



Title: **Local Sustainable Transport Fund (LSTF)**

Public Agenda Item: **Yes**

Wards Affected: **All wards in Torbay**

To: **Harbour Committee** On: **23rd July 2012**

Key Decision: **No**

Change to Budget: **No** Change to Policy Framework: **No**

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1. What we are trying to achieve and the impact on our customers

- 1.1. This report provides further information regarding the successful bid to the Local Sustainable Transport Fund (LSTF).
- 1.2. The Harbour Committee is being asked to make a decision regarding the introduction of a ferry service between Torquay and Brixham. In particular, approval is needed for the installation of new pontoon and passenger access infrastructure at Brixham harbour and Torquay harbour.
- 1.3. A ferry service throughout the year between Torquay and Brixham should have a beneficial impact on the majority of harbour customers and the wider community.

2. Recommendation(s) for decision

- 2.1 **that the locations and indicative layout of the pontoons and access ramps at Brixham and Torquay enclosed harbours, as set out in the plans to be submitted at the meeting, for the procurement of new pontoon infrastructure, be approved**
- 2.2 **that the Executive Head in consultation with the Chair of the Harbour Committee will approve the final pontoon designs at Brixham and Torquay enclosed harbours, following the appointment of the successful contractor**

2.3 that the Executive Head of Tor Bay Harbour Authority be asked to form a working group consisting of relevant officers, Councillors and harbour stakeholders, to consider a long-term location for passenger ferry infrastructure at Torquay harbour and report back to the Harbour Committee.

3. Key points and reasons for recommendations

3.1 In February 2012 the Council submitted a bid into the department for Transport's Local Sustainable Transport Fund (LSTF) for the introduction of a ferry service between Torquay and Brixham. In June 2012, the Council received confirmation that the bid had been successful.

3.2 As part of the bid the Council is required to introduce new passenger ferry infrastructure at Brixham harbour and Torquay harbour. Drawings indicating the location and the likely layout of the new works will be available to view at the meeting.

3.3 This report seeks approval from the Harbour Committee, who deliver the Council's harbour authority function, for the introduction of new harbour infrastructure.

For more detailed information on this proposal please refer to the supporting information attached.

**Sally Farley
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Environmental Policy**

**Kevin Mowat
Executive Head of Tor Bay Harbour Authority
Tor Bay Harbour Master**

Supporting Information

A1. Introduction and history

A1.1 The LSTF bid – the Travel Torbay Regeneration Project – was submitted in February 2012. In June 2012, the Council received confirmation that the bid had been successful.

A1.2 The bid proposes the delivery of a new Eastern Corridor for Torbay. The main features are as follows :-

- A regular, direct ferry service between Torquay and Brixham running all year round;
- The 'Riviera Trail' cycle route between Torquay town centre and Torbay Hospital;
- A bus service linking Torquay Harbour, town centre and Torbay Hospital;
- Provision of new 'work hubs' at both harbours, alongside apprenticeship opportunities in ferry related occupations; and
- A supporting package of employer based travel planning and real time information and marketing.

A1.3 A total of £2.75m has been awarded to the Council to implement the package of measures. A significant proportion of the capital funding has been allocated to the construction of new pontoons in Torquay and Brixham harbours.

A1.4 During the bid production period, the Harbour Committee was consulted with regards to the proposal for the new ferry service and potential locations for the pontoons. This paper provides an update to these proposals as the Council prepares to procure marine construction contractors to complete the infrastructure works.

A1.5 The new ferry service will operate a half-hourly service throughout the year to provide a direct public transport link between Brixham and Torquay. The service will commence from March 2013.

A1.6 The ferry is expected to be contracted for five years. A subsidy will be provided to the ferry operator for the first three years of the contract to allow them to operate services during the winter period. The service is expected to operate on a commercial basis throughout the year for the remaining two years of the contract.

A1.7 At Brixham Harbour, the pontoon is proposed to be located alongside East Quay on the outer harbour side. It is expected that the pontoon will be constructed as a free standing structure with supporting piles and a connecting brow onto the existing quay. This location is already being used by passenger boat operators.

- A1.8 At Torquay Harbour, the pontoon is proposed to be accessed from Beacon Quay between the Town Dock and the slipway. The Torquay Harbour pontoon will be designed in order to minimise potential impacts to the nearby popular slipway. This particular location in Torquay has been identified as the most appropriate under current conditions and it is already being used by passenger boat operators. There are medium to longer term plans for alternative locations to be considered for the ferry pontoon (see recommendation 2.3), however, given the time constraints of the bid funding, a location off Beacon Quay has been identified as the optimum solution at present.
- A1.9 The pontoons are being procured on a design and build basis. Contractors will be required to design a system that improves access for all passengers and will be able to accommodate a range of different vessel types. Following construction, the infrastructure will become the property of the Harbour Authority along with the ongoing maintenance liability and income opportunity. The new ferry service will pay the appropriate harbour dues and charges for use of the new facilities and this matter will be the responsibility of the Authority.
- A1.10 The procurement process for the pontoon construction is underway, with a Pre-Qualification Questionnaire (PQQ) issued 23rd June 2012. The Invitation to Tender will be issued in August.
- A1.11 A legal consent process needs to be followed to permit the construction of the new ferry infrastructure and to this end the Council/Harbour Authority will be relying on existing powers to construct works (see A7.2 below). However, the Marine Management Organisation has been consulted and will continue to be consulted regarding the lawful delivery of the new works at both of the enclosed harbours.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.2 An assessment of likely risks for the overall LSTF project has been carried out. The main risks identified regarding the pontoons are in relation to the construction period to avoid delay to the operation of the ferry service, which is due to commence in March 2013. Programme slippage could occur due to a number of factors including weather, or problems with existing infrastructure. It is proposed that a contingency plan is put in place to identify alternative boarding points for the ferry service to avoid delaying the commencement of the service.
- A2.3 The location of the new infrastructure at Torquay will be adjacent to the Beacon Quay slipway. Any potential conflict between slipway users and the manoeuvring ferry will need to be carefully managed. The Royal Torbay Yacht Club has expressed concerns over the impact on their ability to host dinghy championships and they have also raised the issue of safety management. Safety issues can be adequately managed by the Harbour Authority but it is more difficult to control the perception of risk. However, the Harbour Committee is being asked to form a working group (see recommendation 2.3) consisting of relevant officers, Councillors and harbour stakeholders, to consider a long-term location for passenger ferry infrastructure at Torquay harbour.

A2.4 Remaining risks

A2.5 There is a risk of scour damage caused by the ferry manoeuvring, especially at low water. The Harbour Master and Council engineers will monitor this situation.

A3 Other Options

A3.1 Not to install the new passenger ferry infrastructure and to hand back £2.75m of funding to the Department for Transport.

A4 Summary of resource implications

A4.1 The funding received from the Local Sustainable Transport Fund (LSTF) bid will cover the capital costs of constructing both pontoons. This is not expected to exceed £1million.

A4.2 It is expected that the new infrastructure will have a 25 year design life and the Harbour Authority will inherit the ongoing maintenance costs. These new costs are expected to be offset by the income generated through appropriate harbour charges and any new business opportunities.

A5 What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 The new passenger ferry infrastructure, especially the new ramps, will improve access to the passenger boat services.

A5.2 A Habitats Regulation Assessment (HRA) was undertaken as part of the Local Transport Plan 3. This assessment covered both the policies and individual projects in the Implementation Plan, including the ferry service proposal. The mitigation measures proposed in this assessment will be taken forward with the project.

A5.3 These are no implications for crime and disorder, although the Harbour Authority may well make the new infrastructure a gated facility.

A6 Consultation and Customer Focus

A6.1 The Harbour Committee has previously been briefed with regards to the proposal for the new ferry service and potential locations for the pontoons.

A6.2 Special meetings of the Torquay/Paignton Harbour Liaison Forum and the Brixham Harbour Liaison Forum were held on the 10th and 11th of July 2012. The proposal to introduce new ferry infrastructure was general supported by both Forum meetings. However, concern was raised over the location of the pontoon and ramp at Torquay harbour and these concerns have been highlighted within this report.

A7 Are there any implications for other Business Units?

A7.1 The Harbour Authority has permitted development rights it is understood that planning permission is not required for this type of structure in either harbour.

A7.2 Legal advice will be required in respect of the need for construction consent.

Such consent is normally required from the Marine Management Organisation. The Tor Bay Harbour Revision Order 2000 provides consent for a range of works in support of improvements to the harbour infrastructure. Included in this order are a series of Work Areas, which cover the construction of piled moorings with a pontoon to be accessed from Beacon Quay. At Brixham Harbour the Council will rely on section 18 of the Brixham Harbour and Market Act 1837. This power to construct was successfully used in the delivery of the new fish quay and Brixham marina.

Appendices

None

Documents available in members' rooms

None

Background Papers:

The following documents/files were used to compile this report:

Local Sustainable Transport Fund Application – February 2012