

Local ownership and management of existing Cornwall Council facilities and assets for the benefit of Saltash

Proposal by Saltash Town Council

Report prepared by Councilor Richard Bickford September 2016

Key Features

This proposal reflects widely held views that Saltash Waterfront is the 'Jewel in the Crown' of Saltash and should be managed and improved to benefit the town as a whole.

Ownership of the pontoon, garages, car and boat park would pass to Saltash Town Council (through Cornwall Councils Devolution Scheme).

The Town Council would also take on management of slipways, quay, pier and beaches, taking an income from them where achievable.

In the longer term, the Coastal Communities Team could become the vehicle for promoting events / businesses on the waterfront, and would work closely with local organizations and businesses. The CCT is currently a Town Council Working Group.

Expansion and improvement of facilities for water users would help to attract new users to the Waterfront area.

The benefits to local businesses could, combined with improved links to the town centre, extend to the wider area of Saltash.

Management of improved facilities and additional mooring / storage would increase turnover and help to secure the area's financial future.

Basis for this proposal

This proposal is based on the extensive work carried out by the Saltash Coastal Communities Team and its report should be used in conjunction with this proposal. It also reflects the emerging views from the Saltash Neighborhood Plan.

Our Vision

Saltash Town Council consider the Waterfront area of the town to be extremely important, the 'Jewel in the crown' of Saltash, and a 'Unique Selling Point' for the town and local area. The area is home to centuries of history based around providing a crossing of the Tamar River. From the man powered rowing boats through to the

building of two magnificent bridges. Brunel's Royal Albert Bridge which holds a unique status throughout the world and provides a wonderful dominating backdrop to the entire area.

The emerging Neighborhood Plan further strengthens the desire to improve the area and provide a resource that the town can be proud of and that others seek to replicate. To achieve this the Town Council feel it is vital that many of Cornwall Councils assets should be moved into local ownership or management to enable the town to achieve its goals.

A strong leisure based vision would see more water based activities taking place through organizations like Saltash Sailing Club, the Tamar Canoe Association and Caradon Pilot Gig Club. The assets discussed here form some of the key facilities to deliver this vision. For example, the pontoon is vital for the Caradon Gig Club in running local Gig racing events, without it they would struggle to run events, putting the Town's Regatta seriously at risk. The pontoon could provide a facility for Saltash Sailing Club based racing fleets to easily access there boats for local fleet racing – the Sailing Club has a much envied fleet of J24 racing boats competing on a Thursday night that might be expanded further if pontoon berthing were available.

This proposal could deliver better facilities for the Tamar Canoe Association, based from Jubilee Green who could expand their offer if additional space, water and power could be provided as part of a wider vision.

The refurbished pontoon would be re-launched, with additional security measures at the entrance to deter anti-social behavior and theft. Derelict boats would be cleared from the beaches and a license system introduced (possibly through the intervention of the QHM) as a means of controlling and monitoring beach use. Physical measures could be taken to control boat trailer parking. Trailer parking and launching charges could be introduced to better manage the available facilities.

Mooring charges could be collected annually and centrally by Saltash Town Council. Policing could be through an extension to existing staff contracts. Collection of short term and visitor mooring fees would require staff presence at evenings and weekends. With current levels of use, it is unlikely that the income from mooring fees would cover staff costs.

The overall aim is to provide a sound financial framework for the Waterfront area that requires only moderate could financial support, but would deliver significant benefit for the town of Saltash as a whole.

Benefits of Local Management:

The Coastal Communities Team report identified long-held views that local management of Waterfront facilities are likely to lead to extensive benefits, these are:

- More regular monitoring should prevent unwanted behavior and abuse of facilities
- Likely to deliver revenue that can be reinvested
- The Town Council can react more quickly to local needs
- STC can deliver a service that matches the vision for Saltash Waterfront

Assets currently in Cornwall Council ownership to be transferred or managed by STC

The Freehold of the following assets (as shown on plan 1) would be transferred to Saltash Town Council:

- Jubilee Green Boat park
- Jubilee Green garages
- Jubilee Green 12 hour stay Long parking bays
- Jubilee Green car park
- Jubilee Green pontoon
- 'Waterside Station' play park

The management of following assets (as shown on plan 2) would be transferred to Saltash Town Council:

- Jubilee Green slipway
- Old Ferry Road slipway
- Saltash Pier (new)
- Saltash Town quay (old)
- Saltash Town beach
- Sand quay beach
- Brunel Green beach

Proposal

That Saltash Town Council agree to take on the assets as detailed within this proposal.

DOG continue to look at possible management options for the Jubilee Green pontoon.

Assets in detail

Jubilee Green Boat Park, Garages and Slipway

The boat park is in reasonable condition and only requires minor localised repair and refurbishment. Consideration should be provided for the upgrade / replacement of the storage garages, particularly the doors and roof. The slipway could be extended to provide all states of tide access. The boat park and garages would provide a good revenue stream.

Financial

Possible replacement of garage doors; roof; rainwater goods = £19,000

Income identified by CCT report is £15,500 pa
(This could increase to in excess of £25,000 pa with increased facilities and launching fees)

Income over 10 years		
Maximum with no improvements	10 x £15,500 =	£150,500

Jubilee Green Car Park

The car park is in reasonable condition and only requires minor localised repair and refurbishment. Charging could become an option, but would require a sensitive review of all parking on the Waterfront. Local management would allow more flexible and easier use for local needs, such as for the Regatta. Little enforcement is carried out, STC could choose to make changes to length of stay and enforcement.

Financial

Minor repairs to car park = £10,000

At present, no income is derived, but this could be up to £9,000 pa should charges be introduced.

Jubilee Green Pontoon

Saltash Town Council recognizes the importance of the pontoon to provide valuable all states of the tide access to mooring facilities for long and short stay visits. The pontoon provides level or ramped access from a Public Car Park to the main pontoon, so can provide wheelchair-friendly access to the water.

It is understood that the pontoon is likely to be the most difficult and expensive asset to maintain, however the Town Council consider it an important part of our Waterfront plan, and believe that local ownership and management of the pontoon and proper collection of mooring fees will allow it to generate significant income that can be put aside for a proper maintenance regime.

The Town Council will look to create an 'Ear Marked Fund' that is ring fenced and added to annual through precept to ensure timely maintenance takes place that is properly funded. The fund will support ad hoc maintenance and will be built up to support major maintenance or replacement in the future.

Management

DOG have asked for a small group to meet with a local commercial firm to look at possible management options that would ensure the facility is maintained at no cost to the Town Council.

Financial

Pontoon Refurbishment

The original manufacturers have quoted a price of £55,000 to remove, takeaway, refurbish and reinstall the pontoon in good order after 14 years of heavy use.

Cornwall Council are offering £35,000 towards this with the remaining £20,000 proposed to come from either Section 106 monies or through an application to the Coastal Revival Fund.

Duchy of Cornwall

The Duchy of Cornwall retain ownership of the Fundus (the seabed), and will require payment for pontoon remaining, and an annual fee. This is similar to their requirement for an annual fee for all moorings on the Tamar River. The Local Devolution Fund is due to fund the initial payment to the Duchy, the ongoing fee is currently set at 30% of income.

Pontoon inspection/maintenance £1,000 pa

Income pa

10 Annual berths @£1200 pa	£12,000
2 Commercial berths @1500 pa	£3,000
150 Visitor stays @ £15 per night	£2,250
Total revenue pa	£17,250

Income after Duchy payment = £12,075
(Up to £24,000 if facilities are improved significantly)

Income over 10 years

Income with no improvements	10 x £12,075 =	£120,750
Income with improvements	10 x £24,000 =	£240,000

Costs over 10 years

Annual costs	10 x £1000 =	£10,000
Duchy fees pa	10 x £5,175 =	£51,750
Total	=	£61,750

Cost after 10 -15 years

Pontoon refurbishment	1 x £55,000 =	£55,000
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Old Ferry Slipway, Saltash Pier & Town Quay

The slipway, pier and quay are in serviceable condition and we recommend localised repair / maintenance and replacement of the tarmac to the quay. STC are proposing to take on local management of these assets, with maintenance costs remaining with CC.

Finance

Localised repairs (Cornwall Council cost) = £10,000

Removal of existing tarmac on Town Quay and renewal = £16,000

At present, no income is derived. Potential income from launch fees (Slipway), landing fees (Town Pier) and berthing fees (Town quay). Landing fees on the Town Pier will continue to be passed to Cornwall Council. Any new fees that STC can collect from the Town quay could be split between STC and CC.

Ashtorre Wharf Sheds and Slipway

This area is dominated by Network Rail owned sheds which do not form part of this agreement. The long term vision is to regenerate the area with either refurbished or rebuilt facilities. There is a short half tide slipway, owned by CC. STC would take on the local management of this along with the other slipways. It is in reasonable condition and should require minimal maintenance by CC.

At present, no income is derived and there would be little opportunity for any in the long term.

Beaches

The beaches around the Waterfront are owned by CC and are currently not managed to any great degree. A certain amount of removal of clearly abandoned craft are removed, but there are no mooring fees received, no checks on ownership and no control of where boats can be moored. STC will gain the ability to work with local organizations and residents about how better to manage the beaches for the benefit of the Waterfront as a whole.

Financial

There will be staffing and admin costs associated with the management of beach moorings. Exact costs and income should be reviewed before we choose to implement such control, but income has been estimated at a potential £3,600 pa.

Costs to remove abandoned boats range from £40 - £200 for the majority of small craft.

Next steps

Subject to approval by Cornwall Council and Saltash Town Council further work will be required to outline the Operation Procedures for the management of differing assets, and STC's Staffing Committee will need to consider staffing requirements. An application to the Section 106 group may be required to cover signage costs and potentially some of the staffing costs.

Income

Asset	Conservative pa	10 Year		Possible extra pa
Jubilee Green Boat Park, Garages and Slipway	£15,500	£150,500		£9,500
Jubilee Green Car Park				£9,000
Jubilee Green Pontoon	£12,075	£120,750		£11,925
Beach mooring				£3,600
Total	£27,975	£279,750		£31,025

Costs

Asset	Cost pa	10 Year		Possible one off costs
Jubilee Green Boat Park, Garages and Slipway	£1000	£10,000		£9,000
Jubilee Green Car Park	£1000	£10,000		
Jubilee Green Pontoon	£6,175	£61,750		£55,000
Beach mooring	£unknown			
Total	£8,175	£81,750		£64,000



Cornish Times - April 2016

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Saltash Waterfront Devolution Plan timeline:

Immediate

- Complete Job Description, advertise and appoint Waterfront Warden
- Establish charging regimes for Dinghy Park, Pontoon and Garages.

Short Term Plan (Years 1 and 2)

- Regular checks for Infrastructure issues on CC and STC assets
- Report issues to CC including safety concerns
- Establish monitoring regime for checking fees are paid
- Investigate partner to collect/remove/store/release unauthorised vehicles and boats.
- Monitor Dinghy Park, Pontoon and slipway usage.
- Carry out ad-hoc charging for visiting boats staying on the pontoon.
- Formulate plans for controlling beach mooring
- Collate figures and evidence of Summer parking and launching issues
- Asses pontoon usage and revenue from all assets

Medium Term Plan (Years 2 -10)

- Implement beach mooring plan
- Develop and implement charging schemes for long stay trailer bays
- Investigate Winter storage facility utilising long trailer bays and under utilised car parking spaces.
- Investigate the possibilities of launching charges
- Develop and implement charging regime for the Town Quay

Costs

Most of these plans primarily involve staffing costs rather than capital outlay. There is no specific proposal at this stage for significant capital works.