



atlantic crest

Appendix 2

Risk Management of Coastal Water Sites



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Zone 1 - Hotwalls - Clarence Pier

Zone Area

This extends from the Round Tower to Clarence Pier shown by the blue line. The zone covers different sections of coastline including:

- The Round Tower
- Hot Walls beach
- Victoria Pier
- The new sea wall at Long Curtain
- Long Curtain Moat
- Clarence Pier Car Park wall



Map of Zone 1

Demographic and Activities

This is a high tourist area with a mix of local tourism but and out of town tourists due to proximity to Gunwharf, historic places of interest and vibrant harbour entrance activity. Locals - retired wealth – use this area for dog walking. Hotwalls beach is very popular for sunbathing and socialising - all age groups.

There is a youth culture and associated anti-social behaviour in this area. The Round Tower, Photograph Plate Z1.1, is used by youths for jumping into the sea. There is signage prohibiting jumping from tower, Photograph Plate Z1.2.

Local residents are passionate sea swimmers off Hot Walls Beach. This not a recognised swimming area due to the tides and there is signage to note this at the entrance top Hot Walls beach, Photographic Plate Z1.3. A section of the local sea swimmers have knowledge of the tides.

There is expectation that the newly opened sub-frontage section will be used for jumping off the sea wall.

Significant Hazards

There are very strong tides due to narrow harbour entrance, exacerbated by recent dredging to accommodate aircraft carriers. The harbour is both a busy commercial and MOD shipping lane. In addition there are varying depths of water below the Round Tower with submerged rocks.

Jumping

The Round Tower is used by youths for jumping which includes height of jump, tides, submerged objects and shipping. The beach is used by sea swimmers.

Swimming at Hot Walls

Hot walls is not a swimming beach with very strong currents into and out of the harbour entrance, Photographic Plate Z.1. 4. People do swim here, particularly locals, and people have drowned at this beach.

Victoria Pier

The pier is used for jumping which creates a risk and is dangerous for weak swimmers or when the tide is out, Photographic Plate Z.1.4.

Long Curtain promenade beach

The beach on the seaward side of the wall is not for access and can create a cut-off for people access the beach, Photographic Plate Z.1.5.

The Moat

The moat is not used for swimming and is visibly shallow, Photographic Plate Z1.7.

Clarence Pier Car Park sea wall

Continued seawall with no hidden hazards, see Map of Zone 1.

History of incidents

History of incidents both as a result of jumping and swimming near strong tide. One person drowned whilst rescuing two young girls who got into trouble in the tide in July 2012.

Management

Edge Protection

At the Round Tower there are railings that create a barrier from people falling into the water, Photographic Plate Z.1.1.

The Long Curtain promenade has a new engineered sea wall and flood gates Z.1.5.

Signage

There are two signs on the entrance to the Round Tower, Photographic Plate Z1.2., prohibiting climbing, jumping and diving in addition to a danger warning of death from jumping and diving. There also 2 signs on upper level by Round Tower stairs including 'don't jump' and you will be fined for doing so. There are no signs on top of the Round Tower.

There are two signs to the entrance to Hot Walls, Photographic Plate Z1.2, highlighting the hazards and clearly stating this is not a swimming beach and not lifeguarded. RNLI signage at PRE points + no jumping sign at V shaped path.

PRE

There are a number of PRE life rings situated in this zone:

- 1x lifering on beach closest to Round Tower - rope length inadequate
- 1x lifering by Sally Port gate - enclosed ring holder and re-locate to Victoria Pier
- 2x liferings on SF1 by flood gate stairwells, Photographic Plate Z.1.6

Recommendations

Jumping

The signage for the Round Tower and jumping risk is adequate with appropriate edge protection. No additional signage is required for the upper deck of the Round Tower.

Swimming at Hot Walls

There is adequate RNLI signage at the entrance to Hot Walls. There is a PRE device near the Round Tower which is in the correct location. The line is too short and needs to be replaced.

Victoria Pier

Second PRE needs to be located close to the pier and a sign on the pier to say no jumping or diving.

Long Curtain Promenade Beach

There is strong engineered edge protection and PRE at each flood gate. There needs to be sign on each gate stating no access and tidal cut-off. Beneath this signage include 'risk of tidal cut-off'. There is a symbol for tidal cut-off. Consider whether there is a need for a sign regarding jumping at the V-shaped section.

Moat

The moat does not present a major issue as it is not used for any water activity and not inviting but also is shallow. For any particular incident there are PRE located on the Sub-frontage sea wall.

Clarence Pier Car Park sea wall

There is no need for any further control measures.



Photograph Z1.1: View from Round Tower



Photograph Z1.2: Signage Leading to Tower



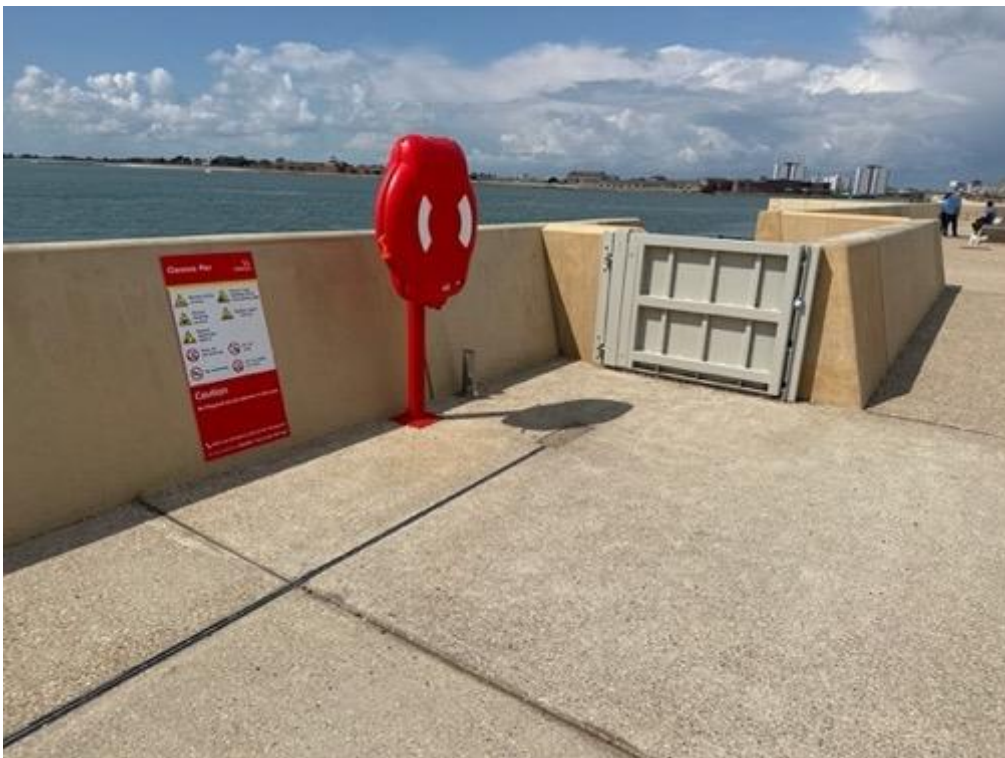
Photograph Z1.3: Entrance to Hotwalls with RNLi Signage



Photograph Z1.4: Hot Walls Beach



Photograph Z1.5: Sub-Frontage Beach and Sea Wall



Photograph Z1.6: Sub-Frontage Flood Gate



Photograph Z1.7: Moat

Zone 2a - Hovertravel - Pyramids

Zone Area

This area stretches from the Hovercraft docking zone to the Pyramids.



Map of Zone 2a

Demographic and Activities

This is a popular zone with a mix of locals and visitors due to the fairground attractions, concessions and food sales such as ice cream and chips. There is high footfall on the promenade.

The hovercraft docks at the Hoverport zone and ferries to and from the Isle of Wight through the day and is popular with out of town tourists, Photographic Plate 2a.1. The beach is used for sunbathing and paddling in the summer but is not safe for swimming and is not a designated swim zone, Photographic Plate 2a.2.

Significant Hazards

There are strong tides due to narrow harbour entrance, exacerbated by recent dredging to accommodate aircraft carriers. The beach is noticeably eroding away with low tide presenting a scattering of large bricks and debris.

Hovercraft movements create a hazard.

History of Incidents

History of incidents unknown

Management

Edge Protection

The beach and tides are natural processes. There are no hidden hazards. The Hoverport has edge protection, see below, Photographic Plate Z.2a.1.

PRE

There is a mix of life rings and rescue lines along this stretch, like Photographic Plate Z.2a.3 by Hoverport. Trials of using the rescue line were not effective and the green sign with the rescue line was not obvious. In line with the RNLI guidance on public rescue equipment and to create a consistent approach all PRE will be life rings.

Signage

The RNLI signage highlights the beach hazards and make clear that swimming is prohibited and that the beach is not lifeguarded.

The First sign is by the Hoverport and close to the high level of beach activity/traffic feeder point from fair/F&B. There are also danger warning signs on the Hoverport barriers, Photographic Plate Z.2a.1. Identical signage each side of rowing club - consider effectiveness, remove both or one during SF3 works, Photographic Plate Z.2a.4 and Photographic Plate Z.2a.5.

Hovercraft

The Hovercraft movement is well managed with staff presence during arrive/depart and has edge protection sectioning off the landing zone and manned personnel to keep the landing space clear.

Recommendations

Change rescue lines to life rings for consistency. Remove one signage post next to the rowing club.



Photograph Z.2.a.1: Hoverport with Edge Protection and Warning Signs



Photograph Z.2.a.2: Beach



Photographic Plate Z.2a.3.: Rescue Line



Photographic Plate Z.2a.4: RNLI Signage on Beach



Photographic Plate Z.2a.5: RNLi Signage on Beach

Zone 2b - Pyramids to Coffee Cup

Zone Area

This stretch of coast begins at the Pyramids goes past Clarence Pier and finishes at Coffee Cup.



Map of Zone 2b Pyramids to Beach Café



Map of Zone 2b Beach Café to Coffee Cup

Demographic and Activities

There is a mix of visitors attracted to South Parade Pier and Ice Cream/Fish & Chip type F&B concessions.

Further east you go the demographic of local changes from working class to middle class. Activities include dog walking and strolling such as parent and buggy, WFH break taking.

Beach West of Pier

This is a sandy plateau at low spring tide. Attractive for families due to presence of sand on historically shingle beach, Photograph Plate Z.2b.1.

Beach East of Pier

This section is less sandy but the busiest due to being the narrowest strip between the prom/parking and water, Photograph Plate Z.2b.2. Beach users can walk underneath the pier, Photographic Plate Z.2b.3. There is no obvious hazards presented by the pier or cut-off from the tide.

In addition, there are people transiting between the beach and Canoe Lake.

There is a dedicated buoyed swim zone - used by growing sea swimming community all year round which limits the risk of a boat going in that area.

During July and August this section is lifeguarded at 3 locations which are Pier West, Pier East and and Coffee Cup.

Significant Hazards

On the West side of the Pier the beach sediment is shingle with a gently gradient and a sandy plateau at low tide. This section of beach lends itself to swimming.

At low water the Second World war submarine barrier is visible, made up of blocks. These can provide a slippery surface.

Beach users can walk under the pier. There is no history of issues under there. There is an obvious path beneath to follow but should you choose to go further out amongst the legs you could get back with ease.

History of incidents

History of incidents unknown including the beach and underneath the pier.

Management

Edge Protection

The beach and tides are natural processes. There are no hidden hazards. The Hoverport has edge protection, see below, Photographic Plate Z.2b.1.

Signage

Main RNLI primary signage – Photographic Plate Z.2b.4

PRE east of pier no longer has ring symbol

PRE

Beach West of Pier

Throw lines with ring symbol installed along this stretch- review spacing and consider positioning near Prom steps.

Beach East of Pier

PRE more spaced out, one on step by canoe lake and one at Coffee Cup, where people congregate and open water swimmers enter.

Recommendations

Retain current RNLI water safety signs and PRE at Canoe Lake and Coffee Cup. Replace sign with life ring symbol east of Pier.

Working group to assess whether PRE is required between Canoe Lake and Coffee Cup.

Change throwlines to life rings for ease of use, efficacy and consistency.



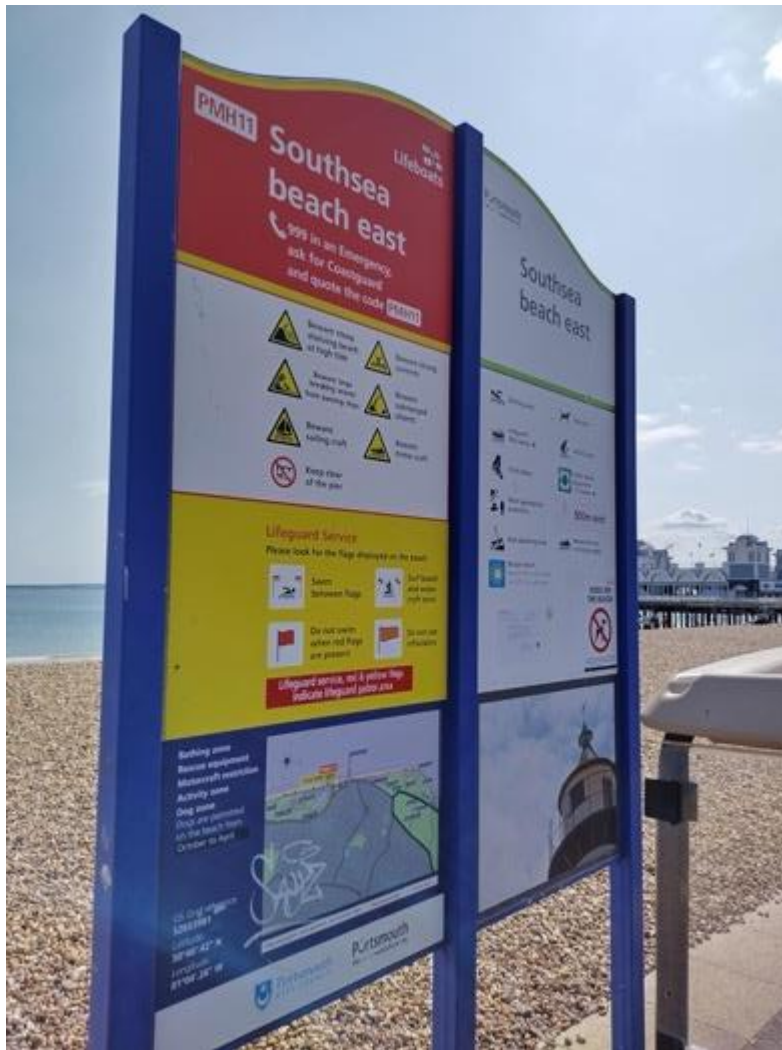
Photograph Z.2b.1 : Beach Showing Lifeguard Hut and Rescue Line



Photograph Z.2b.2 : Beach View Down to Clarence Pier



Photograph Z.2b.3 : South Parade Pier from the Beach



Photograph Z.2b.4: Primary RNLI signage

Zone 3 - Coffee Cup – Eastney/Naturist Beach

Zone Area

This zone stretches from Coffee Cup to Eastney.



Map of Zone Coffee Cup to Eastney

Demographic and Activities

This is a more remote part of Southsea beach front used mostly by local residents including dog walking, running, and peace and quiet. There is a promenade running along the beach. The beach is gently shelving, Photographic Plate Z.3.1.

The area starts with Coffee Cup which creates a central point and there is a PRE life ring adjacent, Photographic Plate Z.3.1. There are beach huts along this stretch. Dog walking during the summer is restricted west of Coffee Cup.

There is a naturist beach at eastern-most end, Photographic Plate Z.3.3.

This is the designated water sports zone although there are not specific water sports facilities provided. Some sea swimming takes place all year around.

Significant Hazards

Distance between water and promenade approx. 100m
Crest of shingle means water's edge not visible from promenade.

History of incidents

History of incidents unknown.

Management

Edge Protection

There is no need for edge protection as this is a natural beach with a promenade running alongside.

Signage

Main primary signage noting hazards and states no lifeguard presence on this section.

Nothing at naturist beach/path cut through.

PRE

Mix of life rings and throw lines located on crest of shingle - marked on promenade by green ring symbol on post.

No PRE present east of Henderson Road corner.

Recommendations

Map out the PRE appliances

Place ring where path joins beach as swimming activity by naturists.



Photograph Z.3.1: Coffee Cup and PRE



Photograph Z.3.2: RNLi Signage



Photographic Plate Z.3.3: Naturist Beach

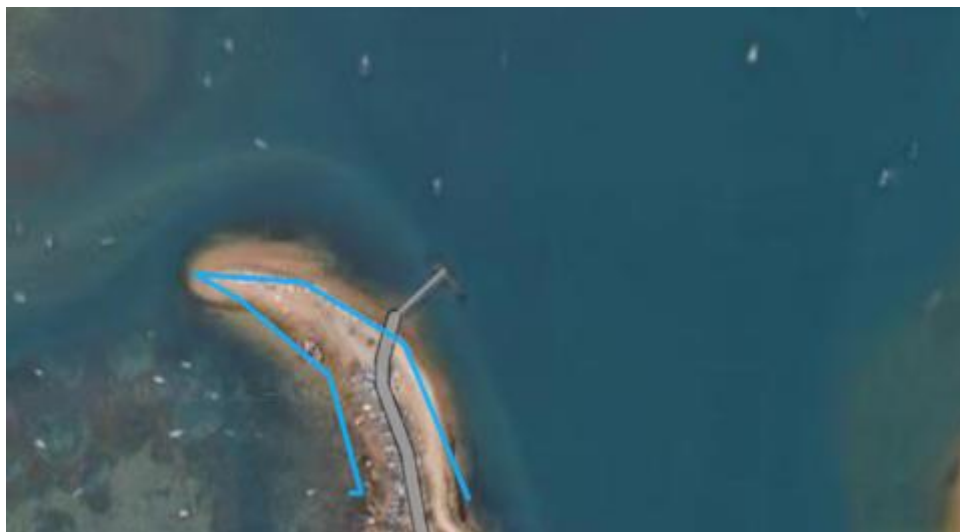
Zone 4 - Eastney Peninsula and Langstone Harbour

Zone Area

Eastney Peninsula, shown on the map is opposite Hayling Island with strong tides. In this file we are covering both sides of the peninsula, including the beach side and Langstone Harbour.



Map of Zone 4 with Southern Water Outflow



Map of Zone 4 with Langstone Harbour

Demographic and Activities

The beach is used by local residents for dog walking and/or isolated sea views. There is a foot passenger ferry to Hayling Island.

On the other side of the peninsula to the beach, there are marinas and boating activity. The marinas are privately operated and slipway is managed by Langstone Harbour Board.

There is also an 'off grid' houseboat community.

Significant Hazards

Beach

A very strong tide runs along this stretch and combined with steep gradient of beach, creating a drowning risk. There are a number of PRE appliances, e.g Photographic Plate Z.4.1.

The beach is eroding with significant underwater hazards at high tide.

Southern Water outfall pier with walkway on top, Photographic Plate Z.4.2.

Marina

There is little evidence that this would be used for swimming.

The slipway is not the responsibility of PCC, Photographic Plate Z.4.3.

History of incidents

History of incidents unknown

Anecdotal incidents relating to students in the water on spring outgoing tide after rave on beach by Southern Water pier.

Management

Edge Protection

The beach and tides are natural processes so there is no edge protection. There is adequate edge protection on the Southern Water outflow pier.

PRE

There are a number of PRE appliances, including the one shown in Photographic Plate Z.4.1.

1x life ring in car park

1x life ring on pier

1x life ring by ferry gangway

Marina

This is not the responsibility of PCC but there are railings in place on the slipway and a prohibition no access sign. The edge of the water way opposite the slipway is shallow with no obvious hazards.

Signage

Beach

There is a main RNLI primary signage at the car park and a danger sign at the Southern Water Outfall, noting tides and outfall with no swimming, Photographic Plate Z.4.2.
No other signage present relating to beach conditions.

Harbour

The water on the other side of the peninsula has a prohibition notice stating no swimming, diving or fishing.

Recommendations

Beach

Place a life ring on the outfall, either halfway down or at the end if this is not possible.



Photograph Z.4.1 PRE on top of Beach at Car Park



Photograph Z.4.2 Outfall and Signage



Photograph Z.4.3. Slipway Managed by Langstone Harbour Board

Zone 5 - Milton Common

Zone Area

This covers Swan, Duck and Frog lakes plus the coastal strip on Milton Lake.



Map of Zone 5

Demographic and Activities

This is a remote area without heavy footfall. There is a footpath between the inland lakes, Photographic Plate Z.5.1 and Milton Lake Photographic Plate Z.5.2.

Activities are predominantly local residents dog walking and taking rural walks. People do not use the inland lakes or Milton Lake for swimming.

Significant Hazards

The three ponds are not more than 0.5m deep at perimeter. Occasional uneven ground access points between foliage. Risk of falling into deep water is minimal at the inland lakes.

History of incidents

History of incidents unknown

Management

Edge Protection and Path

The path is well managed and in good condition, running between the inland lakes and Milton Lake, PP.Z.5.1. Access to Milton Lake is defined by the rock armour PP.Z.5.2. Access to large sections of the lakes is restricted by natural vegetation, PP.Z.3. There are a number of access points between the vegetation.

PRE

There are a number of PRE appliances:

- 1x life ring at path junction
- 2x life rings serving pond - either no ropes or short ropes. 1x lifering on pond

Signage

2x RNLI signs - both totally inappropriate for location with irrelevant symbols. They do make clear that there is no lifeguard present.

Recommendations

Review need for PRE and Locations. Working group to consider removing PRE completely. Remove inappropriate signs and consider signs at main access points or removing signs completely.



Photograph Z.5.1: Path between Swan Lake and Milton Common



Photograph Z.5.2: Milton Lake



Photograph Z.5.3: Edge Protection



Photograph Z.5.4: RNLi Signage

Zone 6 - Eastern Road

Site not visited in person due to coastal works

Demographic and Activities

This area is used by local residents for coastal walks and dog walking with tranquil view.

There is a sailing club and watersports activity centre with slipways.

There is also a commercial operation, an aggregates transport site which is inaccessible to public from land.

Significant Hazards

To be determined once accessible.

History of incidents

History of incidents unknown

Management

Edge Protection

Signs

Removed due to works

PRE

PRE removed during works - number of life rings stored in works compound.

Recommendations

Comms with Coastal Works team to discuss re-location upon opening.

Zone 7 - Portsbridge Creek

Zone Area

Portsbridge Creek runs between a wooded area and the M27 motorway



Map of Zone : Portsbridge Creek West



Map of Zone: Portsbridge Creek East

Demographic and Activities

Band of rural wooded area to the south of creek offering country walks in an urban setting. Local residents use this area for dog walking and country walks. Despite pleasant setting area known for vagrant and drug user activity and some anti-social youth behaviour.

Significant Hazards

Maintained coastal path on north of creek poorly lit and car headlights from motorway can be blinding. Steep slope into water at high tide or mud at low tide. Unmaintained narrow path on south of creek.

History of incidents

History of incidents unknown

Management

Edge Protection

Intended public paths away from creek but edge can be traversed. Small vertical drop to mud or water, Photographic Plate Z.7.1.

PRE

Frequent life ring presence along maintained pathways

West End -

1x life ring on inside of roundabout where creek cuts under Hilsea roundabout (inaccessible due to foliage)

1x life ring by slipway on south side of creek at Hilsea roundabout

1x life ring westernmost access point to path north of creek.

1x life ring by steps down from Peronne Road footbridge over creek/motorway

1x life ring between Peronne Road Bridge & Highbury Estate underpass

1x life ring where Highbury Estate underpass meets foot bridge over creek

1x life ring on south side of footbridge over creek

East End -

3x life rings in north east corner of creek within 50m distance

1x life ring on north creek path by pumping station

1x life ring on Eastern Road road bridge over creek

4x life rings along maintained path to the south edge of creek at east end. Spacing approx. 250m

Signage

RNLI signs at slipway by Hilsea Roundabout, Peronne Road Bridge, both sides of footbridge across creek by Highbury underpass, and easternmost access point to coast path on south side.

Signage at footbridge defaced on both side of creek.

Recommendations

Appropriate signage and PRE - no changes required.



Photo Z7.1: PRE at Hilsea Roundabout obstructed by foliage



Photo Z7.2: PRE & Signage at Highbury Motorway Underpass



Photo Z7.3: 3x PRE locations over 50m distance - East end of Creek



Photograph Z.7.4. : Portsbridge Creek



Photograph Z.7.2. : Portsbridge Creek with PRE and Signage

Zone 8 - Tipner Lake

Zone Area

The areas under consideration around Tipner Lake are primarily the inland lake with the Wakeboard Park, the Tipner Lake sea edge and opposite side alongside the Motorway.



Map of Tipner Lake

Demographic and Activities

Popular walking area following improved path and play spaces after coastal defence works, including dog walking and coastal walks.

Proximity to social housing neighbourhoods sees increased anti-social activity compared to other locations.

Significant Hazards

Shallow water at high tide, Photographic Plate Z.8.1.

Egress steps down to the lake and access down to the water, Photographic Plate Z.8.2.

History of incidents

History of incidents unknown - bridge at roundabout known to be a frequent jumping location.

Management

Edge Protection

Chest height coastal wall creating robust edge protection, Photographic Plate Z.8.3. There are numerous egress steps in good repair. These are necessary for people to exit the lake. On the motorway side the lake is shielded by fencing, Photographic Plate .Z8.4.

Signage

There were two RNLI signage posts, 1 at the egress ramp and by the bridge at the roundabout used as a for jumping point, Photographic Plate Z.8.5.

PRE

No PRE noted at this location and on the wakeboard side there is not a need for PRE.

Recommendation

Access to the majority of this site is restricted by engineered edge protection. The sign near the bridge could be replaced with the Chalk Pit sign and consideration be given to a PRE life ring appliance.



Photograph Z.8.1 : Tipner Lake



Photograph Z.8.2. Egress Access to Tipner Lake



Photograph Z.8.3. Hard Engineered Edge Protection



Photograph Z.8.4. Hard Engineered Edge Protection



Photograph Z.8.5. RNLI Sign at the Bridge

Zone 9 - Commercial & MOD Coast

Demographic

Southwest quarter of city covering International Port, MOD naval base, privately owned shopping centre and waterfront, and some transport link structures.

Activities in the area

Ports and transport areas under private managements and inaccessible to general public

Significant Hazards

N/A

PRE

N/A

Signage

N/A

History of incidents

N/A

Zone 10 - Southampton Road - Portsmouth Harbour North

Zone Area

This is the section of coastline at the northern end of Portsmouth Harbour that borders the A27 Southampton Road from Portchester to Port Solent. Features include

- Coastal path separated from main road by grassed areas
- Historic but currently unused small boat launch slipways
- A small viewpoint car park



Demographic and Activities

This is a very quiet section of coast bordering a main road. Footfall would be very light all year round and limited to local dog walkers. A viewpoint car park is present but small in capacity.

Significant Hazards

The path has a 1.5m drop to a mixed surface shoreline of shingle, old bricks/blocks, and mud.

History of incidents

No known incidents

Management

Signage

There is 1x RNLI standard sign at the viewpoint car park.

PRE

PRE checked by Seafront technicians on weekly basis.

There are three PRE life rings situated in this zone:

- 1x life ring at westernmost end of coastal path
- 1x life ring halfway along the path by the viewpoint car park
- 1x life ring at the easternmost end of coastal path by the corner slipway

Recommendation

No requirement to change anything



Photograph Z10.1: Southampton Road RNLI sign

Zone 11 - Stamshaw Coastal Path - Portsmouth Harbour East

Zone Area

This is the section of coastline on the east side of Portsmouth Harbour running parallel with the M275 between Whale Island bridge and Tipner motorway junction. Features include

- Coastal path adjacent to motorway
- Fishing/Boat Club tidal tunnel under motorway
- Shallow gradient shingle shoreline



Demographic and Activities

This is a very quiet section of coast bordering the motorway. Footfall would be very light all year round and limited to local dog walkers. At the south end a tunnel exits from under the motorway linking the harbour to the Stamshaw Fishing/Boat Club compound.

Significant Hazards

No significant hazards

History of incidents

No known incidents

Management

Edge Protection

The path is in good repair.

Signage

No signage present

PRE

PRE checked by Seafront technicians on weekly basis.

No PRE along path but 2x life rings on MOD bridge to Whale Island at south end.

Recommendation

No requirement to change anything.



Picture Z11.1: Stamshaw Coastal Path

Zone 12 - The Hard - Portsmouth Harbour

Zone Area

This is a small section of public access shoreline situated between the Historic Dockyard and The Hard transport interchange. The area features

- Presence of small boat moorings, associated dinghy storage, and collection of unseaworthy vessels at the highwater line
- Mixed surface shoreline of shingle, bricks/blockwork, and mud
- Mud area beneath bus and railway station accessible at low tide.
- Historic slipway



Map of Zone 12

Demographic and Activities

This is a busy hub for both local transport networks and tourism due to proximity of Historic Dockyard and Gunwharf Quays shopping Centre. Prior to development at the turn of the millennium the area was a deprived residential area and remains so from 50m behind the promenade areas.

Historically the area attracted the famous 'Mudlark' children who would play in the mud beneath the station and beg from the passing locals/tourists at the transport hub above. Over time this local activity has ensured a cross-generational rite of passage exists and the area still attracts a certain demographic of young person who now jump from the transport hub into the harbour.

Significant Hazards

Area of accessible mud foreshore beneath transport hub accessible at low tide but covered at high tide.

History of incidents

No known incidents.

Management

Edge Protection

Steel railings.

Signage

Heavily signed over a small 30m radius, Photographic Plates Z12.1 and Z12.2.

1x RNLI sign on slipway, partly submerged at high tide.

1x small RNLI sign referencing not to go under the transport hub.

1x sign on public promenade close to Dockyard

1x sign on railings where slipway meets promenade

PRE

PRE checked by Seafront technicians on weekly basis

Strong PRE presence, e.g. Photographic Plate Z12.3.

3x well spaced life rings along edge of transport hub

1x life ring on promenade adjacent to Dockyard entrance

Recommendation

Consider consolidating signage



Picture Z12.1: Signage at top of Slipway



Picture Z12.2: Signage on approach to area beneath transport hub



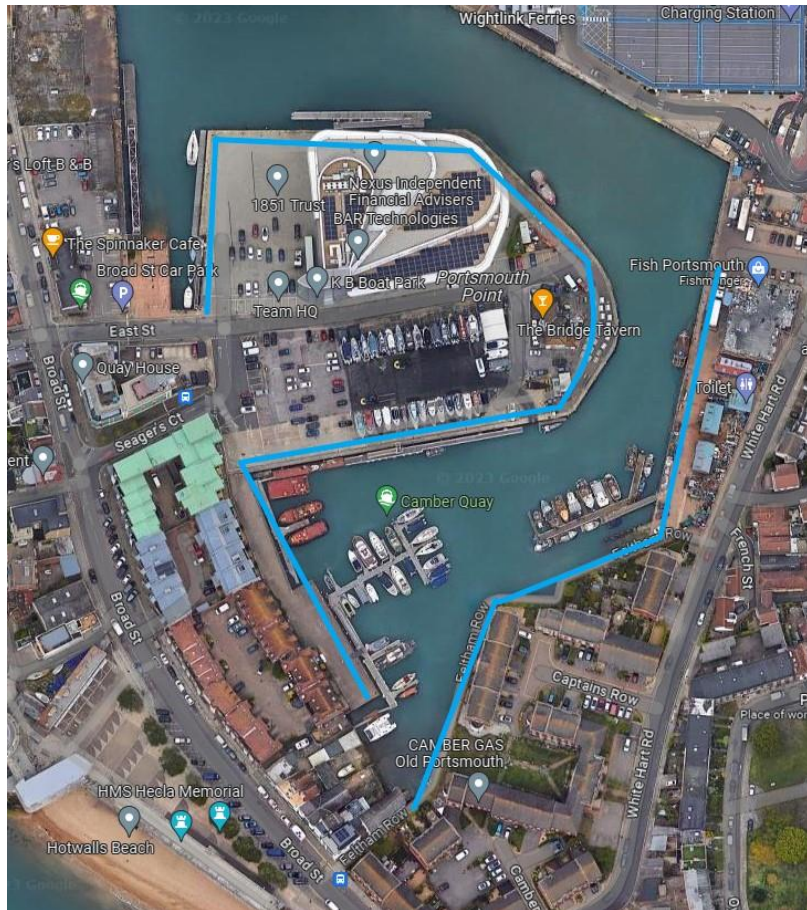
Picture Z12.3: PRE along transport hub

Zone 13 - The Camber - Old Portsmouth

Zone Area

This is an area of working commercial port under the governance of Portsmouth International Port. The area starts by a public slipway and follows the dock edge round the peninsula, including a fishing port and ferry terminal on the east and north edges. The area features

- Restricted access pontoon for Commercial Port pilot boat operations
- Public access slipway for launching and recovering small vessels
- Pontoon space and dockside craneage facility for the local yacht club
- 300m of open dockside for commercial vessels of varying types
- Drystack launch & recovery facility
- Private leisure boat moorings
- 100m of open dockside fishing port
- Busy Ro-Ro ferry terminal serving Portsmouth - Isle of Wight ferry service.



Map of Zone 13

Demographic and Activities

This is an area of working commercial port under the governance of Portsmouth International Port. Historically the heart of industrial Portsmouth and a vibrant dockside for fishing and cargo vessels. The eastern and northern perimeters remain active with a fish market and Isle of Wight ferry terminal.

Since the 80's this area has become gentrified with modern high value housing replacing old industrial buildings and the construction of an ultra-modern building for Americas Cup yacht racing projects (originally BAR) with adjacent wide open dockside space for craneage of racing yachts in and out the water.

The peninsular is also home to a modern dry-stack facility for small boats and a public house. The area has always been open to the public and whilst not an official right of way does have strong local opposition to any form of restricted public access to the dockside areas due to the historical precedent of unrestricted public access.

A significant length of dockside around the former BAR complex has limited edge protection so as not to obstruct commercial port functions, however, the minimal commercial activity along some sections makes the area attractive to youth activity including jumping and in water activity. This attraction is historic and so the jumping activity and associated negative youth behaviours is ingrained in the fabric of the location.

In December 2023 the open dockside area in the north west corner of the Camber peninsula changed with the addition of a fence structure by the current tenants of the adjacent building. The fence is approximately 3m from the edge of the dockside which potentially changes the dynamics of the area and how it is used and restricts the ability for the area to be used as an emergency services access point for occasions when an incident at sea requires the landing of casualties at this dockside. Photographic plates Z13.7 and Z13.8

Significant Hazards

Publicly accessible dockside with low level (foot height) edge protection for vehicle mitigation. No higher level edge protection due to active port dockside accessibility requirements.

Public Slipway

Accessible pontoon infrastructure

Yacht club static crane with accessible maintenance platform at height

History of incidents

High level of jumping activity (daily between late May and end of September) between 11am and dusk.

Frequent anecdotes of dangerous occurrences and safety issues relating to persons in the water obstructing leisure vessels and on occasion the ferries coming and going from the terminal.

Management

Edge Protection

Concrete block protection at ground level providing an element of protection for vehicles. Pedestrian only areas such as Feltham Row footpath have edge protection fencing along entire length

Signage

No bathing sign above a selection of port and slipway specific signage, Photographic Plates Z13.4 and Z12.2.

No jumping sign on lamp post above yacht club pontoon access ramp, Photographic Plate Z13.5

No jumping sign on neighbouring post to the above at 90 degree angle

Risk Awareness information panel at entrance to Feltham Row footpath by Fish Dock. Provided by International Port who have jurisdiction for the Camber Dock.

PRE

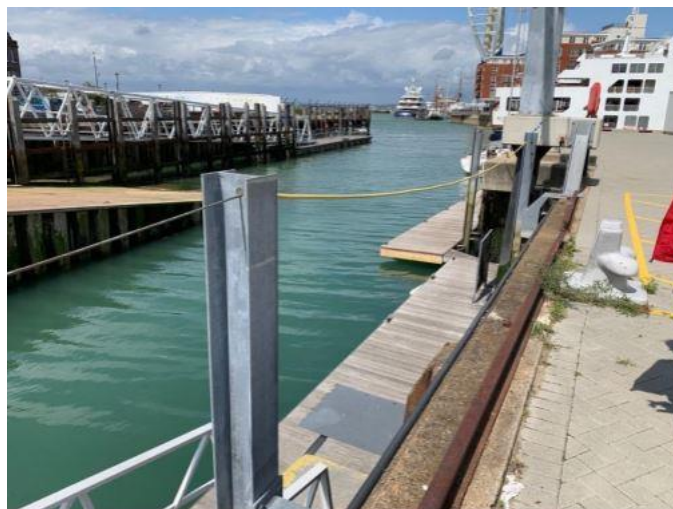
Appropriate PRE presence, e.g. Photographic Plate Z13.3.

Well spaced life rings around dock edge, approximately 50m apart

Recommendation

Add pictorial signs near jumping location warning of deep water, no bathing and no tombstoning.

Revision or removal of newly introduced fence line to allow emergency services access at casualty landing point for incidents at sea.



Picture Z13.1 - Camber Dock Yacht Club Pontoon



Picture Z13.2 - Camber Dock - Jumping location



Picture Z13.3 - Example PRE at Camber



Picture Z13.4 - Bathing Prohibited Signage



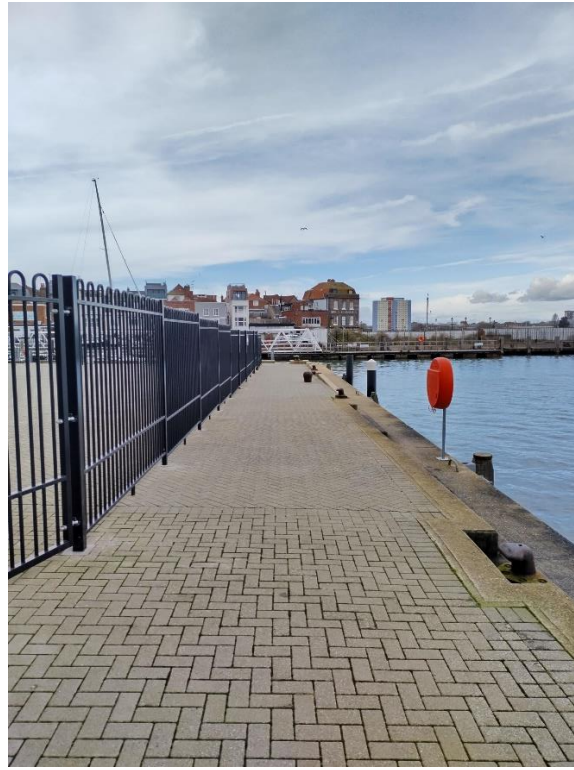
Picture Z13.5 No Jumping signage - Camber



Picture Z13.6 Risk Awareness Sign - Fish Dock



Picture Z13.7 Fence line (north facing) December 2023



Picture Z13.8 Fence line (west facing) December 2023