoreline gradient, and the degree of natural or artificial protection.

One benchmark used in parts of North America and Europe is that the minimum depth in which a boat and water skier should operate is 1.5 meters.

Turbidity is caused when engine propellers and boat wash stir up bottom sediments in shallow waters and the particulates remain suspended in the water column.

The degree of turbidity is directly proportional to the depth of the water, i.e. the shallower the water the greater the turbidity levels. A minimum depth of two meters will substantially reduce or eliminate these effects.

These reports suggest a minimum depth of 1.5 metres at a distance of 50 metres from shore. Both of these are taken into account by our times of operation around high water, and the distances to shore in the picture on the previous pages.

17. Credits.

Some Key Contacts who were consulted during the making of this document, with thanks.

British Waterski Federation

Georgina Agnies

Richard Mattos (and Camel Estuary Ski Club)

AONB Estuary Office South Hams Council

Nigel Mortimer

The Kingsbridge Estuary Boat Club

Richard Smith

Aune Valley Ski Club

Paul MCarthy

RSPB

Helene Jessop

Natural England

Simon Tame, Christine Singfield, Andrew Nights

Salcombe Harbour Office

Adam Parnell

Friends of SKEWA

Andy Head,

Tris Tucker

Derek Basham

John Cooke

This is only a handful of an exhaustive list.

...and thank you to the many hundreds of people who signed our petition and joined in the debate on our facebook page

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AGENDA
ITEM

9

SOUTH HAMS DISTRICT COUNCIL

AGENDA
ITEM

9

NAME OF COMMITTEE	Salcombe Harbour Board
DATE	29 September 2014
REPORT TITLE	2015/16 BUDGET
Report of	Principal Accountant Salcombe Harbour Master
WARDS AFFECTED	All South Hams

Summary of Report

The 2015/16 budget builds upon the principles adopted in the Salcombe Harbour Strategic Business Plan and details the financial impact of the proposals contained therein.

Financial implications: It is prudent financial management for a balanced budget to be set and allows a realistic review of fees and charges.

RECOMMENDATION:

That the Board RECOMMENDS to Council that the 2015/16 budget items set out within the report is approved.

Officer contact:

Pauline Henstock, Principal Accountant pauline.henstock@southhams.gov.uk 01803 861377

RECOMMENDATION

1. BACKGROUND

- 1.1 The Salcombe Harbour Strategic Business Plan 2012-2017, dated 26 March 2012, sets out the challenges and opportunities facing the Harbour over the coming years was endorsed and adopted at the Council meeting on 19 July 2012 (SH 31/12).
- 1.2 The preparation of a detailed and balanced harbour budget for financial year 2015/16 ensures that adequate resources are in place to deliver the services identified in the business planning process, and that the Harbour remains financially viable and sustainable in the medium to long term.

- 1.3 The budget, as detailed in this report, links strongly to the approved Business Plan and is based on the assumptions and strategic direction contained therein.

2. ISSUES FOR CONSIDERATION

2.1 Budget Pressures

2.1.1 Harbour expenditure requirements have been reviewed in detail, taking into account both the aspirations of the Business Plan document and other considerations, such as the impact of inflation. Wherever possible, efficiency savings have been identified and these have been incorporated.

2.1.2 The anticipated net income and expenditure position is shown at Appendix A, with the 2014/15 budget used as a baseline position. Variations from this baseline, both in terms of the additional resource requirements and identified efficiencies are discussed in detail below, grouped by category of budget head.

2.2 Employee Costs

2.2.1 Staff costs are the single largest area of expenditure: approximately 40% of the Harbour's outgoings. The 2015/16 budget assumes a 1% pay award and also takes into account the movement of staff through the pay structure's 'spinal column points' where appropriate. Staffing levels and associated costs are kept under periodic review with the next review anticipated to occur early 2015. The table below details the variations from the 2014/15 baseline.

	£	£
Staffing Budget 2014/15		393,900
Additional Requirements:		
1% Pay Award (estimated) plus staff increments.	6,300	
Staff Training & Recruitment	4,100	
Other miscellaneous variances	800	
Total Additional Requirements		11,200
Savings :		
Overtime	(4,900)	
Increased Recharge to HQ	(500)	
Total Savings		(5,400)
Net Additional Requirements / (Savings)		5,800
Staffing Budget 2015/16		399,700

2.3 Premises Related Expenditure

2.3.1 Premises related expenditure encompasses costs relating directly to the Harbour infrastructure assets:

2.3.2 The table below details the variations from the 2014/15 baseline.

	£	£
Premises Budget 2014/15		282,400
Additional Requirements & Inflationary Pressures		
Chain purchase	4,000	
Tools	500	
Rent to Duchy	2,100	
Other miscellaneous variances	400	
Total Additional Requirements		7,000
Savings :		
Marks & Beacons	(2,500)	
Foreshore & Deepwater Moorings	(2,500)	
Replacement Mooring Buoys	(2,000)	
Utility charges	(600)	
Other miscellaneous variances	(300)	
Total Savings		(7,900)
Net Additional Requirements / (Savings)		(900)
Premises Budget 2015/16		281,500

2.4 Supplies and Services

2.4.1 Expenditure classified as Supplies and Services relates to items directly linked to the provision of the Harbour's services, including communications, clothing, minor equipment and general office supplies. The table below details the variations from the 2014/15 baseline.

	£	£
Supplies & Services Budget 2014/15		67,900
Additional Requirements & Inflationary Pressures		
Equipment	2,200	
Legal Fees	8,000	
Estuary Officer	100	
Consultancy	3,400	
Total Additional Requirements		13,700
Savings		
Printing, Stationery and Advertising	(1,000)	
Telephones & Communications	(2,000)	
Clothing	(1,000)	
General Office Expenditure	(500)	
Fees and subscriptions	(1,500)	
Total Savings		(6,000)
Net Additional Requirements / (Savings)		7,700
Supplies & Services Budget 2015/16		75,600

2.5 Transport

2.5.1 Transport related expenditure includes the costs of operating and maintaining the Harbour launches, water taxis and vehicles. The table below details the variations from the 2014/15 baseline.

	£	£
Transport Budget 2014/15		55,900
Additional Requirements & Inflationary Pressures		
Variable car allowances	400	
Fuel for launches	400	
Total Additional Requirements		800
Savings		
Harbour Van	(500)	
Launches	(4,000)	
Crane	(1,500)	
Mooring barge	(1,000)	
Other miscellaneous variances	(500)	
Net Additional Requirements / (Savings)		(7,500)
Transport Budget 2015/16		49,200

2.6 Central Support & HQ Costs

2.6.1 Central functions, such as Personnel & Payroll, Information Technology, Finance, Property advice, Strategic Capacity etc. are provided by the District Council. Time recording data is used to identify time spent by SHDC employees on Harbour activities. This in turn provides the basis for the level of costs which are recharged to the Harbour. As the Harbour is a ring-fenced account, no subsidy is allowed either from or to the Harbour in respect of central costs. This is subject to an annual audit by Grant Thornton. The table below details the variations from the 2014/15 baseline.

	£	£
Central Support & HQ Budget 2014/15		51,600
Inflationary Pressures:	300	
Total Additional Requirements		300
Central Support & HQ Budget 2015/16		51,900

2.7 Contributions to Harbour Reserves

2.7.1 The Harbour holds 3 reserves:

- **General Reserve** – comprising the accumulation of generated trading surpluses;
- **Renewals Reserve** –for the replacement of the Harbour’s infrastructure assets, excluding pontoons;
- **Pontoon Reserve** –for the replacement of pontoons; and

2.7.2 The business planning process included a full appraisal of existing reserve balances and levels of contribution. The principle adopted in the Business Plan is that, wherever possible, sufficient funds are set aside on an annual basis to provide for the replacement of Harbour assets and augmented by borrowing only if absolutely necessary.

2.7.3 A summary of estimated reserve balances is included at Appendix B.

2.7.4 The contribution to Harbour Reserves has been increased by £8,000for 2015/16.

2.8 Contribution to Council Reserves

2.8.1 The Harbour contributes to the Council’s Marine Infrastructure reserve. This is a contribution towards marine infrastructure (eg slipways and quay walls) which are not owned by the Harbour, but from which it benefits. The contribution to this reserve has increased by £10,000 to £25,000.

2.9 Capital Charges

2.9.1 Capital charges refer to the cost of servicing loans which have been provided by the District Council for the purchase of Harbour assets. The remaining Capital Charges relate to 4 loans as detailed below.

Description	Loan Date	Term (Yrs)	Outstanding Loan amount at 1/4/15 (£)
Whitestrاند Pontoon Improvements	2003/04	25	27,560
Piling in the Bag	2003/04	25	6,760
Residents' Pontoon	2007/08	25	,96,000
Batson Pontoon	2009/10	25	144,400
Total			274,720

2.9.2 The annual repayment due during 2015/16, which includes the repayment of both principal and interest, is £24,800 but this assumes that the loans for the Whitestrاند improvements and the piling in the Bag (total £34,320) are repaid from the general reserve. This will result in a total saving of £32,799 in interest charges from 2015/16 until the original end date of the loan in 2027/28.

2.10 The Overall Expenditure Position

2.10.1 The overall impact of the variations detailed above is shown in the table below.

	£
Total Expenditure Budget 2014/15	982,700
Net Additional Requirements / (Savings)	14,000
Total Expenditure Budget 2015/16	996,700

2.11 Income

2.11.1 In order to balance the budget to a net break-even position, it is proposed that a review is undertaken of the Harbour's fees and charges. Proposals have been outlined in this regard, and are detailed in a further report to be considered at the 29 September Board meeting.

	£
Total Income Budget 2014/15	(982,700)
Increased Income available within the budget: Based on a review of 2013/2014 actual revenue and the 2014/2015 actuals to date compared to budget forecast.	(8,200)
Total Income Budget 2015/16	(990,900)

2.11 Budget Deficit 2015/16

	£
Total Expenditure Budget	996,700
Total Income Budget	(990,900))
Budget Deficit	5,800

3. LEGAL IMPLICATIONS

3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).

3.2 There are no other legal implications to this report.

4. FINANCIAL IMPLICATIONS

4.1 The report identifies a funding gap of £5,800, before any review of charges. It is anticipated that the shortfall can be met by various amendments to the existing charging structure, as identified in a further report to be considered at the 29 September meeting.

5. RISK ASSESSMENT

5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
The Harbour Authority set a balanced budget, ensuring there is sufficient income to finance the anticipated expenditure. If there is additional unexpected expenditure or less income than forecast, the budget will not balance	3	2	6	The Harbour maintains three different reserves, one for replacement of plant and vessels, one for the replacement of pontoons and a General Reserve. In the event of the budget not balancing at the end of the Financial year and surplus goes into the General Reserve and shortfall would be covered from this reserve.
Failure of the Marine Infrastructure around the Salcombe and Kingsbridge Estuary owned by South Hams District Council, but not within the bailiwick of the Harbour Authority.	3	3	9	Investment, initially through a contribution to a marine infrastructure maintenance Reserve, provides a viable method of funding future infrastructure repairs.

Corporate priorities engaged: CP2: Good Jobs
CP3: Retain the districts character
CP5: An accessible Council
CP6: Value for money

Consideration of equality and human rights: There are no equality or human rights issues with this report

Biodiversity considerations: Harbour Board's budget will affect policies which have a bearing on biodiversity.

Sustainability considerations: Harbour Board's budget is designed to be sustainable and support sustainable policies.

Crime and disorder implications: The Budget includes the continuation of the Night Security patrol, aims of which are to reduce marine crime

Background Papers: Strategic Business Plan 2nd Edition dated 26 March 2012.

Appendices attached: Appendix A: Anticipated net income and expenditure
Appendix B: Summary of estimated reserve balances

Pauline Henstock
Principal Accountant

Adam Parnell
Harbour Master

Salcombe Harbour Board
29 September 2014

SALCOMBE HARBOUR REVENUE BUDGET 2015/2016

APPENDIX A

Actual 2012/2013	Actual 2013/2014		Budget 2014/2015 (At outturn prices)	Budget 2015/16 (At outturn prices)	Variance Budget to Budget
£	£		£	£	£
		Employees:-			
343,806	369,737	Harbour	393,900	399,700	5,800
		Premises-Related Expenditure:-			
14,865	27,574	General Repairs and Maintenance	17,600	18,000	400
38,347	38,288	Security Patrol	40,000	40,000	0
11,661	15,688	Piers, Landings and Pontoons	10,500	10,500	0
15	1,077	Marks and Beacons	4,000	1,500	(2,500)
42,897	36,848	Moorings	54,000	53,500	(500)
1,769	1,786	Insurances	2,100	1,900	(200)
18,424	20,641	Utility Charges	27,600	27,400	(200)
114,704	115,405	Rents	118,600	120,700	2,100
6,969	7,176	Refuse Collection /Office Cleaning	8,000	8,000	0
249,651	264,483		282,400	281,500	(900)
		Supplies and Services:-			
15,531	6,463	Equipment	9,900	12,100	2,200
9,954	9,018	Printing, Stationery and Advertising	12,000	11,000	(1,000)
9,806	8,021	Communications (Radios, Telephones, Postage etc.)	11,900	9,900	(2,000)
4,981	3,242	Protective Clothing	5,000	4,000	(1,000)
5,852	6,190	Credit Card Handling Charges	6,500	6,500	0
23,393	20,148	Miscellaneous	22,600	32,100	9,500
69,517	53,082		67,900	75,600	7,700
35,507	43,943	Transport-Related Expenses (Launches etc.)	55,900	49,200	(6,700)
51,000	51,300	Central Support Services	51,600	51,900	300
26,000	26,000	Contribution to Renewals Reserve	26,000	30,000	4,000
45,000	50,000	Contribution to Pontoon Reserve	50,000	54,000	4,000
-	-	Contribution to Marine Infrastructure Reserve	15,000	25,000	10,000
4,500	10,101	New Projects Funded From Revenue	10,000	5,000	(5,000)
29,997	29,997	Capital Charges (Net)	30,000	24,800	(5,200)
854,979	898,643	TOTAL EXPENDITURE	982,700	996,700	14,000
(246,792)	(271,358)	Harbour Dues	(275,000)	(268,300)	6,700
(429,262)	(433,465)	Mooring Hire	(440,800)	(424,100)	16,700
(129,312)	(132,985)	Small Boat Pontoon Systems	(130,500)	(156,100)	(25,600)
(31,890)	(37,525)	Water Taxi Service	(36,000)	(36,000)	0
(23,583)	(22,936)	Mooring Licences	(24,500)	(23,000)	1,500
(41,151)	(42,848)	Security Patrol Fees	(40,800)	(44,000)	(3,200)
(54,195)	(49,736)	Miscellaneous	(32,600)	(37,400)	(4,800)
(2,500)	(1,700)	Interest	(2,500)	(2,000)	500
(958,685)	(992,553)	TOTAL INCOME	(982,700)	(990,900)	(8,200)
(103,707)	(93,910)	(SURPLUS) / SHORTFALL ON TRADE ACTIVITIES	0	5,800	5,800

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Committee: Salcombe Harbour

2015/16 BUDGET

Service : Salcombe Harbour

WORKING PAPER

SUBJECTIVE HEADING COST CENTRE : 3410	ACTUALS			To 31/08/14 £	Budget 14/15 £	Inflation		Growth £	Budget 15/16 £	Variance 14/15 £	Notes
	11/12 £	12/13 £	13/14 £			%	£				
EMPLOYEES - OPERATIONAL	344,114	343,806	369,737	211,672	393,900		3,300	2,500	399,700	5,800	
Wages: Summer Seasonal staff	29,942	36,750	35,602	32,279	35,400	1.0%	300		35,700	300	
Employers NI & Super	56,283	59,988	67,437	33,567	74,100				74,100	0	
Salaries (inc. Shift Pay)	295,992	288,471	308,407	143,240	317,500	1.0%	3,200	2,800	323,500	6,000	
Overtime	5,699	4,498	3,846	1,669	10,000	1.0%	100	(5,000)	5,100	(4,900)	
Recharge to Headquarters	(52,500)	(52,500)	(53,000)	0	(53,000)	1.0%	(500)		(53,500)	(500)	
Professional Subscriptions	0	0	170	0	0			300	300	300	HM and Phil Goodhead prof subscriptions
Staff Training	3,552	926	649	690	4,000			4,000	8,000	4,000	Oil spill training: 2x MCA 4P, 1x 3P and 3 x 1P refresher. Sublift and crane/forklift refresher training
Medical Fees / Other	426	240	249	227	500			100	600	100	8 boatman's medicals @ £72 each
Recruitment	964	1,101	1,769	0	1,000			100	1,100	100	Advertising for seasonal staff & reserve for 1 x member of staff turnover
Employers Liability Insurance	3,756	4,332	4,608	0	4,400	3.7%	200	200	4,800	400	

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SUBJECTIVE HEADING COST CENTRES : 3410,3415,3420,3425	ACTUALS			To 31/08/14 £	Budget 14/15 £	Inflation		Growth £	Budget 15/16 £	Variance 14/15 £	Notes	
	11/12 £	12/13 £	13/14 £			%	£					
PREMISES (ASSET) RELATED	259,030	249,651	264,483	54,185	282,400			####	(2,200)	281,500	(900)	
EXPENSES												
General R&M	9,643	6,942	17,112	1,147	10,000					10,000	0	
Tools and Materials	4,619	5,973	9,167	3,494	5,500				500	6,000	500	£1,240 committed
Health & Safety	2,016	1,358	1,080	407	1,500				(100)	1,400	(100)	
Communications R&M	487	592	215	0	600					600	0	
GENERAL R&M	16,765	14,865	27,574	5,048	17,600			0	400	18,000	400	
SECURITY PATROL	37,680	38,347	38,288	16,134	40,000					40,000	0	Re-tender contract. £40K is estimate £22,587 committed
PIERS, LANDINGS & PONTOON	5,218	11,661	15,688	394	10,500					10,500	0	Pontoon fingering
MARKS & BEACONS	7,789	15	1,077	40	4,000				(2,500)	1,500	(2,500)	
Foreshore Moorings	5,049	403	1,253	0	5,000				(2,000)	3,000	(2,000)	
Deepwater Moorings	5,422	1,410	3,652	954	4,000				(500)	3,500	(500)	£2,455 committed
Diving Maintenance Support	21,325	18,250	18,250	0	20,000					20,000	0	
Chain Purchase	19,573	15,212	10,145	72	20,000				4,000	24,000	4,000	£18,758 committed
Replacement Mooring Buoys	5,003	7,622	3,548	138	5,000				(2,000)	3,000	(2,000)	
MOORINGS	56,372	42,897	36,848	1,164	54,000			0	(500)	53,500	(500)	
Premises-Related Insurance	1,444	1,769	1,786	0	2,100	3.7%	100	(300)		1,900	(200)	
INSURANCE	1,444	1,769	1,786	0	2,100		100	0		1,900	(200)	
Electricity	2,237	2,392	2,256	1,486	3,100	2.8%	100	(700)		2,500	(600)	
Whitestrans Showers			265		2,500					2,500	0	
Gas	1,016	2,694	2,743	1,162	3,000	2.8%	100			3,100	100	
Water	200	56	18		2,500					2,500	0	
Whitestrans Showers			1,700		2,500					2,500	0	
Rates	12,557	13,282	13,659	13,978	14,000	2.0%	300			14,300	300	
UTILITY CHARGES	16,010	18,424	20,641	16,626	27,600		500	(700)		27,400	(200)	
Rent for Workshop (1)	12,621	12,621	12,621	14,600	14,600					14,600	0	
Rent To Duchy	99,884	102,083	102,784	-1,250	104,000	1.0%	####	1,100		106,100	2,100	
RENT	112,505	114,704	115,405	13,350	118,600		####	1,100		120,700	2,100	
Trade Waste Collection charges	2,423	3,547	4,040	0	4,000					4,000	0	
General Office Costs (including Cleaning)	2,822	3,422	3,136	1,429	4,000					4,000	0	£2,132 committed
REFUSE COLLECTION/OFFICE	5,245	6,969	7,176	1,429	8,000			0	0	8,000	0	
CLEANING												

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SUBJECTIVE HEADING	ACTUALS			To 31/08/14 £	Budget 14/15 £	Inflation		Growth £	Budget 15/16 £	Variance 14/15 £	Notes	
	11/12	12/13	13/14			%	£					
	£	£	£									
COST CENTRES : 3410, 3435, 3445												
SUPPLIES AND SERVICES:	59,654	69,517	53,082	22,397	67,900			0	7,600	75,600	7,700	
Furniture & Fittings	0	60	995	0	1,000					1,000	0	
Equipment - New & R&M	2,272	4,970	1,331	396	3,500					3,500	0	
Hire of equipment	705	251	251	126	400			200		600	200	1 day crane hire
Hardware, Software and IT Support & maintenance	2,701	10,250	3,886	6,001	5,000			2,000		7,000	2,000	
EQUIPMENT	5,677	15,531	6,463	6,523	9,900			0	2,200	12,100	2,200	
Printing & Stationery	5,170	5,858	3,830	2,269	6,500			(500)		6,000	(500)	
Harbour Guide	3,980	2,940	4,578	0	4,500					4,500	0	£4,540 committed
Advertising	547	1,156	610	50	1,000			(500)		500	(500)	
PRINTING STATIONERY & ADVERTISING	9,697	9,954	9,018	2,319	12,000			0	(1,000)	11,000	(1,000)	
Postage	5,024	3,966	3,513	2,427	5,500			(1,000)		4,500	(1,000)	Make better use of email
Telephones	2,138	5,530	4,283	738	6,000			(1,000)		5,000	(1,000)	£1,870 committed
Licence Fees	225	310	225	0	400					400	0	
TELEPHONES & COMMUNICATIONS	7,386	9,806	8,021	3,165	11,900			0	(2,000)	9,900	(2,000)	
CLOTHING	5,230	4,981	3,242	1,997	5,000				(1,000)	4,000	(1,000)	
CASH COLLECTION EXPENSES	5,701	5,852	6,190	3,981	6,500					6,500	0	Credit card usage charges
Fees and Subscriptions	3,830	4,982	3,951	50	5,000			(1,500)		3,500	(1,500)	
Conference Expenses/Subsistence	877	1,444	1,165	783	1,500					1,500	0	£600 committed
Consultancy fees (inc Port Marine Safety)	826	826	826	3,220	1,000			3,400		4,400	3,400	Re-survey the Bar & A&A fees
General Office Expenditure	5,088	1,270	389	324	500			(500)		0	(500)	
Legal Fees	170	4,011	210	35	0			8,000		8,000	8,000	£4K for Hbr Revision Order & £4K for MMO licence fees
Other Professional Fees	2,000	(415)	1,235	0	2,000					2,000	0	
Shower Tokens	1,751	0	0	0	0					0	0	
AONB Estuaries Officer Contribution	10,400	10,200	10,200	0	10,300	####	100			10,400	100	
Chairman - Salcombe Harbour	1,020	1,075	2,172	0	2,300	####	0			2,300	0	
MISCELLANEOUS	25,962	23,393	20,148	4,412	22,600			100	9,400	32,100	9,500	

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SUBJECTIVE HEADING	ACTUALS			To 31/08/14 £	Budget 14/15 £	Inflation		Growth £	Budget 15/16 £	Variance 14/15 £	Notes
	11/12 £	12/13 £	13/14 £			%	£				
	COST CENTRE : 3410										
TRANSPORT RELATED EXPENSES	50,675	35,507	43,943	16,766	55,900		900	(7,600)	49,200	(6,700)	
Fixed car payments	2,238	2,163	603	258	600				600	0	
Variable car allowances	554	728	1,962	824	800			400	1,200	400	
Repairs & Maintenance:											
Harbour Van (incl fuel)	2,239	1,490	3,549	550	2,500			(500)	2,000	(500)	£1,080 committed
Launches General	5,690	11,746	5,787	4,215	13,000			(4,000)	9,000	(4,000)	
Crane	2,002	357	1,641	763	5,000			(1,500)	3,500	(1,500)	
Fork Lift Truck	493	587	767	417	1,200			(200)	1,000	(200)	
Mooring Barge	417	1,336	2,129	969	3,000			(1,000)	2,000	(1,000)	
Transport Insurance	23,039	2,384	11,978	0	13,800	###	500	(800)	13,500	(300)	
Fuel: Launches	14,004	14,716	15,527	8,770	16,000	###	400		16,400	400	£5,100 committed
HEADQUARTERS ALLOCATION	53,000	51,000	51,300	0	51,600		300	0	51,900	300	
Personnel & Payroll	10,800	9,900	10,000	0	10,100	###	100		10,200	100	
Strategic Director - Operations	3,800	3,300	3,300	0	3,300	###	0		3,300	0	
Drawing Office	900	900	900	0	900	###	0		900	0	
Environmental Health	1,400	1,400	1,400	0	1,400	###	0		1,400	0	
Financial Services	12,600	11,500	11,600	0	11,700	###	100		11,800	100	
IT Section	5,000	5,500	5,600	0	5,700	###	100		5,800	100	
Legal	4,000	4,200	4,200	0	4,200	###	0		4,200	0	
Property Services	4,600	4,600	4,600	0	4,600	###	0		4,600	0	
Committee & Member Services	4,800	4,800	4,800	0	4,800	###	0		4,800	0	
Improvement & Development Team (Formerly PR)	2,900	2,700	2,700	0	2,700	###	0		2,700	0	
Internal Audit	2,200	2,200	2,200	0	2,200	###	0		2,200	0	
CAPITAL CHARGES	29,997	29,997	29,997	0	30,000		0	(5,200)	24,800	(5,200)	
Leasing Payments											
Debt Charges (Depreciation & interest)	35,490	46,256	45,653	0	30,000			(5,200)	24,800	(5,200)	Due to early repayment of loans
(Surplus)/Deficit on Capital Charges	(5,493)	(16,259)	(15,656)							0	
CONTRIBUTION TO RENEWALS RESERVE	26,000	26,000	26,000	0	26,000			4,000	30,000	4,000	
CONTRIBUTION TO PONTOON RESERVE	45,000	45,000	50,000	0	50,000			4,000	54,000	4,000	
CONT. TO MARINE INFRASTRUCTURE RESERV	0	0	0	0	15,000			10,000	25,000	10,000	
ITEMS TO BE MET FROM REVENUE	4,867	4,500	10,101	5,045	10,000		0	(5,000)	5,000	(5,000)	
Disposal of pontoons	0	0	4,640	0	5,000			(5,000)	0	(5,000)	
Improvements to tender berthing at Whitestrand	4,867	4,500	5,461	5,045	5,000				5,000	0	

TRANSPORT-OTA-CAP-RES

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Committee: <u>Salcombe Harbour</u>					2015/16 BUDGET						
Service : <u>Salcombe Harbour</u>					WORKING PAPER						
SUBJECTIVE HEADING	ACTUALS			To 31/08/14	Budget 14/15	Inflation		Growth	Budget 15/16	Variance 14/15	Notes
	11/12	12/13	13/14			£	%				
COST CENTRES : 3410, 3425	£	£	£	£	£	%	£	£	£	£	
HARBOUR DUES											
Annual Dues	(178,320)	(182,256)	(183,430)	(184,506)	(190,700)			5,700	(185,000)	5,700	
Casual Yachts	(66,865)	(50,326)	(72,105)	(50,915)	(68,000)				(68,000)	0	
Casual Collected via Creek Boat Park	(17,816)	(14,210)	(15,823)	(14,883)	(16,300)			1,000	(15,300)	1,000	
MOORING HIRE											
Annual Deep Water	(160,275)	(169,812)	(177,647)	(180,553)	(173,400)			(7,100)	(180,500)	(7,100)	
Casual Deep Water	(77,771)	(70,093)	(59,473)	(47,760)	(70,000)			10,000	(60,000)	10,000	
Annual Foreshore	(127,890)	(141,659)	(145,904)	(132,643)	(142,800)			9,800	(133,000)	9,800	Foreshore moorings removed for extra pontoon berths
Casual Foreshore	(40,575)	(35,611)	(34,552)	(35,658)	(40,000)			4,000	(36,000)	4,000	
Dentridge Mooring	(12,358)	(10,068)	(10,745)	(11,833)	(10,200)				(1,600)	(1,600)	
Store Boxes at Ditch End	(1,846)	(1,883)	(2,048)	(2,220)	(1,800)			(400)	(2,200)	(400)	
Overnight berthing fees - Town Landings	0	(136)	(3,096)	(592)	(2,600)			2,000	(600)	2,000	
PRIVATE MOORING LICENCES	(25,345)	(23,583)	(22,936)	(22,891)	(24,500)			1,500	(23,000)	1,500	
SECURITY CHARGE	(38,921)	(41,151)	(42,848)	(43,907)	(40,800)			(3,200)	(44,000)	(3,200)	
WATER TAXI SERVICE	(40,832)	(31,890)	(37,525)	(26,400)	(36,000)				(36,000)	0	
PONTOONS											
Shadycombe Creek Comm Users	(13,536)	(14,001)	(14,477)	(18,449)	(14,800)			(1,200)	(16,000)	(1,200)	
V Quay, Batson & Kingsbridge	(95,583)	(98,158)	(100,208)	(120,030)	(96,700)			(23,300)	(120,000)	(23,300)	Higher due to extra pontoon berths (see above)
Whitestrand Licence Fees	(3,937)	(2,489)	(2,755)	(2,590)	(3,000)				(3,000)	0	
Whitestrand Pontoon July/August	(13,498)	(13,849)	(14,686)	(17,267)	(15,200)			(800)	(16,000)	(800)	
Pontoon for Fishermen, the Spur	(799)	(815)	(859)	(1,022)	(800)			(300)	(1,100)	(300)	
Miscellaneous Income	(50,304)	(54,195)	(49,736)	(27,038)	(32,600)		0	(4,800)	(37,400)	(4,800)	
Sale of Tide Tables	(270)	(105)	(232)	(80)	(200)				(200)	0	
Miscellaneous	(3,166)	(7,982)	(4,459)	(5,687)	(3,200)			(800)	(4,000)	(800)	
Fire Patrol	(25)	(85)	(38)	(25)	0				0	0	
Whitestrand Notice Board	(732)	(747)	(769)	(951)	(700)			(100)	(800)	(100)	
Towing Charge	(409)	(329)	(75)	(102)	0				0	0	
Crane hire incl wage costs	(4,654)	(7,345)	(4,537)	(4,041)	(4,000)				(4,000)	0	
Hire of Mooring Barge	(2,767)	(521)	(1,637)	(726)	0			(1,000)	(1,000)	(1,000)	
Hire of Fork Lift Truck	(227)	(498)	(376)	(145)	(200)				(200)	0	
Boatyard Maintenance	(850)	(208)	0	(212)	0				0	0	
Hire of Safety Launch	(65)	(154)	(50)	(160)	0				0	0	
WIFI Spark Commission	(74)	(128)	(446)	(53)	(200)			100	(100)	100	
Retention Fees	0	(2,812)	(1,072)	(825)	0			(800)	(800)	(800)	
Harbour Guide	(8,340)	(8,400)	(8,620)	(1,915)	(8,000)				(8,000)	0	
Sale of Equipment - disposals	(5,923)	(1,681)	(7,200)	(1,587)	0				0	0	
Sale of Chain/Shackles	0	0	(668)	0	0				0	0	
Passengers Landed	0	0	(449)	(547)	(100)			(500)	(600)	(500)	
Fuel Duty Repayment	(3,000)	(3,776)	(3,255)	0	(3,000)				(3,000)	0	
Cont. from C/Pks re Security Patrol (boat park)	(5,600)	(5,600)	(3,000)	0	(3,000)				(3,000)	0	
Cont. from H/Waste re refuse collection (Salc. Skp)	(1,900)	(1,900)	(500)	0	(500)				(500)	0	
Legal Costs Recovered	(929)	0	0	0	0				0	0	
Other Costs Recovered	0	(544)	(821)	0	0				0	0	
Annual licence fee	0	(1,500)	(1,875)	(375)	(1,500)				(1,500)	0	
Under lease Kingsbridge Estuary	(494)	(247)	0	0	0				0	0	
Boat Licence Income	(9,594)	(8,550)	(8,434)	(8,409)	(7,000)			(1,500)	(8,500)	(1,500)	
Ferry Notice Boards	(1,213)	(1,091)	(1,113)	(1,211)	(1,000)			(200)	(1,200)	(200)	
Under/Over Bankings	(71)	8	(110)	13	0				0	0	
	(966,470)	(956,185)	(990,853)	(941,157)	(980,200)		0	(8,700)	(988,900)	(8,700)	
INTEREST	(2,100)	(2,500)	(1,700)	0	(2,500)			500	(2,000)	500	

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AGENDA ITEM 10

SOUTH HAMS DISTRICT COUNCIL

AGENDA ITEM 10

NAME OF COMMITTEE	Salcombe Harbour Board
DATE	29 September 2014
REPORT TITLE	REVIEW OF CHARGES
REPORT OF	Salcombe Harbour Master
WARDS AFFECTED	All South Hams

Summary of Report

This report has been prepared to enable Board Members to recommend the Harbour rates and charges for 2015/2016.

RECOMMENDATION

The Harbour Board RECOMMENDS to Council:

- a. **the changes to the charging policy set out in paragraph 2.1 of this report be approved; and**
- b. **the proposed charges as presented in Appendix A be approved, for implementation from 1 April 2015.**

Officer contact:

Adam Parnell – 01548 843791 (Internal: 7104)

1. BACKGROUND

1.1 The proposed fees and charges for 2015/16 are based on the outline proposals set out in the Salcombe Harbour Strategic Business Plan 2nd Edition and adopted by Council on 19 July 2012 (**SH 62/11**). The forecast, based on inflation of 4% and a pay award of 1%, was for an annual price increase of 4.8%. Lower actual inflation and operating efficiencies have been able to deliver a lower increase than forecast.

1.2 The budget gap for 2015/16 is £5,800. Detailed proposals to bridge the budget gap are detailed at paragraph 2.

2. ISSUES FOR CONSIDERATION

2.1 Proposals for 2015/16 Dues and Charges

Item	Amendment proposed	Comment
Third party liability insurance	No change	Currently set at £3m, the industry standard
Facility retention deposit	No change	Currently £125
Foreshore facility rebate	No change	Rebated at £15/wk if temporarily empty foreshore mooring re-let by Harbour Authority
Harbour dues	2% increase	Raises £5400
Mooring fees	No change	
Out of season discounts	No change	50% discount Oct-Mar, 25% discount Apr-Jun and Sept, and '7 nights for the price of 5' throughout the year
Taxi charges	No change	
ICC	No change	Discounted to 60% for 2015/16 in accordance with Harbour Board decision 28 Mar 2011 (SH 53/10).
Night security patrol	1% increase	Remains aligned with annual increases in existing contract Raises £400

3. LEGAL IMPLICATIONS

3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36). Harbour Act 1964

3.2 The Harbour Authority has a wide discretion under the Order Act as amended by the Harbour Act 1964 to demand, take and recover dues from ships, passengers and goods arriving at Salcombe or using harbour facilities.

4. FINANCIAL IMPLICATIONS

4.1 The proposed budget for 2015/16 has a shortfall of £5,000. An increase of 2% to harbour dues offsets this shortfall.

5. RISK ASSESSMENT

5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
Inflation exceeds the anticipated levels and or the pay award is greater than anticipated and the harbour budget goes into deficit.	3	2	6	Harbour Revenue Reserve account would have to underwrite the deficit.

Corporate priorities engaged:	CP2: Good Jobs CP3: Retain the districts character CP4: A clean district CP5: An accessible Council CP6: Value for money
Consideration of equality and human rights:	There are no equality or human rights issues with this report
Biodiversity considerations:	The budget for the operation of the harbour underpins all the biodiversity initiatives supported by the Harbour Authority
Sustainability considerations:	The budget for the operation of the harbour underpins the sustainability of the harbour and its operations.
Crime and disorder implications:	The budget finances a security patrol within the Harbour limits.
Background Papers:	Strategic Business Plan 2012-2017 dated 26 March 2012. Financial Services Working papers SH 53/10 ICC Moorings
Appendices attached:	Nil

Adam Parnell
Harbour Master

Salcombe Harbour Board
29 September 2014

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AGENDA
ITEM

11

SOUTH HAMS DISTRICT COUNCIL

AGENDA
ITEM

11

NAME OF COMMITTEE	Salcombe Harbour Board
DATE	29 September 2014
REPORT TITLE	PERFORMANCE MANAGEMENT
REPORT OF	Salcombe Harbour Master
WARDS AFFECTED	All South Hams

Summary of Report

To report the Harbour's performance against agreed Performance Indicators (PIs).

RECOMMENDATION

That the Harbour Board RESOLVES to:

NOTE Harbour Performance against agreed Performance Indicators.

1. BACKGROUND

1.1 The Harbour Board endorsed the introduction of a set of PIs and to have them reported as a standing agenda item (SH 26/06).

2. ISSUES FOR CONSIDERATION

2.1 This report of Harbour Performance Indicators covers the period from 1 April to 30 June 2014. The detailed report against the agreed performance Indicators with comments for the period is at Appendix A. Comments by exception are as follows:

2.1.1 **SH22A Health and Safety incidents and accidents (public)** – a lady fell when boarding the South Sand's ferry and required hospital treatment; and a gentleman slipped in fell into the cockpit of his yacht when coming alongside another yacht, requiring a doctor's visit.

2.1.2 **SH23 Speeding offences detected** – there have been 11 recorded speeding offences as well as a much higher number of boats observed to be speeding which were not recorded because harbour staff were engaged in other work and unable to stop the vessel concerned. The 3 areas of concern (in order) are the harbour entrance, Widegates and South Pool creek.

- 2.1.3 **SH24 Minor collisions** – there have been 7 minor collisions recorded, most of which were caused by poor boat handling but which resulted in no damage. Pleasingly, in nearly all cases the person causing the collision voluntarily reported the incident to the Harbour Office, indicating a high degree of confidence in our reporting system.
- 2.1.4 **SH SH30 Crime Figures** – 7 incidents of minor theft were reported during the period; the Police were informed on all occasions.
- 2.1.5 **SH34 Income from visiting yachts** – Income for the quarter was up by 10% on the same period last year, which was itself 29% up on the previous year.
- 2.1.6 **SH35 Visiting Yachts** – The number of visiting yachts was up by 26% compared to the previous year, reflecting the good weather at the start of the season.
- 2.1.7 **SH37 Yacht Taxi passengers carried** – The yacht taxi carried 7474 passengers, an increase of 20% over 2013/14 figures.
- 2.1.8 **SH43 Recycling of yacht refuse** – Unfortunately the Trade Waste department of SHDC cannot provide a figure to assess the success of our efforts and it is recommended that this PI no longer be monitored.

3. LEGAL IMPLICATIONS

- 3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).
- 3.2 There are no other legal implications to this report.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications as a result of this report. This report highlights performance issues which may have financial implications at a later date. Should this be the case a separate report will be brought forward for the Harbour Board's consideration.

5. Risk Assessment

5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
The setting and monitoring of realistic Performance Targets will enable the Harbour Board to ensure that statutory obligations are met and that there is real improvement in the service offered to users of Salcombe harbour The Harbour Authority is not delivering a satisfactory service to harbour users. Trends and issues can be identified early and policies and strategies developed to address issues.	3	2	6	The Harbour Board, through its contact with harbour Community Forums and by setting and monitoring performance standards will be in a position to amend the Strategic Business Plan ensuring it remains relevant and that Harbour funds are invested wisely.

Corporate priorities engaged:

Community Life
Economy
Environment

Consideration of equality and human rights:

Equality issues are dealt with in the report under the discussion of the Mooring Policy.

Biodiversity considerations:

Harbour Board performance and policies have a bearing on biodiversity.

Sustainability considerations:

The Harbour performance needs to be considered regularly to ensure current policies are sustainable.

Crime and disorder implications:

The Report considers reported marine crime within the Estuary.

Background Papers:

Strategic Business Plan 2012 to 2017.

Appendices attached:

1. Salcombe Harbour Performance Management Grid.

Adam Parnell
Harbour Master

Salcombe Harbour Board
29 September 2014

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SALCOMBE HARBOUR BOARD – PERFORMANCE MANAGEMENT REPORT FIRST QUARTER 2014/15

REF	ACTIVITY	YEAR	ANNUAL TARGET 2014/15	TARGET FOR QTR	APR/ JUNE	JUL/ SEPT	OCT/ DEC	JAN/ MAR	CURRENT STATUS	COMMENTS
SH1	Visual check of all harbour owned & maintained facilities, landings, pontoons, mooring berths, navigational marks and beacons.	2014/15	Monthly	3 inspect'ns	3				☺	
		2013/14			3	3	3	3		
SH2	Defect rectification of major harbour infra & facilities.	2014/15	Investigated within 24 hours, repaired within 7 days	Defects not repaired within 7 days	0				☺	
		2013/14			1	1	0	1		
SH3	Launch serviceability	2014/15	Apr to Sep: 8 available Sep to Mar: 3 available	8 Available	8				☺	
		2013/14			8	8	4	3		
SH4	Major Plant un-	2014/15	Available except for	0	0				☺	

REF	ACTIVITY	YEAR	ANNUAL TARGET 2014/15	TARGET FOR QTR	APR/ JUNE	JUL/ SEPT	OCT/ DEC	JAN/ MAR	CURRENT STATUS	COMMENTS for last reporting period
	serviceability (Crane, Barge, Fork lift truck & Van)	2013/14	planned maintenance, defects rectified within 5 working days.		1	1	1	0		
SH5	Slipways and steps Inspected and cleaned	2014/15	Inspected weekly, cleaned Monthly	3	3				☺	
		2013/14			3	3	3	3		
SH6	Failure of navigation lights and marks will be rectified or Local Notice to Mariners issued	2014/15	Within 24 hours	0	0				☺	
		2013/14			0	0	0	1		
SH7	Patrol of estuary and harbour to ensure no hazards to navigation exist	2014/15	Daily	No of days	91				☺	
		2013/14			91	92	89	90		
SH8	Inspection and preventative maintenance of Deep water and Foreshore Moorings	2014/15	100% Annually	100%	Complete				☺	
		2013/14			Complete	Complete	100%	Complete		

REF	ACTIVITY	YEAR	ANNUAL TARGET 2014/15	TARGET FOR QTR	APR/ JUNE	JUL/ SEPT	OCT/ DEC	JAN/ MAR	CURRENT STATUS	COMMENTS for last reporting period
SH9	Mooring failures	2014/15	Investigated within 24 hours repaired within 7 days alternative facility made available	0	0				☺	
		2013/14			0	0	1	1		
SH10	Re-allocation of permanent mooring berths surrendered to Harbour Authority	2014/15	Within 4 weeks	0	0				☺	Annual reallocation takes place between January and March
		2013/14			1	0	0	0		
SH11	Weather forecast posted at Whitestrand	2014/15	Daily	Daily	Daily				☺	
		2013/14			Daily	Daily	Daily	Daily		
SH20	Compliance with Port Marine safety Code	2014/15	100% Annual audit	Compliance	Y				☺	
		2013/14			Y	Y	Y	Y		
SH21	Trinity House inspection of local aids to navigation.	2014/15	100% Annual Audit	Compliance	Annual Inspection				☺	
		2013/14			Annual Inspection	Y	Y	Y		

REF	ACTIVITY	YEAR	ANNUAL TARGET 2014/15	TARGET FOR QTR	APR/ JUNE	JUL/ SEPT	OCT/ DEC	JAN/ MAR	CURRENT STATUS	COMMENTS for last reporting period
SH22	H&S Incidents and accidents (Staff)	2014/15	10% reduction year on year	≤1	0				☺	
		2013/14			1	1	0	1		
SH22A	H&S Incidents and accidents (Public)	2014/15	10% reduction year on year	≤1	2				☹	2x slips/trips/falls by public when embarking/disembarking
		2013/14			5	4	0	0		
SH23	Speeding Offences detected	2014/15	5% annual reduction	≤37	11				☹	
		2013/14			11	17	0	0		
SH24	Minor Collisions	2014/15	5% annual reduction	≤1	7				☹	Poor boat handling
		2013/14			12	40	3	0		
SH30	Crime figures	2014/15	10% annual reduction	≤1	7				☹	Notable increase in minor theft from moored craft

REF	ACTIVITY	YEAR	ANNUAL TARGET 2014/15	TARGET FOR QTR	APR/ JUNE	JUL/ SEPT	OCT/ DEC	JAN/ MAR	CURRENT STATUS	COMMENTS for last reporting period
		2013/14			4	6	1	1		
SH31	Night Security Patrols	2014/15	100% of contracted patrols	100%	100%				☺	
		2013/14			100%	100%	100%	100%		
SH32	Permanent Staff Turnover	2014/15	< 10% annually	0	0				☺	
		2013/14			0	0	0	0		
SH32A	Staff days Lost to Sickness Absence	2014/15	< 10% annually	≤1	0				☺	
		2013/14			3	0	7	0		
SH33	Customer Complaints	2014/15	10% annual reduction	≤8	0				☺	
		2013/14			2	7	1	0		

REF	ACTIVITY	YEAR	ANNUAL TARGET 2014/15	TARGET FOR QTR	APR/ JUNE	JUL/ SEPT	OCT/ DEC	JAN/ MAR	CURRENT STATUS	COMMENTS for last reporting period
SH34	Income from visiting yachts	2014/15	5% increase	42,291	44,361				😊	10% increase on same period last yr
		2013/14			40,278	108,056	1,635	522		
SH35	Visiting Yachts	2014/15	5% Increase	1494	1,807				😊	26% increase on same period last yr
		2013/14			1,423	4,299	48	21		
SH36	Visiting Yacht length of Stay	2014/15	Length of stay \geq 1.5 nights	1.5	1.5				😐	On track - just
		2013/14			1.8	1.4	1.3	1.47		
SH37	Yacht Taxi – Passengers carried	2014/15	5% increase	6535	7474				😊	20% increase on same period last yr
		2013/14			6,224	16,440	153	39		

REF	ACTIVITY	YEAR	ANNUAL TARGET 2014/15	TARGET FOR QTR	APR/ JUNE	JUL/ SEPT	OCT/ DEC	JAN/ MAR	CURRENT STATUS	COMMENTS for last reporting period
SH38	Visiting boats Harbour dues collected at Slipway	2013/14	Annual increase		6,683				☺	
		2012/13			6,512	12,488	52	30		
SH40	Pollution incidents ¹	2013/14	Zero Pollution Incidents	0	0				☺	
		2012/13			1	2	3	2		
SH41	Guided Events ¹	2013/14	3/Quarter	3	4				☺	
		2012/13			4	6	3+	3		
SH42	Litter Pick Up Events ¹	2013/14	Quarterly	1	3				☺	
		2012/13			3	1	0	3		
SH43	Recycling of yacht refuse	2013/14	Annual Increase	≥ 27%	?				☹	Recommend drop this PI
		2012/13			?	?	?	?		

¹ AONB officer

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AGENDA ITEM 12

SOUTH HAMS DISTRICT COUNCIL

AGENDA ITEM 12

NAME OF COMMITTEE	Salcombe Harbour Board
DATE	29 September 2014
REPORT TITLE	TOPICAL HARBOUR ISSUES
REPORT OF	Salcombe Harbour Master
WARDS AFFECTED	All South Hams

Summary of Report

To consider a range of topical harbour issues which do not warrant a separate report in their own right.

RECOMMENDATION

That the Harbour Board RESOLVES to note the report.

1. BACKGROUND

1.1 As the season closes, there are a range of issues which the Board may wish to be aware of.

2. TOPICAL HARBOUR ISSUES

2.1 Rivermaid operation.

2.1.1 The operation of the Rivermaid has remained with Mr Moule throughout the season although it is still anticipated that it will transfer to the new owners at the start of next year's season. Despite a later start than expected, it has operated as time-tabled throughout the remainder of the year and has continued to provide an important maritime link between Kingsbridge and Salcombe.

2.2 Oil Spill Response Training Exercise

2.2.1 After an informal audit by the MCA (which was in preparation for a formal audit at the end of October) it was noted that the harbour was overdue a communications exercise. This is a 'table top' exercise in which all points of contact with various agencies are validated. Board members would wish to be aware that an 'alerted' (ie pre-planned and pre-published) exercise will take place in early October.

2.3 Harbour Board workshop

2.3.1 The annual Harbour Board workshop will take place on 3rd October and Board members are invited to submit agenda items which they want to discuss.

3. LEGAL IMPLICATIONS

3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).

3.2 There are no other legal implications to this report.

4. FINANCIAL IMPLICATIONS

4.1 There are no new financial implications as a result of this report.

5. Risk Assessment

5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
The Harbour Authority is striving to deliver an improving service to harbour users.	3	2	6	The Harbour Board, considers many routine issues annually, topical items will be brought to the Board as they arise. The objective being a better service in a safe environment for estuary users.

Corporate priorities engaged:	Community Life Economy Environment
Statutory powers	The Pier & Harbour (Salcombe) Order Act 1954
Consideration of equality and human rights:	There are no equality or human rights issues with this report
Biodiversity considerations:	None
Sustainability considerations:	None
Crime and disorder implications:	None
Background Papers:	Strategic Business Plan 2nd Edition dated 26 March 2012.
Appendices attached:	

Adam Parnell
Harbour Master

Salcombe Harbour Board
29 September 2014

**MINUTES OF THE MEETING OF
THE SALCOMBE HARBOUR BOARD
HELD AT CLIFF HOUSE, SALCOMBE ON MONDAY 29 SEPTEMBER 2014**

Members in attendance			
* Denotes attendance		∅ Denotes apology for absence	
*	Cllr J Brazil (Chairman)	*	Mr G Burrell
*	Cllr M J Hicks	*	Dr C C Harling (Vice Chairman)
*	Cllr K R H Wingate	∅	Mr M Mackley
*	Cllr S A E Wright	*	Mr H Marriage
		*	Mr A Thomson
		*	Mr M Taylor
∅	Cllr H D Bastone (lead Executive Member)		

Item No	Minute Ref No below refers	Officers in attendance and participating
All agenda items		Salcombe Harbour Master, Head of Assets, Principal Accountant and Member Services Manager

SH.21/14 MINUTES

The minutes of the meeting of the Salcombe Harbour Board held on 7 July 2014 were confirmed as a correct record and signed by the Chairman.

SH.22/14 DECLARATIONS OF INTEREST

Members were invited to declare any interests in the items of business to be considered during the course of the meeting, and the following were made:

Cllr Wright, Dr Harling, Mr Marriage, Mr Burrell, Mr Taylor and Cllr Wingate all declared a disclosable pecuniary interest in all related agenda items by virtue of having moorings or paying harbour dues to the Council.

As the Deputy Monitoring Officer had previously granted a dispensation under Paragraph 8.1 (c) of the Code of Conduct (minute SH.06/14 refers), all Members remained in the meeting and took part in the discussion and debate on all agenda items.

SH.23/14 PUBLIC QUESTION TIME

During the Public Question Time session the following matters were raised:

In view of the Board being presented with an item that referred to waterskiing in the Harbour (Minute SH.25/14 below refers), a number of members of the public wanted to speak on this matter. The Chairman agreed that the last speaker would be Mr James Heaven, who had prepared a paper supporting waterskiing in the Harbour. The comments made by all speakers included the following:

- One member of the public presented the Board with a petition of 1,636 signatures against waterskiing in the Harbour;
- concern about the noise impact;
- concern that the environmental comments in Mr Heaven's report were based on a bland general statement suggesting birds were not disturbed by waterskiing if they were 50 metres from the bank, but the handbook goes on to state 'in a non sensitive area' therefore that would rule out waterskiing in the Kingsbridge Salcombe estuary. Scientific studies had shown that tolerant species of bird were disturbed at 200 metres and intolerant species at 450 metres;
- Mr Heaven's report suggested that club members could help to regulate non club members but to ask amateurs with no powers to regulate could be a recipe for disaster;
- Salcombe Yacht Club unanimously opposed the application to allow waterskiing in the Harbour and had concerns relating to safety;
- Kingsbridge Estuary Boat Club opposed waterskiing in the estuary and felt it would do a disservice to this special area;
- Since the area was defined as an AONB; there was a speed limit in place for well established reasons; studies had demonstrated the incompatibility of waterskiing with other activities; the impact on sailing, canoeing, and fishing would be considerable; waterskiing was difficult and costly to police, and finally there would be noise issues. A century or more of building up a reputation would be compromised if waterskiing were to be allowed;
- Waterskiing and angling were incompatible with each other;
- SKEA was against the principle of waterskiing in the harbour, which was contrary to the Board's own policy. National, local, and the Board's own designations were in place;
- One member of the public had been counting birds in the estuary for 40 years and some of those birds were exhausted when they arrived having travelled for many miles. A bylaw was put in place 30 years ago to prohibit waterskiing and aquaplaning and there were good reasons for that bylaw, he wished fervently that waterskiing would not be allowed in the Harbour;
- Concerns about safety, and having water-skied in Starehole Bay once, would not do it again. Waterskiing should take place out to sea, not within a protected environment;
- The Harbour Board should not undermine its own vision, but retain the character and expectation;
- Safety aspects were a concern, for example, the impact of a speedboat out of control, would people be happy to let their children and grandchildren on the estuary if waterskiing were to be allowed?;

- Speak to people where waterskiing successfully took place. It would work if waterskiing were to be policed properly and the right environment used. It was suggested to introduce waterskiing for a season as a trial. Children enjoyed it and it did not have to involve large boats. Those saying they do not want waterskiing were mostly old people;
- This meeting was trying to reconcile the irreconcilable. Some would love to see waterskiing activity but how would this be controlled. If club members were allowed to travel at speed on the estuary why not other harbour users;
- The British Waterski Federation had stringent controls and once a test was passed this was recognised with reduced insurance costs. The Federation did a good job in policing this sort of thing;
- The majority of people who wanted to waterski had better waterski facilities where they had come from so why not have it there.

Mr Heaven was then asked to present his written report. It had previously been circulated to Members of the Board and he went through the key sections within the report beginning with an introduction about himself and his experience of waterskiing and water sports in general.

In his view, there was a silent majority of people who were not catered for. Overnight, and without consultation, the Harbour Board had reduced 75% of the water skiing area in 2009. Allowing waterskiing would result in a significant contribution to the economy. Even if those waterskiing were second home owners that did not make them second class citizens. People obtained a great sense of achievement from waterskiing and it could be the highlight of their summer holiday.

Mr Heaven then outlined his options as per the presented report. He concluded that he had a petition of 700 signatures in favour of allowing waterskiing. It was a legitimate request for a significant number of people who deserved to be heard.

On behalf of the Board, the Chairman concluded this agenda item by thanking each representative for addressing the Board.

SH.24/14

FEEDBACK FROM HARBOUR COMMUNITY FORUMS

The Board received verbal update reports from the Board Members who attended the Harbour Community Forums. The updates were as follows:

Salcombe Kingsbridge Estuary Association (SKEA)

The representative had given apologies so no update was given.

Salcombe Kingsbridge Estuary Conservation Forum (SKECF)

The representative for SKECF advised that a meeting was due to be held the following day.

South Devon & Channel Shellfishermen

The representative advised that there were concerns raised about the way lorries were parked on the Fish Quay, and particularly in that they were parking overnight. There was a perception that some vehicles were parking and not paying.

The Assistant Harbour Master advised that agreements were in place in respect of appropriate payments, that Environmental Health had been contacted about noise issues from generators and this issue was being addressed and that the staff did try to communicate with all of the users of the Fish Quay.

Kingsbridge and Salcombe Marine Business Forum

The representative advised that there were three issues to raise being the parking slipway in Kingsbridge which was being used by the same person on a semi permanent basis; there being on average twelve empty berths on the new pontoon each week, and one old mooring which was still in use but appeared to be dangerous.

In response to these issues the representative was advised that the business using the parking slipway would be approached and the matter looked into. The one old mooring was a holding mooring that belonged to a local business and whilst it belonged to the business and not the Harbour Authority, it would still be checked for safety.

Kingsbridge Estuary Boat Club (KEBC)

The representative for KEBC advised that the parking slipway had been raised as an issue by the KEBC and that the other issue raised was the repairs needed to the Quayside wall. The Harbour Master confirmed that a total of seven boats had been trapped but they would be put onto temporary moorings. No boats had been damaged but there was a concern in respect of under water debris.

SH.25/14

PROPOSAL TO INTRODUCE WATERSKIING INTO SALCOMBE HARBOUR

The Board was presented with a report that reviewed the desirability and practicality of introducing waterskiing into Salcombe Harbour.

The Harbour Master introduced the report and the Estuaries Officer gave his views. The Harbour Master set out the options as presented in the report.

During discussion, the following points were made:

One Member stated that this was a very emotive subject and that he could not see any justification for introducing water skiing in the upper harbour and was troubled by the potential safety aspects in the lower harbour. The differences between the two sides were irreconcilable and he would recommend that the proposal to introduce waterskiing went no further;

One Member stated that there was great value in the report that had been prepared by Mr Heaven as much research had been undertaken and a great deal of detail had been included. Despite, there being some inaccuracies in the report, there was value in having a study that set out all options in detail. In respect of Bar Lodge and Widegates, waterskiing in those areas was deemed unacceptable on the grounds of safety.

If Starehole Bay was viewed as being dangerous perhaps the MCA should be lobbied. It was important to safeguard the features that had made Salcombe a uniquely attractive place;

Another Member added that seamanship was important and vessels needed to travel at a safe speed. Waterskiing did not fit within the harbour. He also felt that the matter of waterskiing at Starehole Bay should be discussed at a future workshop as perhaps the Board needed to see if there was a way to work with the waterskiing group;

One Member stated that the harbour was within the AONB and the SSSI. Education was always better than legislation in terms of safety. Everyone was entitled to an opinion and his view was that he had seen and heard nothing to persuade him to introduce waterskiing into the harbour;

Another Member reminded the Board that the harbour was also a locally designated nature reserve and Salcombe was regarded as a special place for wildlife and this was directly linked with the quietness of the area;

Other Members also raised safety as a concern.

It was then:

RESOLVED

1. That that Harbour Board **RESOLVES** to **RECOMMEND** to Council that Harbour bylaw 48 be endorsed which prevents waterskiing within the confines of the Harbour limits.
2. That further investigations be carried out into the issues of waterskiing at Starehole Bay.

SH.26/14 **2015/16 BUDGET**

Members were presented with a report that set out the 2015/16 draft budget that built upon the principles adopted in the Salcombe Harbour Strategic Business Plan and detailed the financial impact of the proposals contained therein.

The Harbour Master introduced the report and took Members through the key parts of it. He also responded to specific queries.

During discussion, the following points were raised:

- A Member suggested that, in light of the collapse of the wall at Kingsbridge, charges should be increased to enable funds to be set aside towards the repairs;

- Other Members agreed with the principle, although the amount that could be raised would be small in comparison with the expected costs;
- Members discussed the Marine Infrastructure Reserve, and concerns over increasing contributions to this Reserve as it had broken a key tradition. The Head of Assets confirmed that this Reserve had been ringfenced;
- One Member asked that if repairs were needed, did it really matter where the funds were generated from, as there was a responsibility to the wider South Hams to make those repairs;
- One Member did not agree with increasing charges at all.

It was then:

RESOLVED

That the Board **RECOMMENDS** to Council that the 2015/16 budget items (as set out in the presented agenda report) be approved, with the addition of £7,500 being transferred into the Pontoon Reserve, generated from increasing residents fees by 2%.

SH.27/14 **FEES AND CHARGES 2015/16**

Members were presented with a report that had been prepared to enable Board Members to recommend the Harbour rates and charges for 2015/16.

The Harbour Master set out the detail of the report, and advised that he was proposing to increase harbour dues but not mooring fees.

As part of the discussion in relation to setting the budget, the majority of Members concluded that a small increase in the mooring fees should be included, if only to prevent a large increase being needed in future.

It was then:

RESOLVED

That the Board **RECOMMENDS** to Council that:

- a. The changes to the charging policy as set out in paragraph 2.1 of the presented report be approved;
- b. The proposed charges as presented in Appendix A of the report be approved for implementation from 1 April 2015; and
- c. All residents' fees be increased by 2%.

SH.28/14 **PERFORMANCE MANAGEMENT**

The Board was presented with a report that set out the Harbour's performance against agreed Performance Indicators (PIs).

The Harbour Master introduced the report and set out the key points. A Member suggested that the recycling of yacht refuse indicator should be removed, but reinstated if a method of assessing it could be used. A Member also requested that water quality be reported as a performance indicator and this was agreed.

It was then:

RESOLVED

That Harbour performance against agreed performance indicators be noted, with future performance reports removing the 'recycling of yacht refuse' indicator and adding an indicator in relation to water quality.

SH.30/14 **TOPICAL HARBOUR ISSUES**

The Board considered a report that identified a range of topical harbour issues that did not warrant a separate report in their own right. The Board also asked for a vote of thanks to be noted to the Harbour Master and his staff for their hard work.

It was then:

RESOLVED

That the report be noted.

(Meeting commenced at 2.30 pm and concluded at 5.20 pm)

Chairman

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