

Public Document Pack



NOTICE OF MEETING

Meeting	River Hamble Harbour Management Committee
Date and Time	Friday 20 December 2024 at 10.00 am
Place	Warsash Sailing Club (Shore House Shore Road, Southampton, England, SO31 9FS)
Enquiries to	members.services@hants.gov.uk

Carolyn Williamson FCPFA
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website and available for repeat viewing, it may also be recorded and filmed by the press and public. Filming or recording is only permitted in the meeting room whilst the meeting is taking place so must stop when the meeting is either adjourned or closed. Filming is not permitted elsewhere in the building at any time. Please see the Filming Protocol available on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 8)

To confirm the minutes of the previous meeting held on 20 September 2024.

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES (TO INCLUDE ROUTINE REVIEW OF VISION AND STRATEGIC PLAN) (Pages 9 - 16)

To receive a report to record formally RHHA patrol operations and inform the Duty Holder of significant events and trends having a bearing on the Marine Safety Management System.

7. ENVIRONMENTAL UPDATE (Pages 17 - 22)

To receive a report summarising activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary between September and mid-November 2024.

8. REVIEW OF ASSET REPLACEMENT RESERVE POLICY (Pages 23 - 30)

To receive a report presenting recommendations resulting from a routine and general review of Asset Replacement Reserve (ARR) policy.

9. REVIEW OF FEES AND CHARGES (Pages 31 - 36)

To receive a report summarising a review of fees and charges applicable to the River Hamble. It does not cover Harbour Dues for privately owned leisure vessels, which have been reviewed separately and increased by 4%.

10. RIVER HAMBLE 2024/25 FORECAST OUTTURN AND 2025/26 FORWARD BUDGET (Pages 37 - 56)

To receive a report presenting the 2024/25 outturn forecast as at the end of September 2024 and the proposed 2025/26 forward budget to the River Hamble Harbour Management Committee for scrutiny and comment.

11. FORWARD PLAN FOR FUTURE MEETINGS (Pages 57 - 60)

To receive a report setting out the key issues which it is anticipated will appear on the River Hamble Harbour Management Committee and Harbour Board agendas in the forthcoming months. The Forward Plan is attached at Appendix 1.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

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Public Document Pack Agenda Item 3

AT A MEETING of the River Hamble Harbour Management Committee of
HAMPSHIRE COUNTY COUNCIL held at Warsash Sailing Club, Warsash on
Friday 20 September 2024

Chairman:

* Councillor Pal Hayre

- | | |
|------------------------------|-------------------------------|
| * Councillor Graham Burgess | Councillor Pamela Bryant |
| * Councillor Mark Cooper | * Councillor Stephen Philpott |
| * Councillor Rod Cooper | Councillor Steven Broomfield |
| * Councillor Barry Dunning | Councillor Lesley Meenaghan |
| * Councillor Rupert Kyrle | Councillor Tonia Craig |
| Councillor Alexis McEvoy | * Councillor Wayne Irish |
| * Councillor Lance Quantrill | |

Co-opted members

- * Ben Lippiett, John Selby and Councillor Jonathan Williams, Winchester City Council
- * Captain Steven Masters, Associated British Ports
Councillor Vivian Achwal, Winchester City Council
- * John Selby, Royal Yachting Association
Gordon Craigen, Association of River Hamble Yacht Clubs
- * Councillor Joanne Burton, Fareham Borough Council
- * Ben Lippiett, River Hamble Marina, and Boatyard Operators Association
- * Councillor Steve Holes, Eastleigh Borough Council

122. APOLOGIES FOR ABSENCE

Apologies were received from Cllr McEvoy, Cllr Bryant, Cllr Burgess, and Cllr Achwal.

123. DECLARATIONS OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore, Members were mindful that where they believed they had a Personal interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

No declarations were made.

124. MINUTES OF THE PREVIOUS MEETING HELD ON 14 JUNE 2024

The minutes of the meeting on the 14 June were agreed by the Committee.

125. DEPUTATIONS

There were no deputations for the meeting.

126. CHAIRMAN'S ANNOUNCEMENTS

The Chairman advised the Committee that the Southern Water presentation would now be at the end of the meeting instead of at the beginning.

127. SOUTHERN WATER PRESENTATION

The Management Committee received a presentation from Southern Water, which covered their response to OFWAT's Draft Determination of their 2025-2030 Business Plan, storm overflows in the River Hamble catchment, the Clean Rivers and Seas plan, wastewater operations, and spill reporting.

Members learned that Southern Water is striving to exceed the permits issued by the Environment Agency, recognising that these permits were established many years ago and are now outdated and insufficient. It was noted that the Environment Agency has faced severe budget cuts by the Government, resulting in increased responsibilities for Water Boards to meet legislative requirements, including what could be seen as "marking their own homework."

Members were informed about a section on Southern Water's website that displays any current, and recent, water issues in the area. They were encouraged to share any messages received from Southern Water with their constituents to ensure awareness of any issues or upcoming works from multiple sources. Additionally, Southern Water is collaborating extensively with local catchment groups and citizen science groups to address local issues promptly.

The use of Environmental Information Requests was also encouraged, allowing the public to access environmental information held by public authorities. This includes data on air and water quality, pollution, waste management, and land use planning.

128. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES

The Committee received an update report from the Director of Universal Services (item 7 in the minute book), summarising incidents and events in the Harbour and addressing issues under consideration by the Harbour Master. A supplementary report was also provided, detailing more recent incidents recorded since the publication of the papers.

Members expressed concern at the high level of anti-social behaviour and the exposure of patrol staff to threats of violence and noted that Hampshire Police's local resources had also been called periodically to deal with regional priorities

outside the local area. The importance of body worn cameras carried by patrol staff was again emphasised and Members were informed that members of the public did not always report incidents of anti-social behaviour to the police and often misunderstood the powers of the Harbour Authority as fellow citizens. Harbour Authority engagement was aimed at educating those who gathered at the Quay about river safety (e.g., avoiding swimming into the path of a propeller or jumping from a bridge into shallow water). It was noted that the Police had issued three Section 34 Dispersal Orders for the Hamble Quay area and the Eastleigh Borough Council Youth Options team had also been involved and helpful.

Cllr Cooper commended the river staff for their bravery in dealing with anti-social behaviour and asked the Harbour Master to convey his gratitude. Members requested that the Police be invited to attend an upcoming meeting to discuss anti-social behaviour in the River Hamble area and the Harbour Master agreed to take this forward for a future meeting.

Cllr Holes agreed that education on reporting was crucial, as the public often complained to the Parish Council before reporting to the Police, who were ultimately the only ones with the power to deal with the individuals involved.

Cllr Philpott agreed that the safety of Harbour Authority staff is paramount and suggested raising these issues at the next Employment at Hampshire County Council Committee meeting and offered to facilitate this. The Harbour Master informed members that senior HCC Officers were already aware of the matter and had been hugely supportive.

The Committee discussed the use of signage on bridges and other areas as a deterrent. They were advised that signs were regularly replaced due to vandalism and were checked to ensure the message was up-to-date and in the correct location.

RESOLVED

The River Hamble Harbour Management Committee **RECOMMENDED** that the River Hamble Harbour Board support the contents of the report.

129. **ENVIRONMENTAL UPDATE**

The Committee received an update report from the Director of Culture, Communities and Business Services (item 8 in the minute book).

The report was summarised, and Members highlighted ongoing concerns about motorway runoff polluting the River. Despite ongoing communications with Highways and the Government, progress towards a resolution remained limited. The Environment Development Manager assured the Committee that efforts to resolve the issue would continue, and updates would be provided at a future meeting when available.

Members praised the biodiversity restoration efforts in the River but expressed disappointment over water companies discharging wastewater near recreational areas with minimal consequences.

RESOLVED

The River Hamble Harbour Management Committee noted and supported the contents of the report and RECOMMENDED that the River Hamble Harbour Board support the contents of the report.

130. **ANNUAL REVIEW OF BUSINESS PLAN**

The Committee considered a report from the Director of Universal Services (item 9 in the minute book), which reviewed the River Hamble Harbour Authority's rolling Business Plan.

Members learned that the team had evolved strategy setting pillars to assess what they need to achieve. The Committee was supportive of the plan and there were no questions.

RESOLVED

The River Hamble Harbour Management Committee reviewed the Business Plan with no revisions or additional items required before being considered by the River Hamble Harbour Board. The River Hamble Harbour Management Committee RECOMMENDED that the River Hamble Harbour Board support the contents of the report.

131. **FORWARD PLAN FOR FUTURE MEETINGS**

The Committee received a report from the Director of Universal Services (item 10 in the minute book) and noted that the December meeting will have a review of the Asset Replacement Reserve Policy.

RESOLVED

The River Hamble Harbour Management Committee noted the report and RECOMMENDED that the River Hamble Harbour Board support the contents of the report.

Chairman,

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Management Committee
Date:	20 December 2024
Title:	Marine Director and Harbour Master's Report and Current Issues (to include routine Review of Vision and Strategic Plan)
Report From:	Director of Universal Services

Contact name: Jason Scott

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to record formally RHHA patrol operations and inform the Duty Holder of significant events and trends having a bearing on the Marine Safety Management System.

Recommendation

2. It is recommended by the River Hamble Management Committee that the River Hamble Harbour Board supports the contents of this report.

Executive Summary

3. This report summarises the incidents and events which have taken place in the Harbour and addresses any issues currently under consideration by the Harbour Master.

Contextual Information

Patrols

4. The Harbour has been patrolled by the Duty Harbour Master at various times between 0700 and 1900 daily. Mooring and pontoon checks have been conducted daily throughout the period.

Issues

5. **Three-yearly Review of Strategic Vision and Plan.** This routine review is underway, led by the Chairman of the Harbour Board and involving the Chair of the Management Committee. Members are aware that these high-level documents sit at the top of our hierarchy of plans and cascade down to our Business Plan which we review annually. They are public documents, available on the Harbour Authority's website. At our last review, there was general agreement that the papers were unlikely to require great change – consensus is that that remains true. They have been and continue to be very useful reference documents for Officers acting on the Authority's behalf.

Annex A to Marine Director and Harbour Master's Report

- 6.01 05 Oct. Liaison with a mooring holder reporting collision damage incurred. Interview with witness. Assistance given to a mooring holder in fitting new pile lines. Berthing assistance given to a visiting rally.
- 6.02 06 Oct. Investigated a report of a piled pontooned mooring with a failed chain -located – temporarily re-secured and liaison with mooring holder to achieve permanent repair. Returned two yachts from the mid-stream Visitors' Pontoon to their proper mooring following pile iron replacement work.
- 6.03 07 Oct. Support to the Solent Oyster Restoration Project (sampling). Liaison with a mooring holder and the Crown Estate Mooring Contractor regarding non-compliant pile lines. Life-jacket maintenance. Light Audit.
- 6.04 08 Oct. Visit of HRH The Princess Royal to Warsash Sailing Club on its re-opening. Strong winds and some rain – very light traffic.
- 6.05 09 Oct. Light traffic. Tidy of yard at Warsash following inclement weather.
- 6.06 10 Oct. Maintenance of mid-stream Visitors' Pontoon.
- 6.07 11 Oct. Recovered a plastic refuse bin from Hook Spit. Maintenance of Port Hand Marker at Hamble Slipway.
- 6.08 12 Oct. Liaison with a mooring holder reporting collision damage to his vessel. Recovered a mooring picking-up buoy from the foreshore at Swanwick.
- 6.09 13 Oct. Removed old pile lines from a mid-stream mooring. Pumped out inundated tenders at Warsash.
- 6.10 14 Oct. Pump-out assistance given to a mooring holder.
- 6.11 15 Oct. Loose boom secured on a mid-stream moored yacht. Liaison with owner. Commercial make-up of lines for a mid-stream mooring holder.
- 6.12 16 Oct. Targeted moorings check following completion of pile iron replacement works.
- 6.13 17 Oct. Removed and recovered a large branch from under a pontoon in the Upper River to Warsash. Targeted compliance checks. Removal of a yacht to the mid-stream Visitors' Pontoon and liaison with her owner – Missing shackle bolt. Stopped and warned the skipper of a resident RIB for excessive wash off Crableck.
- 6.14 18 Oct. Patrol craft maintenance. Patrol to Botley Arm to remove overhanging branches. Boat coding work.
- 6.15 19 Oct. Pump-out of inundated yacht ahead of bad weather and check of drains. Joint attendance with emergency services (ambulance, Coastguard

- mud rescue team, Hampshire Fire Brigade in response to a report of two elderly members of the public self-reporting entrapment by high tide near the Chinese Bridge. Recovered to Hamble. Check of mid-stream Visitors' Pontoon in advance of forecast strong winds.
- 6.16 20 Oct. Strong winds. Refurled loose jib on a midstream moored yacht. Replacement of fenders as necessary. Collection and re-positioning of slipway signs displaced in strong winds.
 - 6.17 21 Oct. Tree-cutting in Upper River on longer HW stand.
 - 6.18 22 Oct. Routine liaison with HM Border Force.
 - 6.19 23 Oct. Replacement of failed Pile Line on a mid-stream moored yacht. Liaison with owner.
 - 6.20 24 Oct. Commercial tow of a yacht from a marina berth to her proper mooring.
 - 6.21 25 Oct. Inspection of Hamble Jetty – replacement of items broken over Summer during Anti-social behaviour episodes and also emptying of salt bins of rubbish. Pump out of inundated tenders at Hamble Jetty. Slipway clearance work at Warsash.
 - 6.22 26 Oct. Assistance given to visiting vessels at Warsash.
 - 6.23 27 Oct. Preparations made for visiting large vessel. Patrol craft berth maintenance (replacement of fendering).
 - 6.24 28 Oct. Liaison with Wetwheels in support of Hallowe'en event.
 - 6.25 29 Oct. Liaison with HMCG regarding support to a vessel with propulsion failure outside the River.
 - 6.26 30 Oct. Light traffic – Liaison with Hampshire Police regarding an aggressive male threatening vandalism at Warsash.
 - 6.27 31 Oct. Yard clearance work at Warsash.
 - 6.28 01 Nov. Support to Sea Cadets' visit. Assistance given to a small motor boat, foul on a mooring picking up line. Liaison with SIFCA regarding bait digging.
 - 6.29 02 Nov. Liaison with Hampshire Police to report a pedestrian on the M27 Bridge.
 - 6.30 03 Nov. Broke up a light sheen of diesel in the Upper River (no obvious source) with jet wash.
 - 6.31 04 Nov. Recovery of Wetwheels Hallowe'en decorations. Jetty maintenance at Warsash.

- 6.32 05 Nov. Light diesel sheen broken up South of Swanwick. Unable to locate source.
- 6.33 06 Nov. Maintenance of Aids to Navigation. Jetty maintenance at Warsash. Light audit.
- 6.34 07 Nov. Assistance given to a motor vessel in coming alongside at Warsash. Further clearance of low branches on the Botley arm. Recovered a large branch from the Main Channel in the Upper River.
- 6.35 08 Nov. Liaison with Wetwheels. Recovery of a trailer, abandoned at Warsash. Removal of a non-paying vessel to the mid-stream Visitors' Pontoon.
- 6.36 09 Nov. Liaison with the Crown Estate Mooring Contractor. Preparations for local fireworks display. Liaison with Hamble Lifeboat.
- 6.37 10 Nov. Recovered a large piece of timber from the Main Channel off Land's End. Punt float repair work, Warsash.
- 6.38 11 Nov. Bridge panel painting, Warsash. Liaison with the Crown Estate Mooring Contractor.
- 6.39 12 Nov. Routine liaison with Hampshire Marine Police Unit.
- 6.40 13 Nov. Bridge panel painting, Warsash. Located and dispersed a light sheen of diesel North of Hamble. No obvious source.
- 6.41 14 Nov. Refurbishment of 'facilities box' at Warsash Bridge. Light traffic.
- 6.42 15 Nov. Recovery of an unattended tender from Hamble to Warsash. Recovery of a small, abandoned motor vessel from the Upper River to Warsash. Re-secured a loose pile line on a mid-stream moored yacht. Response to a report from a member of the public of a diesel spillage at Lands End. Not located and not located. Clean of Tidal Gauge at Crableck.
- 6.43 16 Nov. Light traffic. Further cleaning of tidal gauges.
- 6.44 17 Nov. Assisted a mid-stream mooring holder in freeing a trapped pile line. Light traffic.
- 6.45 18 Nov. Targeted moorings check on behalf of the Moorings Officer.
- 6.46 19 Nov. Recovered a very large section of tree from the A27 Bridge to Warsash for disposal.
- 6.47 20 Nov. Responded to a call from a member of the public reporting a person in the water off Hamble. On arrival, a passing RIB had already recovered the casualty to Hamble. Casualty was cold but lived nearby and well enough to return home unaided. He had slipped and fallen from his tender.
- 6.48 21 Nov. Maintenance – HM Jetty Warsash. Light traffic.

- 6.49 22 Nov. Light traffic. Preparations for Storm BERT.
- 6.50 23 Nov. Storm BERT arrival. Maximum wind speed recorded 61 knots (gust). Very light traffic. Mooring and vessel observation and checks am and pm. Re-secured loose sheets and sails on two midstream moored yachts. Replaced several loose fenders.
- 6.51 24 Nov. Continuation of strong winds. Reduction in gusts to around 40 knots. Check of vessels on midstream Visitors' Pontoon and re-furling of flogging headsail on a midstream moored yacht. Liaison with owner – sail torn. Advice given to two individuals not wearing life-jackets while in a tender.

**REQUIRED CORPORATE AND LEGAL INFORMATION:
Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

An EIA is not required as no negative impacts are anticipated.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Management Committee
Date:	20 December 2024
Title:	Environmental Update
Report From:	Director of Universal Services

Contact name: Alison Fowler

Tel: 01489 576387

Email: Alison.fowler@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to summarise activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary between September and mid-November 2024.

Recommendation

2. It is recommended that the River Hamble Management Committee notes and supports the contents of this report.

Updates

3. Maintenance Work Consents

Maintenance consent applications have been granted by the Harbour Authority for the following works this coming winter:

Hamble Point Marina - Replacements pontoons A/B and X, and replacement of the north and central access bridges.

Mercury Yacht Harbour - Maintenance dredging of Bay A/B, a single pile replacement on C Hammerhead, and the cutting and removal of approximately 50m sheet piled wall section at bed level.

4. Bait Digging & Shore Gathering

RHHA has provided a consultation response to the Southern Inshore Fisheries & Conservation Authority's (SIFCA) on its proposed Shore Gathering Byelaw. RHHA supports the principle of the introduction of management measures to mitigate against potential impacts from shore gathering, particularly bait digging, on relevant marine protected areas. RHHA highlighted points in relation to interaction with RHHA's own byelaws and jurisdiction, and made suggestions regarding activity levels, locations, and seasonal impacts of proposed measures.

5. Solent Marine Sites Management

As a Relevant Authority (RA) under the Habitats Regulations, RHHA has continued its input throughout 2024 to the Solent Marine Sites Management Scheme <https://www.solentems.org.uk/> . Under the scheme, all RAs provide information on the levels of certain pre-listed activities and the potential impacts on designated nature conservation sites within the RAs' areas of duty and responsibility. This data forms the basis of the Annual Management Report, from which actions are then taken forward by those RAs on the Natural Environment Group (NEG) to research, protect and conserve the Solent's designated sites. Additionally, RAs such as RHHA need to have regard to the Habitats Regulations and aspire to good practice through their normal work and roles. Since 1 January 2023, all public authorities have been under an enhanced statutory duty to conserve and enhance biodiversity <https://www.gov.uk/guidance/complying-with-the-biodiversity-duty> .

At the autumn NEG meeting, updates were received on (a) microplastics in estuarine sediment, (b) background noise levels and disturbance to birds, (c) the conclusion of the 5-year "ReMEDIES Project" on reducing and mitigating erosion and disturbance impacts affecting the seabed habitats, including successes of advanced moorings systems in seagrass https://www.solentems.org.uk/natural_environment_group/

6. Hook Lake Coastal Management Study

Coastal Partners' feasibility study for intertidal habitat creation at the 40 hectare site is now complete. Hampshire County Council is a key stakeholder as land owner, site manager and highways authority (represented by other HCC Services) but RHHA has also held a separate, minor advisory role on the Steering Group since 2020.

Whilst the study established that a technically feasible intertidal habitat creation scheme was possible, it also identified some key challenges that could significantly impact the financial viability of a scheme at Hook Lake.

The main embankment at the site was damaged by significant high tides earlier this year. The Environment Agency and Hampshire County Council are now working together to set out next steps for the site in the absence of a managed habitat creation scheme.

A position statement has been prepared by Coastal Partners which sets out the findings of the Study, the current roles and responsibilities of key partners in relation to the site, current management, potential future scenarios for the management of the site, alongside the residual risks and next steps. It is available here: <https://issuu.com/coastalpartners/docs/hook-lake-position-statement-final?fr=sMTM4ZTYyOTU0NzI> The project webpage has now been updated with the latest information. <https://coastalpartners.org.uk/project/hook-lake-coastal-management-study/>

7. Sound archive project of the Hamble peninsula

RHHA gave assistance during 2024 to the "Hamble Peninsula Sounds" project by hosting underwater sound recording equipment both at Warsash and at the oyster reef, and the Harbour Master (HM) and Environment & Development Manager

(EDM) gave interviews for the archive. Hamble Peninsula Sounds is an Eastleigh Borough Council commissioned project, funded by Developer's Contributions for Public Art. Six audio works explore the area's past, present and future. This includes seasonal wildlife, conversations with locals, historic folk songs from the area and underwater explorations. Wild Museum are a team of artists and sound recordists who work all over the world, and regularly broadcast on BBC radio & television. For more information about the project visit <https://eastleigh.gov.uk/hp-sounds> . To hear the underwater sounds of the oyster reef alongside the interview with the EDM (and with other local workers and residents) visit item number 1 "Hooi" <https://eastleigh.gov.uk/parks-leisure-and-culture/arts-and-culture/public-art/hamble-peninsula-sounds/hooi-by-tim-shaw-and-john-coburn>

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

Climate Change Impact Assessment

1. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

2. Climate Change Adaptation. A full assessment of climate change vulnerability was not completed as no decision is required in respect of this report.

3. Carbon Mitigation. A full assessment of carbon mitigation vulnerability was not completed as no decision is required in respect of this report.

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

An EIA is not required as no negative impacts are anticipated.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Management Committee
Date:	20 December 2024
Title:	Review of Asset Replacement Reserve Policy
Report From:	Director of Universal Services

Contact name: Jason Scott

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to present recommendations resulting from a routine and general review of Asset Replacement Reserve (ARR) policy.
2. Recommendations propose the adoption of a reasonable planning method to consider inflation in a specialised market where rates may differ from normative retail indices. They also propose reasonable assumptions against which the Reserve may need to perform in relation to disruptive challenges.

Recommendations

3. That the River Hamble Management Committee recommends that the River Hamble Harbour Board:
 - a) Agrees that the minimum holding level of the Reserve, currently forecast to fall in 2035, is reviewed annually and formally each April, taking into account a best assessment of likely inflationary pressures, to ensure that the principal of an adequate reserve level is sustained. This statement acknowledges that the current £100,000 figure is broadly correct, when adjusted for inflation;
 - b) Notes the general impact of compound inflation on the Reserve in a marine sector which may be higher than normative RPI figures;
 - c) Agrees that reasonable planning assumptions are adopted for scale and concurrency of 'force majeure' disruptive challenges and that these should sit at a minimum of £22,000 (2024 rates), that figure being catered for within the existing minimum holding policy.

Executive Summary

4. The Asset Replacement Reserve (ARR) is the Harbour Authority's capital reserve maintained by annual agreed contributions from revenue. It services higher value operational assets essential to sustaining the statutory functions, duties and obligations of the RHHA.
5. The level at which the ARR is maintained is important to the Duty Holder who requires assurance that the Harbour Authority will have sufficient long-term capital to remain compliant with requirements of the Port Marine Safety Code.
6. The Reserve is routinely subject to annually assessed changes in contributions from revenue. The Asset Review report in the April meeting is used to adjust the level of these to meet predicted requirements. Why those requirements are set is the subject of this review. There is no imminent concern over future levels at this stage; the intent here is a prudent review aimed at the continuous improvement of ARR policy to minimise risk.
7. A reasonable assessment is made of the compound impact of inflation and also the possibility of a 'disruptive challenge' on the finances of the ARR to ensure that the reserve is held at an adequate level.

Background

8. The Asset Replacement Reserve (ARR) is one of three Reserves maintained by the River Hamble Harbour Authority (RHHA). Its purpose is to sustain items of the RHHA's physical infrastructure, essential to the delivery of its duties, functions and obligations as the Harbour Authority. The condition of the ARR is reviewed routinely and formally at the April Board Meeting round. There is no current concern at its holding level. This is a general policy review.
9. ARR policy has been refined over time. From 2011 until three years ago, Board policy remained unchanged with £35,000 being set aside from revenue annually. There was no minimum holding policy. An assessment of assets' condition and the likely future cost of repair and replacement was made each year. Recognition of the need for continuous improvement, and volatility in manufacturing and material costs brought about by events such as Brexit, COVID and the Russian invasion of Ukraine led to a first policy review in 2022.
10. That review led to an increase in the annual revenue contribution to the ARR to £42,000 and the setting of a minimum holding at the Reserve's forecast lowest holding point in 2035 of £100,000 as a prudent step to guard against market volatility. To achieve this, the likelihood of further need for outline

increases in 2026 (to £46,000) and in 2030 (to £50,000) was advertised to take account of likely future inflationary pressures. These programmed increases are included in the current reserve forecasts. Interest is also earned on the balance of the Reserve although at levels which are dependent on variable Base Rates. Following pre-emptive investments in long-life patrol craft and an early bridge repair, the current minimum holding in 2035 is currently predicted to be £161,000.

11. This figure places the ARR in a strong position against current policy requirements. At face value, it obviates the requirement for increases (beyond those advertised) in the contribution from revenue and associated (albeit minor) increases in Harbour Dues. However, niche marine material and manufacturing inflation is routinely in excess of the retail price index. Separately, current service sector inflation is 5.7%. Consideration of what £161,000 might be worth in 2035 as well as the purchasing power of £100,000 (the current minimum holding policy) is important.
12. Assuming a steady 2% annual level of inflation, £161,000 today will be worth £131,500 in 2035. Adopting the higher current service sector inflation level of 5.7%, would make it worth £89,900. Inflation levels will not be so smooth but this does indicate how the value of £161,000 might reduce. How inflation levels will affect the purchasing power of the ARR over time is equally difficult to determine. However, the ability of the Board to make annual (if necessary) upward adjustments to cope with inflation already exists and increases in the level of our revenue contribution aim to cater for that. It is worth noting that the purchasing power of £100,000, our current minimum holding policy, if maintained, will be around £81,700 at today's rates with 2% inflation or £55,800 with 5.7% inflation.
13. As well as acting as a buffer against unpredictability in inflation, the minimum holding of the ARR should also be able to cater reasonably with accepted if unexpected 'disruptive challenges'. This follows practice set out in Cabinet Office contingency planning principles. These challenges should also inform our capital holding requirements.
14. For the Harbour Authority, a 'disruptive challenge' will be an event or circumstance that disrupts and damages operational capability within the River. Challenges can be the result of natural events such as the impact of weather or which may have occurred through human intervention or action. In the latter case, damage to harbour authority operational capability (patrol craft or jetty or pontoon facility) caused by third-party craft (large and or commercial) will generally be recoverable. The likelihood of this type of event occurring and not being witnessed is considered minimal, firstly, because there is no such event on record and, second, because the nature of the traffic capable of causing such damage means that it is authorised to operate in tightly controlled circumstances and during operational daylight hours only. Weather related damage to assets is considered possible, given the

Harbour's unique exposure (within the Solent) to the prevailing South-westerly airstream. Here, wind speeds of 70 knots have been recorded at the Harbour Office and some Harbour Authority facilities are, albeit rarely, exposed to these conditions. It is also recognised that surge tides within the River can cause a strong ebb which, when coincident with storm force winds, can lead to localised, rough and damaging 'wind-over-tide' sea states in the lower River. These 'acts of God' type scenarios are those the Harbour Authority must be prepared for.

15. With few exceptions, Harbour Authority facilities sit in the lower River where exposure to the strongest South-westerly weather conditions is most likely. Parts of the Warsash and the midstream facilities can be most exposed to the worst of our weather conditions and can therefore be most susceptible to damage. Both facilities are 'composite', being made up of multiple pontooned and piled supporting arrangements. The piles and pontoons are mutually supportive and designed to be resilient to the effects of the prevailing conditions. Additionally, developments in pontoon technology mean that stronger pontoon construction is becoming available. Harbour Authority investment in 'wave-breaking' pontoons at the most exposed Fishermens' Jetty has proved effective in mitigating risk. Not only are these pontoons stronger in terms of construction and much less susceptible to damage from wind-over-tide effects – the most likely cause of a disruptive challenge – but they also provide some useful shelter as a breakwater to the remainder of the Warsash facility upstream. This type of pontoon will be considered when future replacement is required. All this means that it is considered highly unlikely that each entire facility will fail 'wholesale'. Instead, a more reasonable assumption is that a single section or 2 sections of exposed pontoon may be subject to terminal damage. It is this assumption that the Board is asked to accept as the most reasonable eventuality against which an unplanned draw on the Asset Replacement Reserve may, in extremis, be reasonably required.
16. The acceptance of this type of damage as a reasonable worst-likely-case assumption will be an additional consideration of any need for adjustment in the minimum holding of the ARR. To date, no damage to Harbour Authority facilities has taken place which has required an unplanned draw on the Reserve. However, while the eventuality is an unlikely one, it is for the Board to be content that the risk is not only managed reasonably but also, that overly excessive amounts of capital are not set aside for events that have no reasonable chance of happening. The Board is always mindful of the impact of concomitant unnecessarily high contributions to the ARR on Harbour Dues paid by River Users.
17. For cost illustration purposes, the length of a standard RHHA pontoon is considered to be 11.5m. The cost of each linear metre of replacement pontoon is currently around £750. Each section of pontoon can therefore be nominally rated at around £8600 (ex VAT). Delivery, fitting and disposal of old pontoons mean that £10000 (ex VAT) is a reasonable figure currently for

each section's exchange. Replacement of two sections in the event of unforeseen damage might therefore be expected to cost around £20000. It is this figure which is proposed as being reasonable to have in mind when considering ARR holdings to meet a disruptive challenge.

Further Analysis

18. Serviced by contributions from Revenue, ARR holdings are, in addition to current and future budgetary pressures (additional employers' National Insurance Contributions, salary increases, increased pension contributions, for example), influences on the setting of Harbour Dues. Current contribution from Revenue is agreed each Spring and is, at the time of writing, set at £42,000. Approximate increases in the level of annual contribution to £46,000 in 2026 and to £50,000 in 2030 have been advertised. These increases are incorporated in our future budget for the Reserve. The impact on Harbour Dues in each respective year requiring an increase is low in comparison to the long-term benefit to the capital holding of the Reserve. Each £4,000 increase in the contribution requires approximately a relatively modest 0.8% increase in Harbour Dues.
19. The current forecast minimum holding of the ARR in 2035 is £161,000. While this figure exceeds the current policy by £61,000 at today's rates, the impact of inflation will reduce the real value by an unknown margin. While impossible to determine exactly how inflation might affect the holding, a reasonable attempt might be made. Current RPI figures (2024) are 2.7%. Were these to be applied in a compound manner, £161,000 would be worth around £116,000 of today's money in 2035. Accepting that inflation in a niche market might be higher, at 4%, £161,000 would be worth £100,000 and at 5%, £89,000.

Conclusions

20. Current Asset Replacement Reserve policy, namely to maintain a 'safety net' of around £100,000 at the minimum holding point, currently forecast to be in 2035, is broadly correct.
21. Inflation will reduce the value of £100,000 in 2035 and consideration should be given each year to raising that minimum amount to offset the impact of inflation.
22. Inflation in niche maritime markets can (and frequently does) exceed ONS RPI figures of 2.7% (2024). It will be important to strike a reasonable balance on inflationary planning so as not to overly contribute to capital reserves.

23. The Asset Replacement Reserve balance should be maintained with the need to cater for certain adopted 'disruptive challenges' in mind. Those challenges are not judged to be excessively large and will be catered for by maintaining the minimum (at current rates) Reserve balance of £100,000.

Recommendations

24. That the minimum holding of the Reserve, currently in 2035, is reviewed annually and formally each April, taking into account a best assessment of likely inflationary pressures, to ensure that the principal of an adequate reserve level is sustained. This statement acknowledges that the current £100,000 figure is broadly correct, when adjusted for inflation.
25. That the Board notes that niche inflation rates in the marine economy may vary from normative rates and that this may have a bearing on necessary levels of contribution.
26. That the Board notes that 'disruptive challenges' may be faced. These are, by definition unpredictable. However, the Board is asked to agree that a minimum policy holding for that purpose of £22,000 at 2024 rates be adopted, this figure being exceeded by the minimum holding figure of £100,000.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

An EIA is not required as no negative impacts are anticipated.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Management Committee
Date:	20 December 2024
Title:	Review of Fees and Charges
Report From:	Director of Universal Services

Contact name: Jason Scott

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to summarise a review of fees and charges applicable to the River Hamble. It does not cover Harbour Dues for privately owned leisure vessels, which have been reviewed separately and increased by 4%.

Recommendation

2. That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board approval of the fees and charges set out below and to advertise them on the River Hamble Harbour Authority's website.

Fees and Charges for Commercial Vessels and Personal Water Craft

3. It is proposed that Harbour Dues for commercial vessels should be adjusted as follows (previous fees in brackets where appropriate). In each case, relevant rationale is given. The principle of a 4% increase, similar to that applied to Harbour Dues, has in general been applied.
 - (i) The charge for a commercial vessel visiting Hamble Harbour: to increase to 17p (16p) plus VAT per Gross Registered Tonne (GRT) per visit.
 - (ii) In addition, the charge for commercial vessels visiting the Hamble Harbour and licensed to carry more than 12 passengers which either embark or disembark passengers on public jetties: 64p (62p) plus VAT per passenger.
 - (iii) A survey has shown that the daily launching fee for Personal Water Craft (PWC) or Jet Skis is now much lower than at other locations around the Solent. Our current fee of £10 is no longer in line with other offerings and

can be double our charge. An increase to £15 per launch is therefore recommended.

Fees for Harbour Works' Consents

4. In line with the policy adopted for Harbour Dues, it is proposed that there should be a 4% increase for charges for Harbour Works Consent. It is proposed that the charges in the following table will be implemented from 1 April 2025.

Size of project	Size increment	Proposed total charge for 2025/26
Up to and including 100 sq. metres	Nil	£473 + VAT (£455)
Over 100 sq. metres up to 500 sq. metres	Nil	£534 + VAT (£513)
Over 500 sq. metres up to 2,500 sq. metres	Nil	£709 + VAT (£682)
Over 2,500 sq. metres up to 10,000 sq. metres	Nil	£1325+ VAT (£1274)
Over 10,000 sq. metres	Nil	£1922 + VAT (£1848)
A reduced fee for applications which fall within the Harbour Master's delegated powers, and consents for maintenance work to structures etc.	Nil	£182 + VAT (£175)
Pre-application consultation fee. Attendance at the Streamlined Consents Meeting and one hour of pre-application consultation will be at no charge.	Nil	£59 per hour + VAT (for every hour or part thereof, after the first hour) (£57)
Routine maintenance dredge (per dredge campaign)	Nil	£182 + VAT (£175)
Capital dredge of up to 500m ³	Nil	£534 + VAT (£513)
Capital dredge of 501m ³ to 2,500m ³	Nil	£709 + VAT (£682)
Capital dredge of 2,501m ³ to 10,000m ³	Nil	£1325 + VAT (£1274)
Capital dredge over 10,001m ³	Nil	£1922 + VAT (£1848)

5. An additional charge of £59 + VAT is made for each Notice to River Users required in connection with each project.

6. It is further recommended that the Harbour Board adopts the following rates for discretionary services provided by the Harbour Authority for 2025/26:

Service	Rate
Emergency towing to nearest point of safety	Free of charge
Other towing/movement of boats within the Harbour Authority limits (at owners' request)	£97.00 per tow + VAT. (£93) An additional hourly rate will apply for operations which take more than one hour.
Use of maintenance piles	£30 (inc VAT) per 24 hours or part thereof. (£29). Vessels displaying a valid annual Harbour Dues sticker are entitled to the first 24 hours free of charge.
Specific visits to check on boats for security/damage (at owners request)	£59 per hour + VAT. (£57) Minimum charge £30 + VAT
Replacing broken or missing fenders or warps (at owner's request)	£59 per hour + VAT. (57) Minimum charge £30 + VAT, plus 120% of cost of materials used.
Pumping out (to prevent further damage)	£59 per hour + VAT. (£57) Minimum charge £30 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£59 per hour + VAT. (£57) Minimum charge £30 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£59 per hour + VAT. (£57) Minimum charge £30 + VAT

Climate Change Impact Assessment

7. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
8. **Climate Change Adaptation.** Climate change considerations have been applied. There are no climate change applications in considering this decision.

9. **Carbon Mitigation.** Carbon mitigation considerations are not applicable in making decisions in respect of charges made for services already provided.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
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Document

Location

None

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- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

An EIA is not required as no negative impacts are anticipated.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	River Hamble Harbour Management Committee
Date:	20 December 2024
Title:	River Hamble 2024/25 Forecast Outturn and 2025/26 Forward Budget
Report From:	The Director of Corporate Operations and Director of Universal Services

Contact names: Jenny Wadham
Jason Scott

Email: Jennifer.Wadham@hants.gov.uk
Jason.Scott@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to present the 2024/25 outturn forecast as at the end of September 2024 and the proposed 2025/26 forward budget to the River Hamble Harbour Management Committee for scrutiny and comment.

Recommendations

2. That the projected outturn for the 2024/25 financial year is noted.
3. That the proposed forward budget is supported by the River Hamble Harbour Management Committee and submitted to the River Hamble Harbour Board for approval.
4. That the requirement to use the Revenue Reserve (RR) to ensure the full annual transfer to the Asset Replacement Reserve (ARR) can be made in both the current and forward year is noted.
5. That the balances held within the reserves and the position on the reserve balances are noted.

Executive Summary

6. For the 2024/25 financial year, the River Hamble is projected to achieve a surplus of £25,000 on revenue funded expenditure, compared to a budgeted surplus of £38,000. To allow for the £42,000 annual transfer to the ARR a transfer of £17,000 from the RR will be required.
7. In 2025/26 the proposed budgeted surplus on revenue funded expenditure is £30,000, requiring a transfer of £12,000 from the RR to meet the full £42,000 annual transfer to the ARR.
8. With the transfers above, the RR is expected to reduce to a balance of £21,770 by March 2026, well below the maximum balance permitted by the reserves policy of no more than 10% of the gross revenue budget. The ARR is expected to increase to £307,141 and the Asset Enhancement Reserve (AER) to £88,347 by March 2026.
9. At the time of writing this report the full impact of the recently announced increase to employer national insurance contributions from 2025/26 has not yet been finalised and therefore any impact is not reflected in the proposed forward budget.
10. The 2024/25 outturn forecast and the proposed 2025/26 forward budget are set out in Appendices 1 and 2, with the current and projected reserves balances shown in Appendix 3.
11. The forward budget includes a 4% increase to harbour dues, as approved by the River Hamble Harbour Board on 5 July 2024.

2024/25 Forecast Outturn

12. The outturn forecast for 2024/25 as at the end of September 2024 is detailed in Appendix 1. It is projected that a surplus on standard revenue activity of £25,000 will be achieved. This is £13,000 lower than the budgeted surplus of £38,000 and the projected surplus reported to the Committee in June.
13. The agreed £42,000 annual contribution to the Asset Replacement Reserve (ARR) is expected to be met from the surplus on revenue funded expenditure supplemented by a £17,000 transfer from the Revenue Reserve (RR).
14. Total gross expenditure is projected at £721,000, £17,000 higher than the budgeted £704,000.

15. Staffing costs are projected to be £20,000 higher than budgeted, with £14,000 relating to costs associated with a long-term vacant part-time post, which was having to be covered through the use of agency staff due to difficulties in recruiting to this part-time position. The post has now been filled, but only by recruiting on a full-time basis.
16. Forecast costs relating to the 2024/25 pay award (which has been agreed at £1,290 per FTE or 2.5% for grades H and above) are slightly higher than the budget provision of 3%. Other pressures relate to seasonal staff costs being slightly higher than expected, an increase in the cost of employers pension contributions following an increase in the number of employees now signed up to the pension scheme, and the cost of pay enhancement for weekend and bank holiday working being higher than budgeted.
17. Transport related costs are expected to be £5,000 higher than budgeted, due to one off costs associated with the new vessels including lifts out for scrubbing, servicing and battery replacements, however lower costs are expected for future years. A saving on fuel costs is expected with the new vessels proving to be more fuel efficient.
18. A saving of £7,000 is expected against the public jetties & navigational safety budget due to a bathymetric survey no longer planned this year, and a saving of £3,000 is expected against the central department charges budget with the forecast for Democratic Service being reduced to reflect previous year's costs.
19. Total income is projected at £746,000, £4,000 higher than the budgeted £742,000.
20. Harbour dues are expected to be £7,000 higher than budgeted, due to the approved increase for 2024 being 4% and the budget being based on a 3% increase.
21. Visitor income is forecast to be slightly lower than budgeted and reflective of demand being impacted by uncontrollable factors such as poor weather, customer behaviours, and the economy.
22. Total interest of £22,000 is expected, based on the average Bank of England interest rate for the year of 5% at the end of September.
23. ARR related costs are currently £7,603, consisting of works on the Fishermen's Jetty, replacement of sewage pump out motors, and Jason's cradles for the patrol vessels.

2025/26 Forward Budget

24. The proposed 2025/26 forward budget is detailed in Appendix 2 and provides for a surplus of £30,000 on general revenue activities. Therefore, a transfer of £12,000 from the RR will be required to allow for the full £42,000 annual transfer to the ARR.
25. The proposed gross expenditure budget has been set at £748,000, an increase of £44,000 compared with the revised 2024/25 budget, and an increase of £27,000 on the 2024/25 outturn forecast. There has been no inflationary increase to the expenditure budgets, except where specifically referenced below, with every effort being made to mitigate ongoing cost pressures through efficiencies.
26. The salaries forward budget has been increased by £45,000, and includes:
- an increase to bring the 2024/25 pay award budgeted provision in line with the agreed 2024/25 pay award.
 - a provision for the impact of pay inflation of 3% for 2025/26.
 - step progression within salary grades, where applicable.
 - an increase to the pension contributions budget to reflect a higher number of employees being signed up to the pension scheme.
 - an increase of 0.51 FTEs against the budgeted staffing establishment.
 - an increase for weekend enhancement and bank holiday working to meet current requirements.
 - uplift of the seasonal staffing budget to meet current requirements.

The budget for past pension contributions remains at nil (previously costed at £25,000 per annum), as the last actuarial triennial pension valuation confirmed the annual contribution will not need to be reinstated. The next valuation is planned for 2025.

The recent government autumn budget statement included the following changes to employer national insurance contributions (NIC) from April 2025 as set out below:

- an increase of 1.2% to the employer rate.
- cut the secondary threshold to £5,000.

These changes will result in increased staffing costs however, at the time of writing this report the exact impact has not been finalised and is therefore not reflected in the forward budget.

27. Other smaller proposed budget changes include the following increases: -

- the budget for office expenses credit card charges has been increased by £2,000 to reflect actual credit card charges relating to income received over the last two years.
- the budget for environmental maintenance, predominantly relating to slipway clearances, has been increased by £1,000 to bring it in line with recent trends.

28. And the following reductions: -

- the premises repair and maintenance budget has been reduced by £1,000 to bring it in line with expected expenditure levels based on recent trends.
- the budget for fuel costs has been reduced by £1,000 to reflect the new patrol vessels being more fuel efficient.
- the central department charges budget has been reduced by £2,000 following a reduction to the democratic services budget to bring it in line with expected expenditure levels based on recent trends.

29. The income budget for 2025/26 has been set at £778,000, an increase of £36,000 compared with the revised 2024/25 budget, and an increase of £32,000 on the 2024/25 outturn forecast.

30. The budget for Harbour Dues has been set at £607,000, an increase of £21,000 on the 2024/25 forecast, reflecting the approved 4% increase to Harbour Dues for 2025 and the same % increase forecast for 2026.

31. The budget for Crown Estate funding has been increased by £13,000 to £84,000, with the current management agreement contract due to end in April 2025, a one-year extension is expected at a higher value.

32. The overall Visitor Income budget remains the same but within that there have been changes to reflect current expected activity and demand, with a £2,000 increase to the Mid Stream Visitors Pontoon budget and a £2,000 decrease to the Commercial and Pleasure Craft budget.

33. The budget for interest receivable has been reduced from £9,000 to £4,000 to reflect the Bank of England forecast base rate reduction to 3% at March 2026.

Reserves

34. A detailed breakdown of reserves is shown in Appendix 3.

35. The Harbour Board approved a reserves policy on 18th May 2007 which provided for the following three reserves:
- Asset Enhancement Reserve (AER) - £320,000 for a programme of future opportunities.
 - Asset Replacement Reserve (ARR) - to replace all Harbour Authority Assets and provide maintenance dredges over a 25 year cycle. Originally an annual contribution from revenue was set at £43,000, later reduced to £35,000. On 1 April 2022 the Harbour Board introduced a minimum balance policy of £100,000 and agreed to increase the annual contribution to £42,000, with future increases linked to the Asset Replacement register reporting agreed in principle.
 - Revenue Reserve (RR) - to hold annual surpluses totalling no more than 10% of the gross revenue budget. Any excess to be transferred to the AER, returned to mooring holders or to fund one off revenue budget pressures as approved by the Board.
36. It is currently forecast that a total draw of £17,000 will be required from the RR to make the full £42,000 contribution to the ARR in 2024/25, reducing the balance in the RR to £33,770, below the maximum allowed under the reserves policy of £70,400.
37. The budgeted revenue surplus in 2025/26 is £30,000, which will require a draw of £12,000 from the RR to enable the annual £42,000 transfer to be made to the ARR. The RR balance at 31 March 2026 is therefore expected to reduce further to £21,770.
38. As at 31 March 2024, a total of £343,861 was held in reserves, the majority of which relates to the ARR, with this balance regularly reviewed to ensure that it is maintained at an appropriate level, available to replace the assets of the Harbour Authority as required.
39. The balance in the ARR is expected to increase to £257,141 by 31 March 2025, with the £42,000 annual contribution and £11,000 anticipated interest receivable, partly offset by the £7,603 expenditure outlined earlier in this report.
40. There is currently no planned spend from the ARR in 2025/26. Therefore, with the £42,000 annual contribution and £8,000 estimated interest receivable, the balance in the ARR is expected to increase to £307,141 by 31 March 2026.
41. The balance in the AER is expected to increase to £85,347 by 31 March 2025 following £4,000 estimated interest receivable.

42. There is no planned spend from the AER in 2025/26. Therefore, with £3,000 interest receivable, the balance in the AER is expected to increase to £88,347 by 31 March 2026.

Impact Assessment

43. This report is in accordance with the budget strategy and the County Council's financial management policy. This policy applies equally to all services and ensures consistent financial management decisions across all services. The proposals outlined in this report are not considered discriminatory.

Consultation and Equalities

44. Consultation and equality impact assessments will be undertaken by the Harbour Authority as appropriate for decisions but are not included within this finance report.

Climate Change Impact Assessment

45. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

46. **Climate Change Adaptation and Mitigation.**

The carbon mitigation tool and climate change adaptation tools were not applicable on this occasion because the decision relates to a programme that is strategic/administrative in nature.

Conclusions

47. Due to largely inflationary pressures (particularly on staffing), despite best efforts to offset these increases through savings and efficiencies, the financial position trend has now firmly shifted away from annual contributions to the RR to annual draws. As a result, the balance in the RR is projected to reduce to £21,770 by 31 March 2026 – a 57% reduction on the £50,770 opening balance at the start of the current financial year. Additionally the high rates of interest paid on the reserve balances in recent years, have started to decline.

48. However, due to the tight financial management of the Harbour Authority, early foresight of the position combined with the balance in the revenue reserve allows time for the financial pressures to be addressed in a sensible, considered way e.g. the additional 1% increase added to the Harbour Dues for 2025 recently agreed by the Board.
49. None-the-less, the forecast financial position has worsened since the previous financial report, and therefore this will need to be factored into any decisions relating to future years' Harbours Dues in the Autumn, to ensure that the RR maintains a reasonable balance, providing a financial safety net for any unforeseen, exceptional pressures.
50. Aside from the above highlighted issues, the financial position of the River Hamble Harbour Authority is considered to be healthy and well managed and there are no significant concerns or issues to bring to the Committee's attention.

REQUIRED CORPORATE AND LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> None	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u> None	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic.
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it.
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

Equalities Impact Assessment:

1.2. This report is in accordance with the budget strategy and the County Council's financial management policy. This policy applies equally to all services and ensures consistent financial management decisions across all services. The proposals outlined in this report are not considered discriminatory.

2. Impact on Crime and Disorder:

2.1. This report does not deal with any issues relating to crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Given this is an administrative report that deals with the reporting of the financial position there are no climate change impacts specifically associated with this paper. However the climate change assessment tool will be used by the Harbour Authority as appropriate and impact will be detailed in the Harbour Master's environmental report and other reports as relevant.

Appendix 1 – 2024/25 Forecast Outturn as at Period 6 (end of September)

	2024/25 Original Budget	2024/25 Forecast Outturn as at Sept	2024/25 Variance to Budget
	£'000	£'000	£'000
EXPENDITURE			
Staff Related			
Salaries	537	557	20
Training	1	1	-
Professional Subscriptions	2	2	-
Sub-Total Staff Related	540	560	20
Premises			
Rent / Rates	38	38	-
Electricity	3	3	-
Gas	1	1	-
Water / Sewerage	1	1	-
Repair & Maintenance	3	3	-
Sub-Total Premises	46	46	-
Transport			
Repair, Maintenance and Boat Refurbishment	4	9	5
Vehicle Running Expenses (Fuel)	5	4	(1)
Tools (including Chandlery)	2	3	1
Insurance	2	2	-
Sub-Total Transport	13	18	5
Supplies & Services			
Office Expenses	42	43	1
Environmental Maintenance	2	3	1
Public Jetties & Navigational Safety	8	1	(7)
Central Department Charges	41	38	(3)
Designated Person	7	7	-
Oil Spill Response	5	5	-
Sub-Total Supplies & Services	105	97	(8)
GROSS EXPENDITURE	704	721	17

Appendix 1 – 2024/25 Forecast Outturn as at Period 6 (end of September)

	2024/25 Original Budget	2024/25 Forecast Outturn as at Sept	2024/25 Variance to Budget
	£'000	£'000	£'000
INCOME			
Harbour Dues	(579)	(586)	(7)
Crown Estate Funding	(71)	(71)	-
Visitor Income	(74)	(73)	1
Miscellaneous Income	(7)	(7)	-
Towing Charges	(2)	(2)	-
Interest	(9)	(7)	2
GROSS INCOME	(742)	(746)	(4)
NET REVENUE FUNDED EXPENDITURE	(38)	(25)	13
INCOME / EXPENDITURE ON RESERVES			
Asset Enhancement	-	-	-
Asset Replacement - Projects	-	8	8
Asset Replacement - Additions	-	-	-
Asset Replacement - Disposals	-	-	-
Revenue Reserve	-	-	-
Expenditure from Reserves	-	8	8
Interest on Reserves			
Asset Enhancement Interest	(5)	(4)	1
Asset Replacement Interest	(13)	(11)	2
Income on Reserves	(18)	(15)	3
NET RESERVES FUNDED EXPENDITURE	(18)	(7)	11
TOTAL NET EXPENDITURE	(56)	(32)	24

Appendix 1 – 2024/25 Forecast Outturn as at Period 6 (end of September)

	2024/25 Original Budget	2024/25 Forecast Outturn as at Sept	2024/25 Variance to Budget
	£'000	£'000	£'000
RESERVES			
Contribution to Asset Replacement Reserves	42	42	-
Transfer To / (From) Revenue Reserves	(4)	(17)	(13)
Transfer To / (From) Asset Enhancement Reserves	-	-	-
	38	25	(13)
Transfer Interest to Reserves	18	15	(3)
Transfers from Reserves	-	(8)	(8)
	18	7	(11)
TOTAL TRANSFERS TO / (FROM) RESERVES	56	32	(24)

Appendix 1b – Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges

	2024/25 Original Budget	2024/25 Forecast Outturn as at Sept	2024/25 Variance to Budget
	£'000	£'000	£'000
Harbour Dues Income			
Marinas and Boatyards	(471)	(476)	(5)
River Moorings	(108)	(110)	(2)
Total Harbour Dues Income	(579)	(586)	(7)
Visitor Income			
Mid Stream Visitors Pontoon	(30)	(35)	(5)
Warsash Jetty	(23)	(24)	(1)
Hamble Jetty	(5)	(4)	1
Commercial and Pleasure Craft Income	(16)	(10)	6
Total Visitor Income	(74)	(73)	1
Office Expenses			
Equipment	1	1	-
First Aid Supplies / Health & Safety	1	-	(1)
Printing & Stationery	2	2	-
Catering / General	1	1	-
Protective Clothing and Safety Equipment	3	3	-
IT Charges	8	8	-
Subscriptions	2	2	-
Promotional Events / Publicity /Publications	3	3	-
Credit Card Charges (re Income Collection)	21	23	2
Total Office Expenses	42	43	1
Central Department Charges			
Operational Finance	22	22	-
Integrated Business Centre / Audit / Tax Team Finance	6	6	-
Democratic Services (Including Venue Hire)	9	6	(3)
Legal Services	3	3	-
Solent Forum Contribution	1	1	-
Total Central Department Charges	41	38	(3)

Appendix 2 – 2025/26 Forward Budget

	2024/25 Forecast Outturn £'000	2024/25 Original Budget £'000	Adjust' ments £'000	2025/26 Forward Budget £'000
EXPENDITURE				
Staff Related				
Salaries	557	537	45	582
Training	1	1	-	1
Professional Subscriptions	2	2	-	2
Sub-Total Staff Related	560	540	45	585
Premises				
Rent / Rates	38	38	-	38
Electricity	3	3	-	3
Gas	1	1	-	1
Water / Sewerage	1	1	-	1
Repair & Maintenance	3	3	(1)	2
Sub-Total Premises	46	46	(1)	45
Transport				
Repair, Maintenance and Boat Refurbishment	9	4	-	4
Vehicle Running Expenses (Fuel)	4	5	(1)	4
Tools (including Chandlery)	3	2	-	2
Insurance	2	2	-	2
Sub-Total Transport	18	13	(1)	12
Supplies & Services				
Office Expenses	43	42	2	44
Environmental Maintenance	3	2	1	3
Public Jetties & Navigational Safety	1	8	-	8
Central Department Charges	38	41	(2)	39
Designated Person	7	7	-	7
Oil Spill Response	5	5	-	5
Sub-Total Supplies & Services	97	105	1	106
GROSS EXPENDITURE	721	704	44	748

Appendix 2 – 2025/26 Forward Budget

	2024/25 Forecast Outturn £'000	2024/25 Original Budget £'000	Adjust' ments £'000	2025/26 Forward Budget £'000
INCOME				
Harbour Dues	(586)	(579)	(28)	(607)
Crown Estate Funding	(71)	(71)	(13)	(84)
Visitor Income	(73)	(74)	-	(74)
Miscellaneous Income	(7)	(7)	-	(7)
Towing Charges	(2)	(2)	-	(2)
Interest	(7)	(9)	5	(4)
GROSS INCOME	(746)	(742)	(36)	(778)
NET REVENUE FUNDED EXPENDITURE	(25)	(38)	8	(30)
INCOME / EXPENDITURE ON RESERVES				
Asset Enhancement	-	-	-	-
Asset Replacement	8	-	-	-
Revenue Reserve	-	-	-	-
Expenditure from Reserves	8	-	-	-
Interest on Reserves				
Asset Enhancement Interest	(4)	(5)	2	(3)
Asset Replacement Interest	(11)	(13)	5	(8)
Income on Reserves	(15)	(18)	7	(11)
NET RESERVES FUNDED EXPENDITURE	(7)	(18)	7	(11)
TOTAL NET EXPENDITURE	(32)	(56)	15	(41)

Appendix 2 – 2025/26 Forward Budget

	2024/25 Forecast Outturn £'000	2024/25 Original Budget £'000	Adjust' ments £'000	2025/26 Forward Budget £'000
RESERVES				
Contribution to Asset Replacement Reserves	42	42	-	42
Transfer To / (From) Revenue Reserves	(17)	(4)	(8)	(12)
Transfer To / (From) Asset Enhancement Reserves	-	-	-	-
	25	38	(8)	30
Transfer Interest to Reserves	15	18	(7)	11
Transfers from Reserves	(8)	-	-	-
	7	18	(7)	11
TOTAL TRANSFERS TO / (FROM) RESERVES	32	56	(15)	41

Appendix 2a – Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges

	2024/25 Forecast Outturn	2024/25 Original Budget	Adjust' ments	2025/26 Forward Budget
	£'000	£'000	£'000	£'000
Harbour Dues Income				
Marinas and Boatyards	(476)	(471)	(22)	(493)
River Moorings	(110)	(108)	(6)	(114)
Total Harbour Dues Income	(586)	(579)	(28)	(607)
Visitor Income				
Mid Stream Visitors Pontoon	(35)	(30)	(2)	(32)
Warsash Jetty	(24)	(23)	-	(23)
Hamble Jetty	(4)	(5)	-	(5)
Commercial and Pleasure Craft Income	(10)	(16)	2	(14)
Total Visitor Income	(73)	(74)	-	(74)
Office Expenses				
Equipment	1	1	-	1
First Aid Supplies / Health & Safety	-	1	-	1
Printing & Stationery	2	2	-	2
Catering / General	1	1	-	1
Protective Clothing and Safety Equipment	3	3	-	3
IT Charges	8	8	-	8
Subscriptions	2	2	-	2
Promotional Events / Publicity /Publications	3	3	-	3
Credit Card Charges (re Income Collection)	23	21	2	23
Total Office Expenses	43	42	2	44
Central Department Charges				
Operational Finance	22	22	-	22
Integrated Business Centre / Audit / Tax Team Finance	6	6	-	6
Democratic Services (Including Venue Hire)	6	9	(2)	7
Legal Services	3	3	-	3
Solent Forum Contribution	1	1	-	1
Total Central Department Charges	38	41	(2)	39

Appendix 3 – Reserves

	Revenue Reserve	Asset Enhancement Reserve	Asset Replacement Reserve	Total
	£	£	£	£
Balance as at 31 March 2024	50,770	81,347	211,744	343,861
Transfer to ARR from Revenue	(42,000)	0	42,000	0
Asset Replacement - Fishermen's Jetty pontoon float repair / replacement	0	0	(1,383)	(1,383)
Asset Replacement - Sewage pump out motor replacements	0	0	(420)	(420)
Asset Replacement – Jason’s cradles for patrol vessels	0	0	(5,800)	(5,800)
Annual Interest Receivable	0	4,000	11,000	15,000
Net Surplus for the year	25,000	0	0	25,000
Balance at 31 March 2025	33,770	85,347	257,141	376,258
Transfer to ARR from Revenue	(42,000)	0	42,000	0
Annual Interest Receivable	0	3,000	8,000	11,000
Net Surplus for the year	30,000	0	0	30,000
Balance at 31 March 2026	21,770	88,347	307,141	417,258

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Management Committee
Date:	20 December 2024
Title:	Forward Plan for Future Meetings
Report From:	Director of Universal Services

Contact name: Jason Scott

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out the key issues which it is anticipated will appear on the River Hamble Harbour Management Committee and Harbour Board agendas in the forthcoming months. The Forward Plan is attached at Appendix 1.

Recommendation

2. That the report be noted.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

An EIA is not required as no negative impacts are anticipated.

Management Committee Date	Agenda Item	Harbour Board Date
20 December 2024	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues (to include routine Review of Vision and Strategic Plan) • Environmental Update • Harbour Works Consent (if applicable) • Review of Asset Replacement Reserve Polic • Review of Fees and Charges • 2025/26 Forward Budget • Forward Plan for Future Meetings 	10 January 2025
21 February 2025	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Asset Register Review • River Hamble 2024/25 Forecast Outturn and 2025/26 Forward Budget • Forward Plan for Future Meetings 	14 March 2025
13 June 2025	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • River Hamble Final Accounts 2023/24 • Review of Harbour Dues • Forward Plan for Future Meetings • Annual Familiarisation Boat Trip 	4 July 2025
19 September 2025	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Review of Business Plan • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings 	3 October 2025