



ROYAL
LIFE SAVING
SOCIETY UK

Beach Safety Review

Ports of Jersey

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1. Introduction

Jersey sits in the Bay of St Malo 14 miles (22km) from the French coast and 85 miles (137 km) south of the English Coast. Jersey is the biggest of the Channel Islands and although only 5 miles (8km) long and 9 miles (14.5km) wide it boasts approximately 70km of coastline with around 32km of sandy beaches. The Minister for Economic Development, Tourism, Sport, and Culture has entrusted Ports of Jersey Limited, in its role as the Harbour Authority with the responsibility for designating inshore sea areas for the purpose of sport and recreational activities. The Harbours (Inshore Safety) (Jersey) Regulations 2012 allow Ports of Jersey to control activities in territorial waters, control ships plying for hire, issue permits, and ensure boats are correctly registered and insured. The *'Enjoying Our Coast Safely Code of Practice for Safety in the Water on Jersey's Beaches'* document has been produced to inform anyone using the water for pleasure purposes or concessions. Concessions are required to have an annual Regulation 6 inspection to ensure continued compliance with Regulations. The Ports of Jersey website (www.ports.je) contains advice on *'Staying safe on the beach and around Jersey's coastline.'* Beach information including water quality and tide times for 16 of Jersey's beaches can be found online at thebeachguide.co.uk. Sea water quality is monitored, test results can be found online at www.gov.je and www.thebeachguide.co.uk. RNLI Lifeguards patrol 4 of Jersey's beaches (St Ouen's Bay, St Brelade's Bay, Plémont and Grève de Lecq) from 6 separate lifeguard units (St Ouen's Bay has 3 lifeguard units; Watersplash, El Tico and Le Braye) under contract with Government of Jersey. RNLI Lifeboats are based in St Helier and St Catherine's, Jersey Lifeboat Association's assets are also located in St Helier.

2. Background

The Royal Lifesaving Society UK (RLSS UK) was contracted to undertake a review of beach safety on the island of Jersey by Ports of Jersey. The last review of beach safety by RLSS UK was undertaken in 2017 (see *Beach Safety Review- Ports of Jersey* by RLSS UK Consultant Damian Hall). Since 2017 Ports of Jersey have highlighted changes in the use and visitor profile of the beaches indicating that there has been an increase in commercial activity with more Regulation 6 (watersports equipment hire) permits being requested. Coastguard statistics indicate that there have likely been 9 drownings around the island (although outcomes from 3 incidents are unknown as POJ are not updated by default on the condition of a casualty that is taken to hospital) since Jan 2018, with 7 of these occurring in 2022. These incidents occurred at various locations around the island, data indicates that poor mental health may have been a contributing factor in the majority of cases.

3. Scope

Jersey boasts an extensive area of coastline, The Beach Guide (www.thebeachguide.co.uk) lists 16 locations as designated bathing waters. It is outside the scope of this review to assess the entire coast of Jersey in detail and so two beaches (St Ouen's Bay and St Brelade's Bay) have been used (as they were for the 2017 review) as exemplars. Visits to the two locations were undertaken by RLSS UK Associate Consultant Vincent Pank.

What3Words (W3W) has been used to assist with locating Public Rescue Equipment (PRE) and signage. Please note that the document is version protected.

4. Beach visits

4.1 St Brelade's Bay

Date of assessment: 31/5/23

Time of assessment: 13:00

High tide: 16:42 (8.9m)

Low tide: 10:45 (3.3m)

Assessor: Vincent Pank, RLSS UK

St Brelade's Bay is divided roughly in two by the rocky outcrop known as Point le Grouin with the area east of this promontory known as Ouaisné. Only the area to the west of Point le Grouin (where there are two watersports concessions operating from the beach) has been assessed here as indicated by the red box in Fig 1.

Fig. 1 Area assessed



Awards

- UK Beach Guide

Water quality

- Excellent (most recent test 22/5/23)

Lifeguards

- RNLI Lifeguards (27/5/23- 10/9/23)

Visitor numbers (data from RNLI Lifeguards)

- Approx. 4,500 people on beach and 500 in water on very busy day

Dogs

- Permitted, but must be kept on leads 10:30am to 6pm from May 1st to Sept 30th

Closest Lifeboat Stations

- RNLI St Helier (Tamar ALB and Atlantic 85 ILB) and JLA St Helier

Facilities

- Cafés/ restaurants
- Public toilets
- Disabled access
- Promenade
- Showers

Known activities

- Bathing/paddling
- Swimming
- Surfing (sometimes, but usually inexperienced surfers. Used by more experienced surfers if swell too large/ conditions unfavourable at other locations)
- Wind surfing
- Stand up paddle boarding
- Canoeing/ kayaking
- Boating (sail and motor). Private boats can launch via St Brelade's Church Slipway on west side of the bay and use the boat channel indicated by yellow buoys
- Inflatable rides
- Fishing. There is a small beach- based fishing fleet that keep their boats on west side of the bay. They launch and recover their vessels in this area approaching/ leaving the beach via the boat channel indicated by yellow buoys

Restrictions

- 5 knot limit indicated by buoyed line as seen in Fig 1. Only concessions can exceed
- Boat channel indicated by yellow buoys on west side of the bay. Only concessions and lifeguards can launch/ recover craft outside this area
- No power-driven vessels may approach within 200m of the shore within an area extending 50m either side of the lifeguard's flags (but leeway given to Concessions)
- Jono's Watersports- Operates from adjacent to The Wayside Slipway and offers canoes, kayaks, wind surfers, sailing dinghies, stand up paddle boards (SUP) and speedboat trips
- Absolute Adventures- Located in the western end of the bay and offers water ski, banana boat, speedboat trips, canoes/kayaks, and stand-up paddleboards (SUP). They launch to the west side of the bay

Observations

At the time of assessment, the weather was warm and sunny, but there was a strong NE breeze. At 13:00 the beach population within the assessed area was approximately 60 with a handful of people in the water. Conversations with lifeguards suggest that on a very busy day in summer the beach population may be 4,500 with a further 500 people in the water plus leisure craft. Visitor numbers were likely low (despite it being half-term) due to the cool NE breeze.



Photos 1 and 2. Looking NW from Point le Grouin (left) and looking E from west beach

At the time of assessment, Jono's Watersports was not operating, but equipment was seen stored beside The Wayside Slipway. Absolute Adventures' office was open and one of their boats was seen operating from the beach. There exists a potential conflict between Absolute Adventures and the RNLI Lifeguards at St Brelade's as both parties operate primarily from the same part of the beach. The Lifeguards need to establish a safe, red and yellow flagged bathing zone, the obvious place to do this is on the west end of the beach. This area is protected from NW winds and receives the highest footfall due to availability of parking and restaurants nearby. The lifeguards cannot move flags to the far west end of the beach due to the boat channel, rocks and rips that exist in that area. The lifeguards cannot move their flags too far east as, at high tide rips exist around The Wayside Slipway (where Jono's Watersports is also based) and there are rocks at the eastern end of the beach. On high tides, the beach to the west of the bay is also last to be covered by the tide, so the beach population naturally gets concentrated into this area as the tide flows.

Regulations have made provision to ensure that lifeguards can maintain a safe bathing area from craft on the beaches, General Direction No 1 of the Harbours (Inshore Safety) (Jersey) Regulations 2012 states:

"Additionally, during the months and times that the beaches are patrolled by beach lifeguards, no motorised or surf riding craft, other than a small surf rider, shall operate closer than 200 metres from the shore line and 50m either side of the Lifeguard-patrolled swimming zone marked by red and yellow flags, which will be moved and positioned as necessary by the duty beach lifeguards, in St Ouen's Bay, St Brelade's Bay, Greve De Lecq and Greve au Lancon (Plemont Bay)."

However, concessions are given leeway to operate within 200m of the shore or 50m either side of the red and yellow flags to the extent reasonably necessary and in accordance with their submitted operational procedures.

Absolute Adventures' boats require safe passage to/ from the beach avoiding the rocks and shallow reefs that are present in the bay and so may be launching/ recovering close to the lifeguarded area at busy times. Unlike other craft, Absolute Adventures (and Jono's Watersports although this is less of an issue as operating at the other end of the beach) do not have to use the boat lane and can exceed the 5-knot speed limit. The assessor was informed by lifeguards that on occasions in the past, boats have landed between the flags (although precise details have not been recorded, this hasn't happened recently, and the assessor did not personally observe this). This cannot be allowed to happen as the red and yellow flags indicate a designated safe bathing space. The assessor advised lifeguards to record details if this happened in future and to contact Ports of Jersey as soon as possible as they do not tolerate this practice. The assessor feels that wording of General Direction No 1 could be improved to clarify that all motorised craft, including those operated by concessions (exempting lifeguard craft) are prohibited from landing or launching in between red and yellow flags. This should be applied island- wide. Whilst it may be necessary in some instances for concession boats to operate close to the red and yellow flags (working with lifeguards to ensure this is done safely) there should be no need to ever launch or recover between the flags. In an emergency lifeguards would need to clear bathers and move/ drop flags to make safe access for a concession boat.

Even if concession boats are launched outside the flags, without careful route planning it is possible they will pass through the lifeguards 'primary zone' which extends 300m out from the shore (as specified in *RNLI Lifeguards Admin Procedures* and confirmed by Lifeguard Supervisor). Herein lies another conflict, as RNLI Lifeguards are designating an area of water between the flags, extending 300m out to sea as safe for bathing, but the Harbours (Inshore Safety) (Jersey) Regulations 2012 only prevent motorised craft from operating within 200m of the shore. Whilst craft at St Brelade's (except concessions) are restricted to 5 knots inside the buoyed area, elsewhere on the island craft are within their rights to pass through the designated 'primary zone' (between 200 and 300m from shore) at full speed. For this reason, the RNLI Lifeguards will need to amend their 'primary zone' to 200m within their Beach Management Plans (BMPs) at all patrolled beaches. There is scope within the *RNLI Lifeguards Admin Procedures* to do this where necessary due to local regulations/byelaws.

Discussion with Absolute Adventures suggests that lifeguards may not be fully aware of the complexities that exist for navigation of the boats. Boat drivers are using visual cues to plot a safe route out from the beach through shallow waters and rocks. If lifeguard flags are positioned too far west, boats may cut through the 'primary zone' to ensure safe passage. Whilst there is a marker on 'post rock', the other rocks (which become visible as the tide drops) just to the east are unmarked. By installing another marker, it may give incoming/ outgoing boats more confidence to visually navigate this area and will ensure lifeguards can position flags in such a way that concession boats have a safe route of passage without encroaching on flags.

A further factor affecting the lifeguards and Absolute Adventures is the presence of leisure craft close to shore. Whilst all leisure craft must adhere to the 5-knot speed limit within the buoyed area, boats can drop anchor anywhere (as long as more than 200m from shoreline where red and yellow flags are situated) within the bay. Moored craft create obstacles for Absolute Adventures' boats increasing the risk of collisions and potentially diverting the concession boats through/ close to the lifeguard zone on their way to/ from the beach. POJ should consider options that may assist with reducing conflict between activities and reduce the risk of concession boats being diverted through the lifeguard zone in search of safe passage. Further discussions would be required between interested parties.



///motivational.bewildered.assisting

Photo 3. Jono's Watersports trailer at The Wayside Slipway



///agitation.outdoors.depositors

Photo 4. Absolute Adventures' office on promenade

Fishing boats and Absolute Adventures' equipment was seen stored at the western end of the beach. A fishing boat was observed returning via the boat channel (indicated by yellow buoys) and being recovered to the beach.



///protester.cheery.amounted

Photo 5. Fishing boats and hire equipment on the beach



///fabricate.postal.majestically

Photos 6. Pier at the west end of the reviewed area

The RNLI Lifeguard unit is situated to the rear of the promenade at the western end of the beach. In the opinion of the assessor, this is not the best location for the unit as views west are obscured by a fence and the bathing zone is established further east (to avoid the boat channel, rips, rocks near the pier and to allow Absolute Adventures boats to launch). Lifeguards were observed patrolling, a 4WD and Inshore Rescue Boat (IRB) is used on the beach. Conversations with the lifeguards suggest that the unit may be re-located and the IRB replaced with an RWC (Rescue Water Craft/ Jet Ski) ahead of the 2024 season. Lifeguards may use their water craft to respond to incidents at the neighbouring Beauport Beach in an emergency.

The proposed new location for the RNLI Lifeguard unit is in front of Absolute Adventures (Photo 4). To make the space usable, lifeguards will need a raised position from which to view the water, currently their view would be blocked by members of the public on the promenade. If the existing structure were removed a purpose-built, RNLI-supplied unit could be installed in this area. Ideally the showers would be removed/ relocated so that the lifeguards' access to the beach is not inhibited, and they are not distracted. The sign at W3W kindling.aided.silhouette (Photo 22) will also need to be removed as it would block the lifeguards' view of the beach. In addition to offering a better view of the beach, this new location will also make it easier for the lifeguards and Absolute Adventures to communicate and arrange safe passage for the concession boats.



Photo 7. RNLI Lifeguard unit



Photo 8. RNLI Lifeguards patrolling beach (right)

PRE

There are 5 lifebuoys within the assessed area, each is labelled with a sticker containing a QR code and a 'Lifebuoy number' for reference. The assessor was informed that Public Rescue Equipment (PRE) is inspected annually by the RNLI and Coastguard.



Photos 9 to 12. Lifebuoys within assessed area

The lifebuoy at W3W fund.clever.bashed (lifebuoy number 018) appeared to have been deployed and then not re-stowed, the assessor re-stowed the equipment. There was an issue with the lifebuoy at W3W undeclared.canals.statues (lifebuoy number 015). The plastic was extremely faded/ sun damaged and will likely become brittle soon. The lifebuoy also contained water and the rope/ line is perishing causing it to disintegrate when handled. The lifebuoy at W3W inflexible.trim.legislative (lifebuoy number 017) is intact, but due to the amount of sun damage it will likely require replacing soon too.



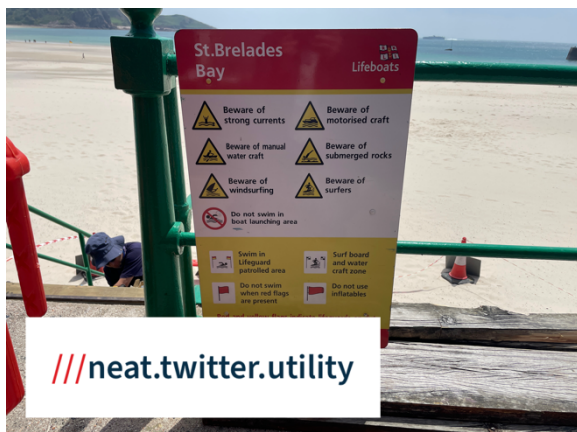
Photo 13. Lifebuoy 018 within assessed area



Photo 14. Perishing rope/line on lifebuoy number 018

Signage

There are numerous signs within the assessed area, only those relevant to water safety have been considered here. RNLI signs have been erected which meet National Guidance and are sensibly placed at main access points to the beach.



Photos 15 to 24. RNLI beach safety signs



Lifeguards are erecting additional, temporary signs whilst on patrol.



25 to 27. Temporary signs erected by lifeguards



Summary of findings at St Brelade's Bay

RNLI Lifeguards are providing a beach patrol service under contract but are also working reactively to conditions by extending patrol hours and increasing cover when they deem necessary. Following discussions with various interested parties, the existing beach users appear to be co-existing largely harmoniously. Some friction between parties is inevitable given the mixed use and geographical complexities of the area. Issues involving motorised craft are more likely to occur on very busy summer days. The risks of an incident will increase significantly if good weather coincides with a weekend and a spring tide. At low tide the safe, usable area of water within the bay is reduced bringing all parties into closer contact. On high tides the water will reach the sea wall compressing beach users into a small area in the west of the bay.

Re-locating the lifeguard unit should help the lifeguards and Absolute Adventures to work more effectively together and ensure a safe bathing area is maintained. Options to assist concession craft with safe passage to/ from the beach as suggested should be considered but will require further investigation and discussion. The assessor has no immediate concerns about the safety of the concessions currently operating from the beach, but it is the assessor's opinion that no more Regulation 6 (watersports equipment hire) permits should be issued for this beach in the short term.

4.2 St Ouen's Bay

Date of assessment: 1/6/23

Time of assessment: 15:30

High tide: 17:26 (9.5m)

Low tide: 11:38 (2.8m)

Assessor: Vincent Pank, RLSS UK

St Ouen's is Jersey's principal surfing beach and can get very busy at peak times. The beach is 3.3 nautical miles long, but the generally considered public useable area of the beach lies between Le Braye in the south and L'Ouziere Slipway in the north, this is about 1 nautical mile in length. There are 6 concessions operating in St Ouen's Bay, all of these are based within the assessed area (indicated by red box in Fig 2.).



Fig 2. Area Assessed

Awards

- UK Beach Guide with 2 locations listed: St Ouens Bay and Le Braye (St Ouens Bay)

Water Quality

- Excellent (most recent tests at Watersplash and Le Braye 22/5/23)

Lifeguards

- RNLI Lifeguards x3 units (Watersplash, 27/5/23- 24/9/23, El Tico 27/5/23- 24/9/23 and Le Braye 1/4/23- 29/10/23)

Visitor numbers (data from RNLI Lifeguards)

- Approx. 3,000 people on beach and 700 in water on very busy day

Dogs

- Permitted, but must be kept on leads 10:30am to 6pm from May 1st to Sept 30th.

Closest Lifeboat Stations

- RNLI St Helier (Tamar ALB and Atlantic 85 ILB) and JLA St Helier

Facilities

- Cafés/ restaurants
- Toilets
- Showers
- Promenade

Known Activities

- Kayaking/ canoeing
- Fishing
- Bathing/ paddling
- Swimming
- Boating (sail and motor).
- Surfing
- Wind surfing

Restrictions

- No power-driven vessels may approach within 200m of the shore within an area extending 50m either side of the lifeguard's flags. No power- driven craft to operate at more than 5 knots closer than 200m from the water's edge in any bay or adjacent to any beach Harbours.

Concessions

- Little Joe's
- Splash Surf Centre
- Laneez
- Le Port Surf School
- The Surfyard
- Jersey Surf School

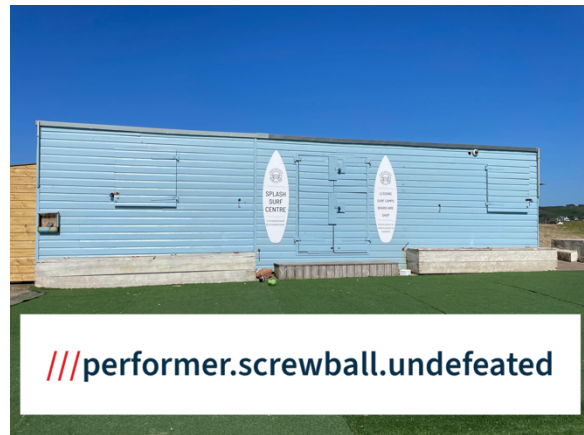
Observations

At the time of assessment, the weather was warm and sunny, but there was a strong NE breeze. At 15:30 the beach population within the reviewed area was approximately 50 with a handful of people in the water. Conversations with lifeguards suggest that on a very busy day in summer beach population may be 3,000 with 700 people in the water plus leisure craft. Visitor numbers were likely low at the time of assessment (despite it being half- term) due to the cool NE breeze.



Photos 28 and 29. Looking north (left) and south (right) from L'Ouziere Slipway

There are 6 surf school concessions operating along the beach. As part of the assessment, the assessor attended a Regulation 6 inspection with the owner of Little Joe's Surf School.



Photos 30 to 33. Surf schools within assessed area



Photos 34 and 35. Surf schools within assessed area

In 2017 it was recommended (by RLSS UK) that the number of concessions on the beach be limited to 6. Whilst there are still technically only 6 concessions, since the last review a charity called 'Healing Waves' has also begun operating from the beach. Although Healing Waves, as a charity is not subject to Regulation 6 (it does not offer watercraft for hire and is therefore not subject to regulation by Ports of Jersey) it, like the concessions offers surfing lessons. Healing Waves' activities therefore need to be considered when deciding how many concessions can safely operate in this area.



Photo 36. Healing Waves

It would be easy, at first glance to consider that this stretch of beach would be capable of supporting a great number of concessions. However, whilst St Ouen's is a very long, open beach, the safe, usable space is restricted by several variables. On large, high tides, water will reach the sea wall making the beach unsuitable for lessons. As the tide ebbs the water becomes further away from the promenade and concessions are compressed into a smaller area. In reality there are narrow windows within which concessions can safely run surf lessons. Furthermore, there are some dangerous rips, so some sections of the beach are not safe for amateur surfers.

The existing concessions appear to be working alongside each other harmoniously and moving their activities (Little Joe's in particular moves the surf school to the north to avoid rips and other surf schools) where necessary.



Photos 37 to 39. RNLI Lifeguard units

There are 3 lifeguard units within the assessed area. Lifeguards were seen patrolling, but a red and yellow flagged area was only established at Le Braye.

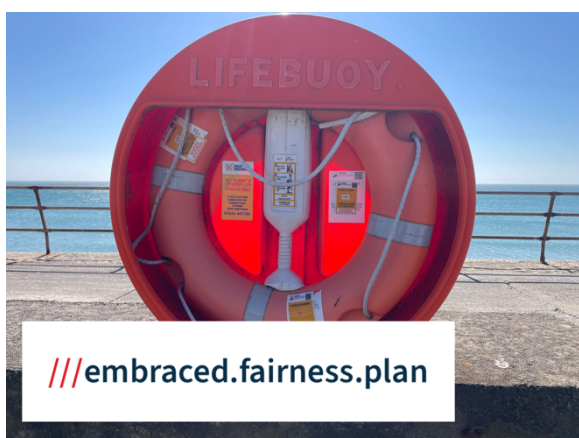
Le Braye Slip is at the southern end of the assessed area. A lifeguard 4WD and RWC were positioned on the concrete slip due to the high tide. Lifeguards will respond via water (using the RWC) or by land (using a 4WD) to incidents at the far northern end of the beach (beyond L'Ouziere Slipway) in an emergency.



Photos 40 and 41. Looking north (left) and south (right) from Le Braye Slip

PRE

There are 4 lifebuoys within the assessed area, each is labelled with a sticker containing a QR code and a 'Lifebuoy number' for reference. The assessor was informed that Public Rescue Equipment (PRE) is inspected annually by the RNLI and Coastguard.



Photos 42 to 45. PRE within assessed area

The plastic on the lifebuoy at W3W repealing.catching.echoed (Number 026) is very brittle. The handle has cracked in several places so needs to be replaced.



Photo 46. Damaged lifebuoy

Signage

There are numerous signs within the assessed area, only those relevant to water safety have been considered here. RNLI signs have been erected which meet National Guidance and are sensibly placed at main access points to the beach, but the assessor believes some improvements could be made. The owner of Little Joe's recommended that the sign seen at W3W pecans.desktops.interns be moved, as due to its current location, members of the public walk straight past it. If the sign could be moved to face up the slope (circled in red in Photo 47 below) it would be more visible to persons walking down towards the water. However, signs are potentially subject to damage from high tides and waves so that must be considered, there were no waves at the time of assessment so local knowledge will need to be used when deciding upon positioning. The assessor also noted that there was no sign at Watersplash, this area is known to be used in the evenings, members of the public may enter the water after consuming alcohol so it would be wise to put a sign here. The assessor believes there could have been a sign in this area in the past, but it may have been damaged/ removed by waves/ high tides.



Photos 47 to 50. RNLI Beach safety signs

In addition, lifeguards are erecting additional, temporary signs whilst on patrol.



///notions.quenches.import



///polo.patrolman.affiliates



///altering.garage.pricing



///awakes.rides.twist

Photos 51 to 54. Temporary signs erected by lifeguards

Summary of findings at St Ouen's Bay

RNLI Lifeguards are providing a beach patrol service under contract but are also working reactively to conditions by extending patrol hours and increasing cover when they deem necessary. Following discussions with various interested parties, the existing concessions (and Healing Waves) appear to be co-existing largely harmoniously. In 2017 it was recommended that no more Regulation 6 (watersports equipment hire) permits should be issued for this beach. Whilst there may be a commercial pressure to issue more permits (the assessor was informed that all surf lessons will likely be completely booked-up during the school holidays), the reality is that the number of surf lessons available is restricted by tides, conditions, and physical space, not by the number of concessions. Adding another concession would simply split the capacity across a larger number of businesses making management more difficult. There is also potential that additional competition may force operators to use unsafe waters (for example around rips) or operate at unsafe times (for example at high tides). There would potentially be space to operate another concession further north of the assessed area, but the assessor deems this unwise as this will likely cause conflict with the experienced surfers and there is no lifeguard cover in this area.

5. Conclusions

Significant steps have been taken to improve water safety on the beaches around Jersey. In addition to the physical actions taken at the coast, safety information has also been made accessible online. The *'Enjoying our Coast Safely Code of Practice Guide'* contains a lot of useful information, and the Harbours (Inshore Safety) (Jersey) Regulations 2012 allow the Harbour Master to regulate inshore leisure craft activities. Concessions are being audited annually to ensure they are complying with Regulations. RNLI Lifeguards patrol 4 of the beaches on the island and community education programmes are being undertaken by both RNLI Lifeguards and Jersey Coastguard. As far as the assessor is aware, there is no contractual requirement for lifeguards to visit all schools on the island, this could be added into the RNLI Lifeguard contract (which is due for renewal).

Whilst there exists potential conflict between the numerous activities occurring at St Brelade's and St Ouen's, concessions and other beach/ water users appear to be largely co-existing harmoniously. The concessions at both locations are well established, and as far as the assessor was able to determine within the short visit to the island, they are professional outfits taking reasonable steps to protect their customers from the hazards posed by the water and their activities. Ports of Jersey (and other associated parties) should be congratulated for their management of these beaches. The assessor believes that it would be detrimental from a safety perspective to allow more concessions to operate from these two locations at the current time, but it would be wise to re-evaluate at regular intervals in the future.

Although some of the assessor's recommendations may be applicable to other parts of the island, care must be taken if extrapolating findings from the two locations assessed here. RNLI Lifeguards have undertaken risk assessments on the 4 beaches which they patrol (St Ouen's Bay has been split into 4 separate documents which cover the entire length of the bay from L'Etacq in the north to Le Braye in the south). However there appear to be no beach risk assessments for the other parts of the island. The assessor recommends that all of Jersey's bathing waters (as listed on www.thebeachguide.co.uk) are assessed. The full list of bathing waters are as follows:

- Archirondel
- Beauport
- Bonne Nuit
- Bouley Bay
- Green Island
- Grève de Lecq- Area as been assessed by RNLI Lifeguards
- Grouville
- Havre des Pas
- Le Braye (St Ouens Bay)- Area as been assessed by RNLI Lifeguards
- La Haule
- Plémont- Area as been assessed by RNLI Lifeguards
- Portelet Bay
- Rozel
- St Ouens Bay- Area as been assessed by RNLI Lifeguards
- St Brelade's Bay- Area as been assessed by RNLI Lifeguards
- Victoria Pool

RNLI Lifeguards have recently undertaken PRE and signage audits on the 4 beaches which they patrol. The assessor was assured that the related documents would be completed soon. It would be sensible to assess the PRE and signage at the other bathing waters (listed above) at the same time as performing the risk assessments.

Statistics provided by the client indicate that there have likely been 9 drownings around the island (although as mentioned earlier in the document, the outcomes from 3 of these incidents are not confirmed) since Jan 2018 (since the last RLSS review):

- December 2022 – Body found on Greve D’Azette Beach – Deceased.
- December 2022 – PIW St Helier Harbour – Deceased.
- August 2022 – Person in water Archirondel – Deceased.
- July 2022 – Unconscious female pulled from water St Brelades Bay – Unknown.
- July 2022 – Male drowning Plemont beach – Unknown.
- May 2022 – Unconscious female pulled from water at Greve D’Azette – Unknown.
- May 2022 – Unconscious female pulled from water – West Park – Deceased.
- September 2020 – Male pulled from water Rozel Harbour – Deceased.
- September 2018 – Pan Island search for MISPER - Body retrieved from water – Deceased

The concerning part of this data set is that 7 (78%) of these drownings/ potential drownings occurred in 2022.

Discussions with lifeguards suggest that there are no particular ‘red flags’ or significant patterns in terms of day-to-day incidents occurring on patrolled beaches. There were concerns raised over use of personal water craft, but the assessor believes that this is partly due to lifeguards trying to enforce a 300m ‘primary’ zone whilst the craft are adhering to the 200m restriction within the Regulations. The 5-knot speed limit introduced at St Brelade’s following an incident in 2017 appears to have been effective. Problems appear to be caused by a small number of craft rather than being an indication of a wider issue. Lifeguards have reported an increasing use of motorised and foil surfboards, these new technologies may bring new problems for water safety so these activities should be monitored.

The beaches were assessed during half- term and as such were expected to be busy. However due to water conditions (no surf) and a strong NE wind the beaches were very quiet. Beach and water populations (and therefore risks) will vary significantly throughout the day, year and with weather/ conditions. Whilst the assessor has attempted to account for activities throughout the year by considering available data and liaising with interested parties, the physical assessments of the beaches only provide a snapshot of what is occurring. Ports of Jersey/ Jersey Coastguard should continue to work closely with the RNLI, JLA and emergency services to share data and monitor incidents relating to water safety.

6. Recommendations

General

- Look into joint working with mental health charities and ask Jersey CG to monitor incidents for patterns involving mental health
- Request copies of recently completed PRE and Signage audits from RNLI Lifeguards
- Make recommendation to Government of Jersey to risk assess the beaches listed as designated bathing waters, which haven't already been assessed by RNLI Lifeguards (Archirondel, Beauport, Bonne Nuit, Bouley Bay, Green Island, Grouville, Havre des Pas, La Haule, Portelet Bay, Rozel and Victoria Pool). Include audit of Public Rescue Equipment (PRE) and Signage
- Amend General Direction to clarify all motorised craft including those operated by concessions (exempting lifeguard craft) are prohibited from landing or launching in between the red and yellow flags
- Make recommendation to Government of Jersey that if/ when renewing RNLI Lifeguard contract, the following be included as part of the scope (if it isn't already):
 - Undertake 5 yearly, full risk assessments of all beaches patrolled by RNLI Lifeguards (ensure entire length of St Ouen's Bay is assessed)
 - Undertake annual reviews of beach risk assessments
 - Undertake annual PRE (Public Rescue Equipment) and Signage audits on the beaches patrolled by RNLI Lifeguards
 - Produce annual report at the end of each lifeguard season summarising incidents and recommendations
 - Lifeguards to offer water safety visits to all primary and secondary schools in Jersey annually
 - Amend Beach Management Plans (BMPs) so that 'primary zones' extend 200m out to shore, in line with Regulations for craft
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At St Brelade's

- Replace lifebuoy Number 015 and Number 017
- Consider moving lifeguard unit, a raised vantage point will be required, sign and showers may need to be relocated
- Consider marking rocks to the east of 'post rock' to assist boats with visual navigation to/ from the beach
- Consider other options to reduce potential conflict between leisure craft, concession craft and lifeguard operations. Further discussions with interested parties will be required
- Do not issue any more Regulation 6 permits (subject to another review in future)
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At St Ouen's

- Replace lifebuoy number 025
- Move sign at W3W pecans.desktops.interns to face up slope
- Install sign at Watersplash
- Do not issue any more Regulation 6 permits (subject to another review in future)