

NOTICE OF MEETING

Meeting	River Hamble Harbour Management Committee
Date and Time	Thursday, 24th June, 2021 at 10.00 am
Place	Remote Meeting
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
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. The meeting may also be recorded and broadcast by the press and members of the public – 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 THE PREVIOUS MEETING HELD ON 5 MARCH 2021 (Pages 5 - 10)

To confirm the Minutes of the previous meeting held on 5 March 2021

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 (Pages 11 - 32)

To consider a report of the Director of Culture, Communities and Business Services summarising incidents and events in the Harbour and covering issues currently under consideration by the Marine Director.

7. ENVIRONMENTAL UPDATE (Pages 33 - 36)

To consider a report of the Director of Culture, Communities and Business Services summarising recent environmental management of the Harbour

8. RENEWAL OF EXPIRING HARBOUR WORKS CONSENT - REPLACEMENT OF RIVER WALL AT SWANWICK SHORE ROAD CAR PARK' (Pages 37 - 42)

To consider a renewal request for an application previously granted conditional Harbour Works Consent (HWC) but which has not been built within the 3 year timeframe conditioned as part of that Consent.

9. RIVER HAMBLE FINAL ACCOUNTS 2020/21 (Pages 43 - 78)

To consider a report of the Directors of Corporate Resources – Corporate Services and Culture, Communities and Business Services presenting the final accounts for the financial year 2020/21.

10. REVIEW OF HARBOUR DUES (Pages 79 - 82)

To consider a report of the Director of Culture, Communities and Business Services in respect of the rate of Harbour Dues for 2021/22

11. FORWARD PLAN FOR FUTURE MEETINGS (Pages 83 - 86)

To consider a report of the Director of Culture, Communities and Business Services anticipating future business items for the Committee and Harbour Board.

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 as an online meeting on Friday, 5th
March, 2021

Chairman:

* Councillor Seán Woodward

* Councillor Roger Huxstep
Councillor Fred Birkett
* Councillor Mark Cooper
* Councillor Rod Cooper
Councillor Tonia Craig
Councillor Pal Hayre
* Councillor Rupert Kyrle

* Councillor Stephen Philpott
* Councillor Lance Quantrill
Councillor Andrew Gibson
Councillor Dominic Hiscock
Councillor Gary Hughes
Councillor Bruce Tennent

*Present

Co-opted members

* Rupert Boissier, River Hamble Boatyard and Marina Operators Association
* Trevor Bryant, Association of Hamble River Yacht Clubs
* Councillor Trevor Cartwright MBE, Fareham Borough Council
* Councillor Frank Pearson, Winchester City Council
Councillor Jane Rich, Eastleigh Borough Council
* John Selby, Royal Yachting Association
* Nicola Walsh, British Marine

*Present

130. APOLOGIES FOR ABSENCE

No apologies were received.

131. 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.

Councillor Rod Cooper declared an interest as a mooring holder and as a member of the RAF Yacht Club; Councillor Cartwright declared interests as a member of the Royal Yachting Association; Mr John Selby declared interests as

a trustee of Warsash Sailing Club; a committee member of the Royal Yachting Association, of the River Hamble Combined Clubs and of the River Hamble Mooring Holders Association.

132. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 4 December 2020 were agreed as a correct record.

133. DEPUTATIONS

There were no deputations

134. CHAIRMAN'S ANNOUNCEMENTS

The Chairman held a few moments silence on behalf of former Chairman of the River Hamble Harbour Board Councillor Keith Evans, who had sadly recently passed away.

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

The Committee considered the report of the Director of Culture, Communities and Business Services regarding incidents and events in the Harbour.

The Committee was updated on the status of the M27 drainage into the Hamble and were told that Highways England no longer had the funding for the project. The Committee was told that in reply to letters sent to 3 local MP's the Director was informed that the matter would resolve, though Director did not express confidence in this reply.

The Director informed the Committee of incidences of anti-social behaviour including trespassing and swimmers putting themselves at risk.

RESOLVED:

That the River Hamble Harbour Management Committee notes the content of the report.

136. ENVIRONMENTAL UPDATE

The Committee considered the report of the Director of Culture, Communities and Business Services with an update on environmental matters.

The Committee were informed that consents for the seawall repair had been obtained. Members were also informed that the oyster restoration project was ongoing.

RESOLVED:

That the River Hamble Harbour Management Committee supports the contents of this report to the Harbour Board and agrees to support the approval of arrangements for extending time limits on Harbour Works' Consent in exceptional circumstances.

137. **HARBOUR WORKS CONSENT APPLICATION FOR ADDITIONAL BERTHING AT UNIVERSAL MARINA**

It was confirmed that Natural England were satisfied with the proposed plan.

Regarding navigational safety, the Director affirmed his view that new berthing would make navigation safer. It was noted that concerns existed regarding if sufficient channels would exist to be safe for pilots, and Director affirmed that the 3 channels under the new plan were sufficient.

The Director recommended that on an environmental and navigational basis the approval should be recommended to the Harbour Board.

During questions, a member affirmed their view that plan should be withdrawn due to loss of mooring holders and would cause increased waiting time for certain categories of vessels as replacement mooring would have to be found. This member worried that this would potentially price people out of boating due to increased costs. This view was supported by several other members. The Director noted that the Crown Estate which owns the 42 berths was not going to hand over the berths for the development and has formally disagreed with the development.

The Chairman noted that this matter of the berths would be a matter for Local Authorities and for the Crown Estate and was not under the jurisdiction of the Harbour Authority. The Chairman re-emphasised the Committee's jurisdiction and warned of potential judicial review if the Committee voted based upon views of Crown Estate and not upon a navigational and environmental basis.

Another member noted a requirement for 10% net gain for biodiversity on any new development. An officer replied that this requirement was not yet in law as it was proposed legislation.

The recommendations were put to a vote. One member abstained from the vote. All other members voted for the recommendations contained within the report.

RESOLVED:

That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board to approve Harbour Works Consent for the proposal set out in Section 4 of his report and subject to the following conditions:

- a. The proposal is to be built in accordance with the details, plans and method set out in paragraph 4.
- b. The development is constructed in accordance with the guidance given in the industry Code of Practice for the design of marinas.

- c. Vibro-piling should be used as a standard rather than percussive piling. In the event that it is necessary to use percussive piling, soft-start procedures must be employed over a period of at least 20 minutes. Should piling cease for a period of greater than 10 minutes then the soft start procedure must be repeated.
- d. Percussive piling should only be permitted between 16 March and 29 November in any given year.
- e. The development must be completed within 3 years from the date of the approval granted by the Harbour Board.

138. **RIVER HAMBLE ASSET REGISTER**

The Committee considered the report of the Director of Culture, Communities and Business Services with an overview of the asset register

The Director noted that this report would be important in deciding future Harbour fares and dues and noted the commitment to having a healthy fund to meeting needs and upkeep.

The Director noted that assets were healthy and would not require wholesale replacement all at once and noted that in-house upkeep was ongoing and was helping team keep abreast of state of assets.

The Director expressed confidence that assets would be healthy for next 10-15 years.

A member expressed view that asset replacement reserve should be raised from the current £35,000. The Director replied that current rate had worked well for last 10 years and had been set due to need to lower harbour fees.

Another member expressed regarding raising reserve amount that perhaps a compromise amount should be reached by tying it to inflation, so it would not have to be suddenly increased a significant amount in later years. The Director reaffirmed the need to reassess soon once markets have resettled. The Chairman noted that regarding tying it to inflation an issue existed regarding which inflationary figure would be used.

A concern was raised regarding the current 4 year replacement cycle on engines for motorboats and why it was only 4 years. The Director replied that many modern engines had relatively short lifespans even when high quality, however the towing service they provided more than covered the cost of replacement. The Director expressed view that by setting replacement cycle at 4 years a balance between engine reliability and cost had been reached.

A member noted possibility for leasing engines as opposed to outright buying them. The Director replied that this was not practical, due to limited leasing market and due to heavy nature of work engines were involved in. The Committee noted that due to get money on engines back at end of cycle, the overall difference cost wise is very small.

RESOLVED:

That the River Hamble Harbour Management Committee recommend to the Board that this report be taken into account alongside the annual statutory accounts in setting Harbour Dues for 2021/22 at the June Board meeting.

139. **ANNUAL REVIEW OF BUSINESS PLAN**

The Committee considered the report of the Director of Culture, Communities and Business Services with the business plan for annual review.

RESOLVED:

The Business Plan was reviewed and agreed to without any revisions by the River Hamble Management Committee and is now sent on for consideration by the River Hamble Harbour Board.

140. **FORWARD PLAN FOR FUTURE MEETINGS**

The Committee considered the report of the Director of Culture, Communities and Business Services with regard to the future business items for the Committee and Harbour Board agendas.

It was noted by an officer that the meeting of the River Hamble Harbour Board that is noted on paper as taking place in April has in fact been moved to 19th of March.

RESOLVED:

That the River Hamble Harbour Management Committee notes the report.

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	24 June 2021
Title:	Marine Director and Harbour Master's Report and Current Issues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

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 that the River Hamble Harbour Management Committee supports the contents of this report to the Harbour Board.

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 2230 daily. Mooring and pontoon checks have been conducted daily throughout the period.

Issues

6. **6 Monthly Audit by the Designated Person of the Marine Safety Management System** – The MSMS was audited by the RHHA Designated Person on 18 May. As part of our drive for continuous improvement, a number of new initiatives will be pursued to ensure that River Users are informed better of trends in the River and also, in so doing, reminded of the Bye Laws. The Designated Person has affirmed continued compliance with the Port Marine Safety Code.
7. **Annual Trinity House Audit** – An officer of Trinity House conducted an annual light inspection on 22 March to confirm compliance with the River Hamble Harbour Authority's status as a Local Lighthouse Authority. Records had previously been inspected on 28 October. All Aids to Navigation were found to be in good order. Two light lenses on third-party Aids to Navigation have faded and show whiter characteristics than specified. They are in the course of replacement.
8. **Anti-Social Behaviour** – Joint preparations have been taking place with Hedge End Police, the Marine Police Unit, Eastleigh Borough Council and Hamble Parish Council to support the Police in their duty to protect the public from anti-social behaviour. Hedge End Police have made arrangements to provide an enhanced presence at Hamble Quay through the working day. The Harbour Office has assisted in the maintenance of continuity by the provision of planning which takes account of high tides and favourable weather to assist the Police in optimising effective deployment. Several legal instruments to counter anti-social behaviour are at Police disposal, including Section 5 of the Public Order Act and Section 35 dispersal orders. Other criminal behaviour such as violence, criminal damage, the use of narcotics and under-age drinking are addressed by other legislation. The Harbour Authority will continue to support the joint campaign in a manner similar to that in previous years. The locking of the jetty was discussed again but, for reasons of wider safety, this remains impracticable. Two fatalities this year, caused by heart attacks (the most recent in May) have demonstrated clearly the need not to introduce obstacles of any sort to First Responders. Secondly, locking the gate would not be effective as those so minded can easily access the jetty by swimming the 15 yards to the pontoon. An analogy might be the farmer who, wishing to prevent access to his field, fits a locked gate, forgetting that the hedge either side is missing. Specific signage advising against swimming and jumping from the jetty is in place. The importance of such signage was identified crucially in a recent Marine Accident Investigation Branch report into a collision between a ferry and a Swimmer. Anti-climb paint was deployed last year but to no effect. The Harbour Authority is also exploring the fitting of metal mesh fencing to the inside of the bridge in an attempt to make the upper parts inaccessible to more determined jumpers.

9. **Annual Forum** – This year’s Annual Forum was advertised on the Harbour Authority website and held as an online conference on Wednesday 31 March. There were no attendees. The Harbour Master’s Annual report has been published on the Harbour Authority’s web page at <https://documents.hants.gov.uk/Hamble/MarineDirectorsAnnualReport2021.pdf>. The Annual tender draw for free spaces at both Hamble and Warsash has been made and those successful have been notified. The purpose of the Annual Forum remains to give those who wish to ask questions the public opportunity to do so. All River Users are encouraged to contact the Harbour Office at any time if they have a question on matters relating to the Harbour Authority’s responsibilities.

10. **Solent Marine Sites’ Survey** – The Board will be aware that the Harbour Master chairs the Solent Marine Sites’ Group, the Aim of which is to manage the Solent’s designated sites in an integrated and sustainable way. Last Autumn, the Group surveyed its membership to gain evidence of significant increases in activity having an impact on the sites, which include the Hamble. Clear commonality has been identified. Most recreational activity increased last Summer. The most significant increases across the region were in paddleboarding, jet-ski activity and dog-walking. The need to manage the additional pressure on navigational safety and the environment has been felt keenly. The report is at the Annex for information and will be discussed at the next Heads of Group session in July.

Appendix 1 To Marine
Director Report

Incidents and Events

- 11.01.17 Mar. Maintenance of Aids to Navigation. Stopped and gave a written warning to a jet ski for speeding at the mouth of the River. Patrol boat maintenance.
- 11.02.18 Mar. Patrol boat maintenance.
- 11.03.19 Mar. Marina liaison. Pump-out of inundated tenders at Warsash. Light audit.
- 11.04.20 Mar. Internal audit of Aids to Navigation.
- 11.05.21 Mar. Maintenance of Aids to Navigation. Assisted a new mooring holder onto his berth. Stopped the owner of a motor car from conducting 'doughnut' manoeuvres of Warsash slipway. Tide gauge maintenance.
- 11.06.22 Mar. Liaison with a mid-stream mooring holder regarding missing mooring cleats. Paddleboard signage liaison with a Marina. Trinity House Light Audit.
- 11.07.23 Mar. 'B' Pontoon maintenance. Marina liaison regarding anti-social behaviour.
- 11.08.24 Mar. Stopped and warned a jet-ski owner for speeding off Crableck. Liaison with Southern IFCA regarding bait digging off Crableck.
- 11.09.25 Mar. Commercial tow of a yacht from a marina to HM Pontoon Warsash.
- 11.10.26 Mar. Liaison with HM Coast Guard regarding a yacht taking on water at the mouth of the River. Yacht escorted to HM Pontoon Warsash for investigation, defect rectification and pump out. Defect found to be a displaced transducer. Removal of ladder at Hamble Pontoon to discourage anti-social swimming.
- 11.11.27 Mar. Pontoon maintenance work. Preparations for seasonal staff interviews.
- 11.12.28 Mar. Pontoon maintenance work.
- 11.13.29 Mar. DHM to Hamble Jetty to obtain payment from a visiting yacht following verbally abusive treatment of patrol officer. Liaison with the Crown Estate mooring contractor regarding future pile maintenance work.
- 11.14.30 Mar. Patrol to Curbridge to ensure integrity of Main Channel following earlier removal of a fallen tree. On passing under the A27 Bridge, patrol witnessed unauthorised construction work to build up the River bank at a local restaurant. Contact made with Eastleigh Borough Council Planning Enforcement Team and the owner. Liaison with HM Coast Guard regarding

a report of a missing rowing boat. Patrol stopped and warned a speeding RIB (6 persons on board) off Hamble Jetty. Abusive response from the group and Police called. RIB departed, having given home Marina, and followed. Patrol and Hampshire Marina Police Unit unable to re-locate despite search.

- 11.15.31 Mar. Follow-up enquiries with Hampshire Marine Police Unit to trace RIB at 9.14. Responded to a call from a member of the public reporting a sinking yacht at her mid-stream mooring. On arrival, yacht's bowline had snagged on her pile iron – released and checked. Attended A27 bridge to disperse a group of children jumping into the River. Recovered a large post from the Main Channel.
- 11.16.01 Apr. Commercial tow of a vessel to a marina for lift-out and defect rectification. Pile survey with the Crown Estate mooring contractor. Liaison with Hampshire Marine Police Unit to locate a motor vessel reported as having created excessive wash off Swanwick.
- 11.17.02 Apr. New Harbour Due launch fees in place for jet-skis. Recovery of a marine flare from the beach at Swanwick for disposal. Assisted one kayak and two paddleboarders in difficulty on a strong ebb tide at Bursledon. Advice given – receptive. Attended a yacht with her owner apparently unable to descend from the mast after maintenance work. Owner eventually able to descend on his own. Investigation into a report, iaw Bye Law 9) of a collision between a yacht underway and a mid-stream moored yacht. Photographs of damage taken and liaison between owners to achieve resolution.
- 11.18.03 Apr. Attended a marina at Bursledon reporting that youths were throwing stones at his moored vessel. Patrol engaged the youths who denied the report and advised the vessel owner to call the Police in the event of a re-occurrence.
- 11.19.04 Apr. Attended Hamble Spit to assist a group apparently at risk of being cut off by the incoming tide. Group made shore safely. Heavy paddleboard traffic off Swanwick – Patrol assistance and advice given to paddleboarders not to impede the safe passage of larger vessels in the Main Channel.
- 11.20.05 Apr. Removal of old Pile lines from an unoccupied mid-stream mooring.
- 11.21.06 Apr. Bait digging observation off Badnam Creek. Aids to Navigation administrative work.
- 11.22.07 Apr. Patrol assisted a single handed sailor in coming alongside at HM Pontoon Warsash. He had lost his footing, almost falling overboard with no lines secure in a strong ebb. First Aid equipment checks.
- 11.23.08 Apr. Liaison with HM Coast Guard to assist alongside a catamaran with double engine failure at anchor outside the River. Catamaran towed to Warsash for lift-out and defect rectification.
- 11.24.09 Apr. Nothing significant to report.
- 11.25.10 Apr. Tow of catamaran at 9.23 to adjacent yard for lift out.

- 11.26.11 Apr. Attended a mid-stream mooring with a pontoon held up by its pile ring. Pontoon freed and owner informed. No vessel on either side of the mooring.
- 11.27.12 Apr. Both Patrol craft engaged to tow a 30m 65 tonne yacht to her berth following engine failure in Southampton Water.
- 11.28.13 Apr. Further liaison with Eastleigh Borough Council Planning Enforcement Team following discovery that River bank works at a Restaurant North of the A27 Bridge had continued.
- 11.29.14 Apr. Recovered a paddleboard paddle from the Main Channel and returned it to its owner. Check and replenishment where necessary of oil spill materiel.
- 11.30.15 Apr. General support to busy Easter Holiday traffic.
- 11.31.16 Apr. General support to busy Easter Holiday traffic. Recovered a large log from the Main Channel. Use of new electronic pontoon check facility.
- 11.32.17 Apr. Made up mooring lines (commercial).
- 11.33.18 Apr. Moved on a trimaran attempting to moor on a private Crown Estate mooring. Liaison with HM Coast Guard regarding a report of a Hamble-based RIB with steering gear failure off Calshot. Vessel skipper had lost control following the failure and he, along with two crew had been thrown overboard. The correct wearing of a kill-cord was again highlighted as the RIB stopped immediately. No injuries sustained and a nearby yacht towed the vessel back to her sailing club berth.
- 11.34.19 Apr. Observation of bait digging at Hamble Point. Moved on a small motor boat at anchor in the Main Channel opposite Lincegrove and Hackett's Marshes. Sector light maintenance.
- 11.35.20 Apr. Liaison with a yacht charter company regarding a marina collision.
- 11.36.21 Apr. Responded to a call from a member of the public reporting a yacht possibly sinking by the bow on a mid-stream mooring. On arrival, the vessel's pulpit was seen to have become fast on a rising tide underneath the bow pile iron bracket. This had been caused by having a stern line of excessive length. Some damage to the pulpit was witnessed and yacht freed on the falling tide. Owner informed.
- 11.37.22 Apr. Tow of a catamaran with engine failure to yard for lift-out. Attendance at a boatyard to investigate a report of a sunk yacht at her mooring. Yacht had had her stern gland replaced by her owner the previous evening and had taken on water overnight, resulting in sinking in 2m of water. No signs of pollution. Divers in attendance to lift. No injuries and no risk to navigation in Main Channel.
- 11.38.23 Apr. Moved on a visiting yacht from a Crown Estate private mooring. Recovered an abandoned windsurfer board from the foreshore at Warsash. Hamble Point Sector Light intermittent. Maintainer engaged and Notice to River Users issued.

- 11.39.24 Apr. Assistance to recovery of sunken yacht at 9.37. Responded to a call from a member of the public reporting a kayaker aground on the mud opposite River Hamble Country Park Jetty on a falling tide. Liaison with HM Coast Guard. Kayaker self-recovered to shore. Stopped and warned verbally the skipper of a speeding RIB.
- 11.40.25 Apr. Assistance given to a small sailing vessel with 4 persons on board at Bursledon. Assistance given to two paddleboarders attempting to launch across mud at Bursledon. Advice given. Assisted a yacht with engine failure to Warsash for defect rectification. Assistance given to a yacht which had grounded at Low Water while attempting to reach her mooring. Assisted Hamble Life Boat and Hampshire Ambulance in the recovery of two persons in distress in a small unpowered inflatable dinghy from a buoy off Calshot.
- 11.41.26 Apr. Liaison with the Crown Estate mooring contractor regarding pile maintenance. Refurled a loose head sail on a mid-stream moored yacht. Assisted a motor cruiser with propulsion failure alongside HM Pontoon Warsash for defect rectification.
- 11.42.27 Apr. Boat coding work. Replacement of boarding at the River hamble Country Park Jetty.
- 11.43.28 Apr. Patrol boat maintenance. Patrol at Springs to ensure clear navigation in the Upper River.
- 11.44.29 Apr. Replaced parted stern mooring line on mid-stream moored yacht.
- 11.45.30 Apr. Oversaw Sector light refurbishment at both Warsash and Hamble Point. Commercial making up of mooring lines. Assisted a small yacht with engine failure alongside HM Pontoon Warsash. Assisted a yacht alongside scrubbing piles at Lands End. Anti-foul trials on both Patrol Craft.
- 11.46.01 May. Recovered a number of large logs from the Main Channel. Report of tender theft – liaison with owner. Checked a vessel reported as sitting awkwardly on her mooring; lines adjusted.
- 11.47.02 May. Responded to a call from a member of the public reporting numerous pieces of wood in the Main Channel off Bursledon. Wood recovered and landed at Warsash. Commercial tow of a mid-stream moored yacht to a yard for lift-out. Removed temporary signage from the Visitors' Pontoon in preparation for forecast high winds. Attended tenders at Warsash Jetty where a group of three girls were climbing over craft which were not their property. Parent nearby apologetic.
- 11.48.03 May. Enhanced moorings check in high winds. Liaison with owners. Assisted a yacht with engine failure from Sea to the mid-stream Visitors' Pontoon. Assistance given to a River User recovering to a trailer at Warsash. Re-secured loose boom on a mid-stream moored yacht in high winds. Owner informed. Cleaned tide gauge of weed accumulated in wind and tide. Re-furled flogging foresail on mid-stream moored yacht. Owner informed.

- 11.49.04 May. Replaced parted stern line of mid-stream moored yacht. Owner informed. Re-secured lines loose in the water on a 'J' run pontoon. Owner informed.
- 11.50.05 May. Support to the Oyster 'ORTAC' project off Swanwick.
- 11.51.06 May. Liaison with the Crown Estate Mooring Contractor. Stopped a RIB speeding in the mouth of the River. Verbal warning given. Receptive. Assisted a yacht with engine failure on the 'G' Run. Responded to a call from a member of the public reporting a swan with some feathers apparently covered in oil at Hamble Jetty. On attendance the swan was an adolescent bird shedding its juvenile darker feathers.
- 11.52.07 May. Strong winds. Liaison with Lymington Harbour and Border Force regarding a foreign-flagged yacht.
- 11.53.08 May. Enhanced mooring checks following strong winds. Liaison with HM Coast Guard to bring a small dismasted yacht to HMP Warsash for defect rectification.
- 11.54. 09 May. Support to Hamble Spring Series dinghy racing.
- 11.55.10 May. Briefing of visiting sailing school yacht. Liaison with UK Border Force (9.52). Yacht had berthed at a River Marina. No further action required. Attended a fuel berth on report from a Marina operative that a small ('one cup') of fuel had been spilled. On attendance, nothing observed.
- 11.56.11 May. Liaison with Hampshire Marine Police Unit. Attended a Marina reporting swimmers in the marina. On arrival, all those reported had departed. Attended the Upper River in response to a report from a member of the public of a speeding motor boat. Vessel not located.
- 11.57.12 May. Tool inventory. Prepared mid-stream Visitors' Pontoon for a visiting deep-draught yacht.
- 11.58.13 May. Liaison with Southampton HM regarding a motor vessel behaving erratically in Southampton Water. Commercial tow of a catamaran to a yard for lift-out.
- 11.59.14 May. Liaison with Tender berth mooring holders at Warsash.
- 11.60.15 May. Liaison with Hamble Life Boat.
- 11.61.16 May. Attended a mid-stream moored yacht following a report that she was sitting low in the water. Source traced to a seeping but otherwise secure bilge fitting. A small amount bailed out and owner informed.
- 11.62.17 May. Signage checks at Hamble Jetty and on the mid-stream Visitors' Pontoon.
- 11.63.18 May. Safety advice given to an open water swimmer at Swanwick. Moved a tender to an adjacent yard for lift-out. Liaison with the Crown Estate Mooring Contractor.
- 11.64.19 May. Liaison with the Crown Estate Mooring Contractor regarding forthcoming pile maintenance programming. Patrol boat lift out for planned

maintenance. Liaison with HM Coast Guard, Hampshire Ambulance and Gosport and Hamble Life Boats to support the recovery of a heart attack victim on a yacht within the Solent. Jetty cleared and prepared to receive the yacht. CPR given at the jetty by crew members and ambulance response. Despite the efforts of the crew and first responders, the man did not survive.

- 11.65.20 May. Patrol stopped and warned verbally the skipper of a small motor vessel for speeding in the mouth of the River. Re-secured a hatch on a mid-stream moored yacht – owner informed. Adjusted fenders on a number of mid-stream moored yachts following high winds.
- 11.66.21 May. Liaison with UK Border Force. Re-secured a loose sail cover on a mid-stream moored yacht – owner informed. Replaced fenders and lines on a number of mid-stream moored vessels following strong winds.
- 11.67.22 May. Liaison with Hamble Lifeboat regarding incident at 9.64. Attended a report of a male in the water off Land's End. On arrival, the casualty had self-recovered to the slipway. He had fallen from his tender having lost balance while disembarking from his adjacent mooring. Medical attention given.
- 11.68.23 May. Responded to a call from a River User reporting a pontoon snagged under pile irons. Pontoon freed with no apparent damage to either it or the vessel moored. Owner informed. Adjusted lines on a mid-stream moored yacht swinging at her mooring.
- 11.69.24 May. Recovered a mountain bike from the River bed at RHCP Jetty. Light traffic.
- 11.70.25 May. Liaison with Hampshire Marine Police Unit. Patrol Boat maintenance.
- 11.71.26 May. Tide gauge cleaning at Swanwick. Liaison with Hedge End Police to arrange meeting with new beat officer before fine weather.
- 11.72.27 May. Assistance given to a paddleboarder in strong tidal stream off Bursledon. Assistance given to a yacht taking in water from a compromised stern gland.
- 11.73.28 May. Attended Hamble Jetty to remove a group of 4 swimmers – compliant.
- 11.74.29 May. Pile defect reports to the Crown Estate mooring contractor. Some swimming inshore of Hamble Jetty but not from or in the vicinity of the pontoon. Assistance given to a small motor boat with engine failure off Bursledon. Recovered a very large section of a tree from the Main Channel at Bursledon to Warsash. Stopped and gave advice to the skipper of a large motor vessel for creating excessive wash opposite the 'L' Run. Re-secured loose lines on a mid-stream moored yacht – owner informed. Towed a yacht which had run out of fuel from the mouth of the River to the HM Jetty Warsash. Assistance given to a motor vessel with engine problems at the mouth of the River. Assistance given to a kayaker stranded on the 'H' Run – kayak leaking. Owner and Kayak recovered to Warsash.

- 11.75.30 May. Sail re-furled on a mid-stream moored yacht. Removed a rope (used as a swing) from under the M27 Bridge. Stopped and warned verbally two small motor vessels for excessive speed and wash near RHCP Jetty. Removed 8 swimmers from pontoons at Eastlands boatyard.
- 11.76.31 May. Very busy Bank Holiday traffic. Assistance given to a motor vessel with propulsion failure in the mouth of the River. Dispersed three young males from jumping from the A27 Bridge. Boat coding work.
- 11.77.01 Jun. Marina liaison to trace a non-paying vessel. Written warning given to the skipper of a motor vessel with two adults and two children on board cutting between moorings. Attended Hamble Jetty to disperse swimmers. Responded to a call from a member of the public reporting a speeding RIB off Swanwick. On arrival, the vessel had departed the scene.

**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	
<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);
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- 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.

Solent Marine Sites' Summer 2020 Covid Snapshot Survey

1. Introduction

In spring 2021 we asked the Solent's Relevant Authorities, who are members of the Solent Marine Sites (SEMS) Management Scheme, to undertake a one-off snapshot survey about if and how recreational activities in the Solent impacted on its designated sites over summer 2020. This short report details the findings of that survey. There were 18 responses. The Solent Forum carried out the survey in its role as the SEMS Secretariat.

2. SEMS Annual Survey

Each year, as part of the SEMS Management Scheme, the Forum runs an annual survey for the Solent's Relevant Authorities on non-licensable recreational activities in the Solent. This Survey is used to deliver an Annual Management Scheme, which fulfils the Relevant Authorities' statutory duties under the Habitats Regulations to monitor and manage coastal and marine activities within their jurisdiction.

The snapshot Covid survey will be used to supplement the findings from the 2021 SEMS Annual Survey.

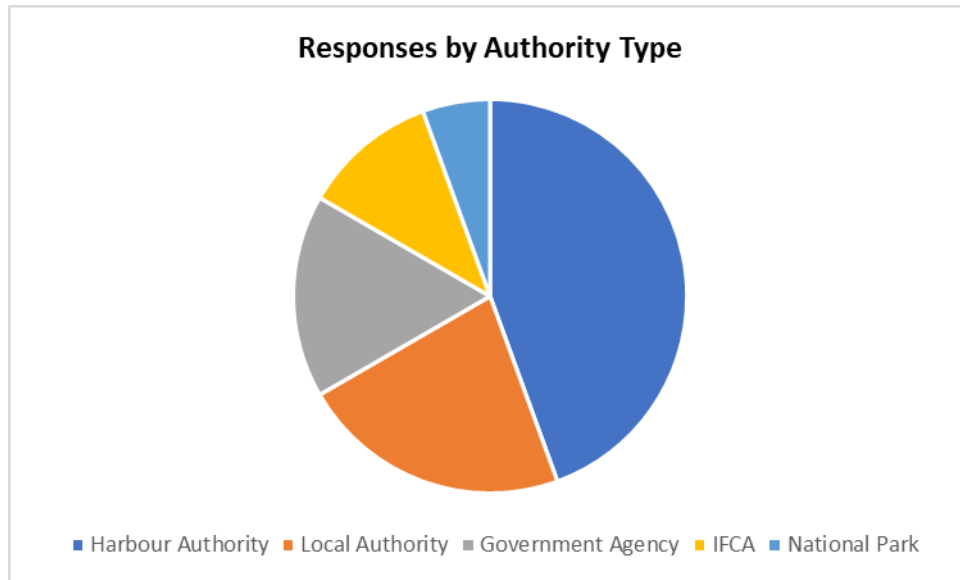
3. Activities Surveyed

Respondents were asked to report on the following activities:

- Walking (including dog walking)
- General beach recreation
- Angling
- Paddlesports
- Kite surfing/windsurfing
- Boating
- Personal watercraft
- Bait digging/shellfish gathering (hand)

4. Type of Organisation that Completed the Survey

The pie chart below highlights the organisation by type that completed the survey.



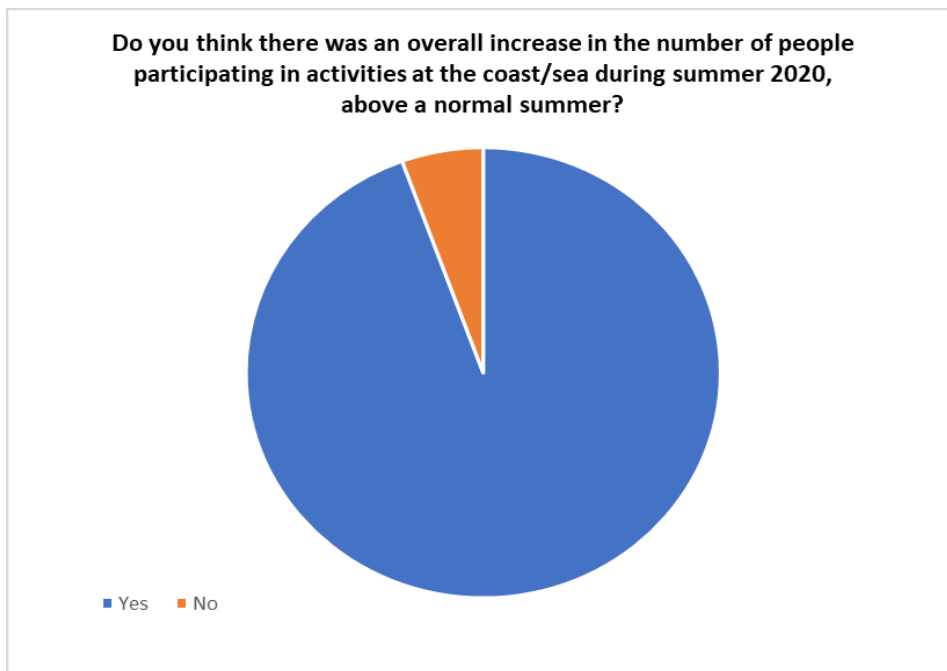
5. Area of Jurisdiction

Survey respondents gave information for the following locations in the Solent:

- River Hamble
- Beaulieu River
- Chichester Harbour & Chichester Harbour AONB
- Coastline of Gosport Borough (including Lee-on-the-Solent)
- Dockyard Port of Portsmouth
- Dorset, Hampshire and the Isle of Wight out to 6 nautical miles
- East Devon to Kent
- Isle of Wight Beaches
- Langstone Harbour
- Lymington Terminal Lay by berth, Fishbourne berth, Ryde Pier
- New Forest National Park
- Portsmouth City Council administrative area
- Solent wide
- Southampton Statutory Harbour Authority
- West Solent
- Yarmouth Harbour Western Yar and approaches

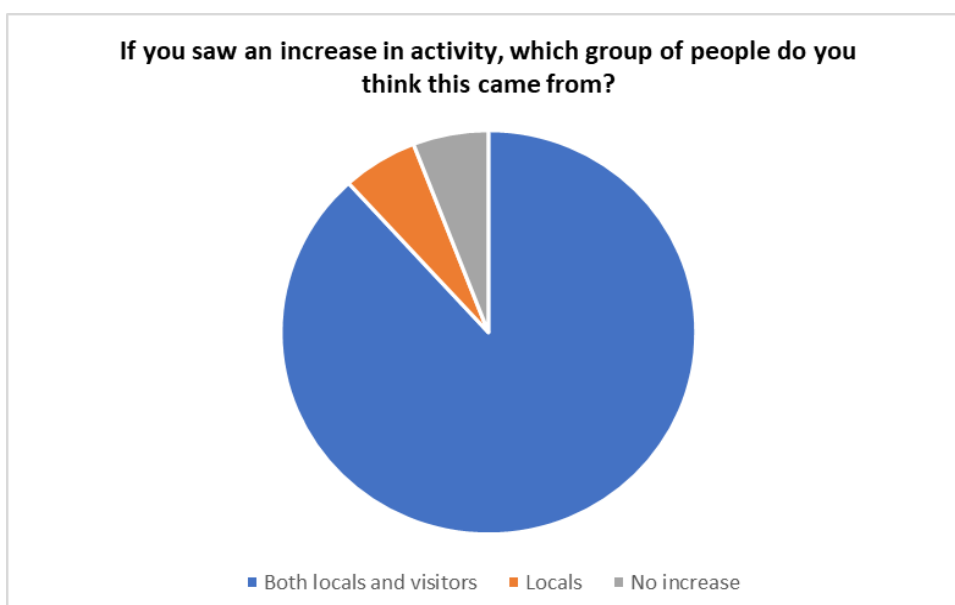
6. Changes in Activity Levels

Respondents were asked whether they thought there was an overall increase in the number of people participating in activities at the coast/sea during summer 2020, above normal summer levels. All but one respondent thought that this was the case.



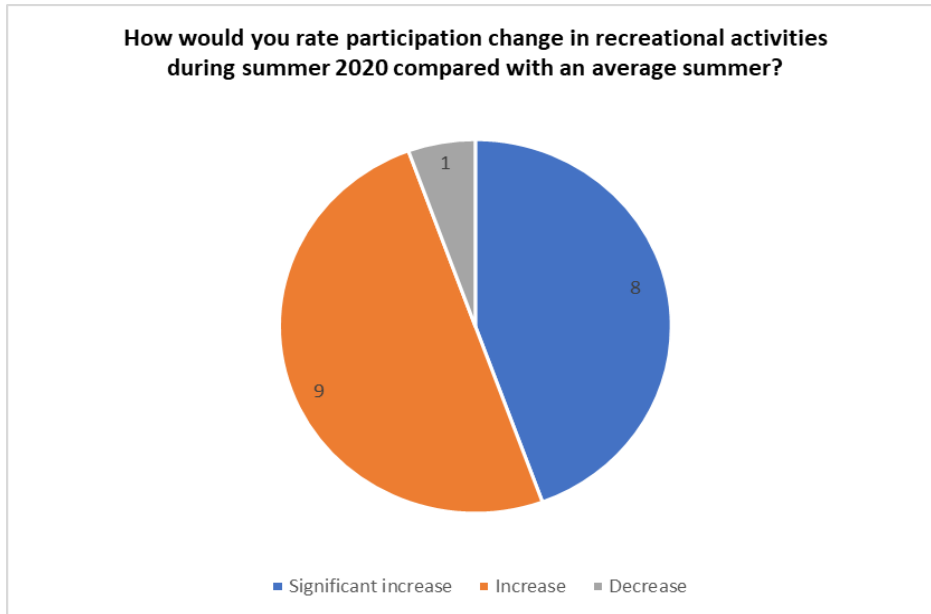
7. Group Increase by Type

Respondents were asked which groups of people created the increase in participation levels, nearly all respondents said it was both greater numbers of locals and visitors.



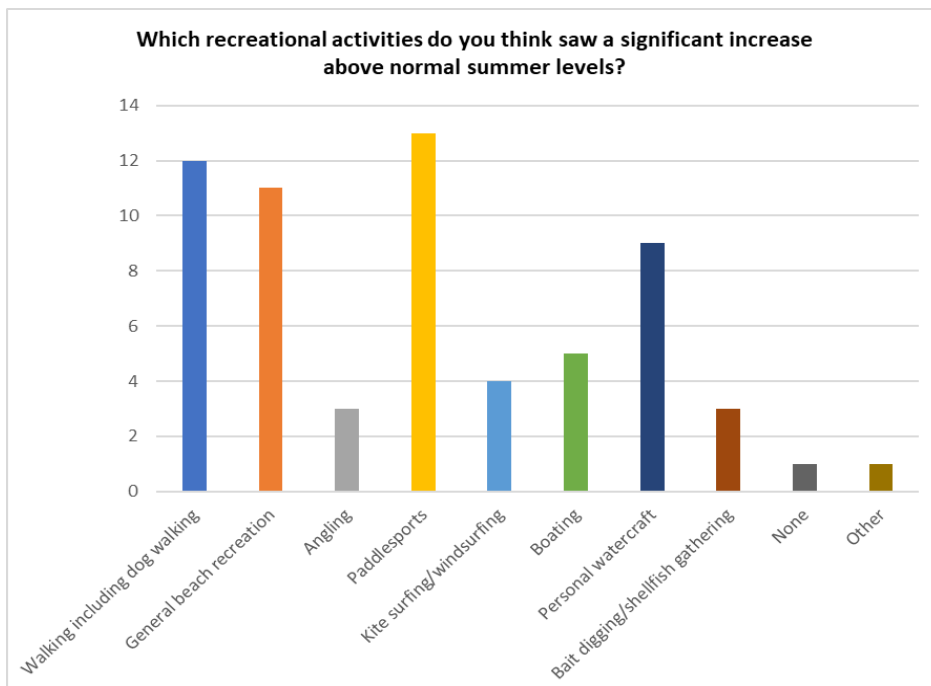
8. Participant Change

Respondents were asked how they thought levels of recreational participation had changed, the most common response was an increase followed by significant increase.



9. Which Recreational Activities saw an Increase

We asked which activities had seen an increase in participation levels, respondents noted greater participation in paddlesports, personal watercraft, coastal walking (including with dogs) and general beach recreation.



10. Hotspot Locations

We asked respondents to identify hotspot locations for increased activity. They reported the following:

River Hamble

The Hamble is easy to access and has a large number of adjacent housing developments. It has therefore been popular among many to walk the footpaths and beaches of the River. There was an 'explosion' of paddleboarding and small craft activity following the lifting of lockdown restrictions in May. While this took place throughout the River, the predominant areas used were from the slipway at Swanwick and northwards into the Upper River. The closure of some slipways in the Solent meant that Warsash slipway was made use of by a significant number of Jet Skis. It is estimated that more than four times the number of launches were conducted at this location.

Beaulieu River

The increase of slipway use by paddle sport participants saw a significant up rise and by people new to the sport. There was also an increase in the number of people trying to access the river through private land, so trespassing.

Southampton Water

PWC large increase especially around Calshot and River Itchen launch sites.

Wider Solent

On-going throughout the year - increased walkers/cyclists from Woolston to Netley and Ensign park/Hamble to Hamble Common, Swanwick to Hamble Country Park, Swanwick to Hook Lake, and Upper Itchen Estuary at Riverside Park. Swimming at Western Shore to Hamble Estuary, and Upper Hamble near/at Country Park. Angling on Upper Itchen Estuary at Riverside Park (EA Fisheries compliance and enforcement continued). Paddle boards - whole of Hamble and upper Itchen Estuary. Kayaking - Western Shore to Hamble Point, and all of Hamble Estuary. Large number of jet ski's at Ensign Park/Hamble public slip way and lower Southampton Water.

Following the initial lockdown when restrictions on exercise eased but many were still furloughed we saw an increase in angling activities, particularly when the weather was good. Officers also observed and were made aware of an increase in shellfish gathering, particularly in areas near the Hamble, Lee-on-the-Solent, and parts of Langstone Harbour.

Isle of Wight

Hotspot locations are at Ryde, Sandown, Shanklin and Colwell.

Indirect reports from HIWWT reserve manager on IOW of anti-social behaviour, damage to interest features and increased litter. Similarly, evidence from IOW National Trust of increase in canoe and paddle boarders.

At Yarmouth there was an increase in local berth holders using their boats, an increase in sales of boats and an increase in PWC rentals.

Portsmouth/Gosport

Anecdotal increase in walkers at Lee-on-the-Solent coming from outside of the Borough as well as locals and an increase in general beach recreation. Southsea seafront and Stokes Bay were popular.

Southsea seafront had noticeable increases in activity when lockdown was eased, particularly during the evenings/weekends that coincided with good weather. At these times there were more large groups socialising on the seafront or using the water. It was unclear where these people came from, though likely to be a mix of local residents as well as some coming from further afield.

Chichester Harbour

Emsworth shoreline, Nutbourne Channel, Chichester Channel, Thorney island/Pilsey, Prinsted - most locations around the harbour with a car park or residential population. Rise in windsurfing noted.

Bait collection and hand gathering in the Dell Quay area of Chichester Harbour has seen an increase in the amount of activity comparative to normal. Officers reported regularly spotting 10+ people in the intertidal gathering bivalve molluscs/shellfish/bait.

New Forest

Direct reports from manager at North Solent NNR which saw huge increase in visitor numbers with anti-social behaviour such as fires for BBQs, camping, litter, bird disturbance, using bird sanctuary as a launch site for paddle boards etc. Disturbance is known to have resulted in the failing of schedule 1 breeding birds as people presence prevented adults from feeding resulting in chick mortality.

Langstone Harbour

Off road driving on sand dunes reported at Sinah Common.

Almost double the number of jetski permits were issued in 2020 compared with 2019. Covid restrictions coupled with staff sickness created difficulties in managing these users. Anecdotally the number of paddlesports participant saw an enormous rise, as did shoreline recreation (for much of the summer only outdoor spaces were available for recreation). The Harbour Board received almost daily reports of large groups of individuals gathering shellfish by hand on the intertidal. staff shortage and Covid restrictions also resulted in kite surfing activity occurring in the harbour (kite surfing is prohibited in Langstone Harbour).

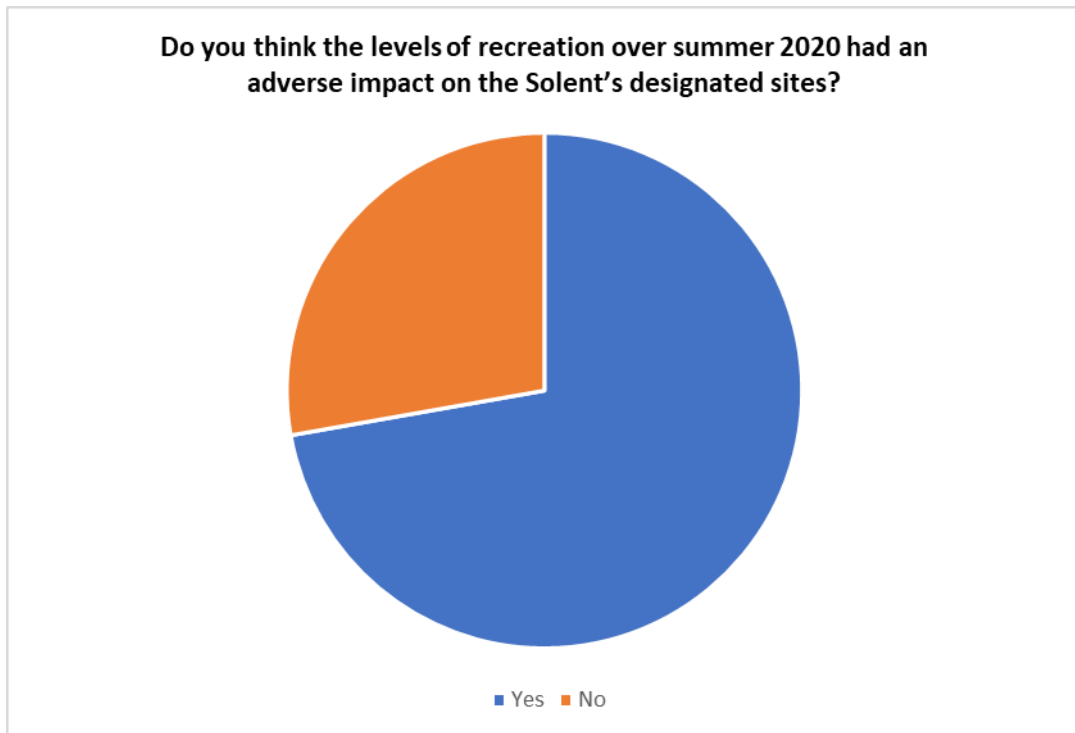
Keyhaven

Keyhaven - perception of staff of more kite surfing north of spit. Also increase in wild camping via parking of campervans along Saltgrass lane. May be linked to litter and other waste which was thought to increase in the area (or that may have just been derived from the

overall visitor pressure). Similar trends at Calshot spit with campervans either staying for day or overnight. Increases in number of beach/coastal path visitors, litter/dog mess etc.

11. Impact on Designated Sites

We asked respondents whether they believed that increases in activity levels had an adverse impact on the Solent's designated sites. Thirteen out of the eighteen respondents said they believed that this was the case.



12. How were Sites Impacted

We asked respondents to report on what they thought were the main impacts on designated sites, the following observations were made.

- Bird disturbance, littering.
- Due to the lack of people's knowledge and experience on the water we had people going ashore on designated areas such as Gull Island and stopping on protected foreshores and pushing their kayaks and paddleboards across the protected areas.
- Trampling of saltmarsh as people avoiding each other on paths, and paths very muddy. Trampling across saltmarsh/disturbance to eelgrass beds from watercraft accessing water. Disturbance to birds from people, watercraft and dogs. Littering from picnics, water bottles, broken watercraft.
- Bird (recreational) disturbance, littering.
- Increased bird disturbance likely at locations such as Haslar Lake. Also, an increase in littering witnessed at Stokes Bay. Significant increase in dog walkers at Lee-on-the-Solent which includes trampling of SSSI at Lee-on-the-Solent and Browndown.

- Littering, disturbance to shoreline habitats and species through increase in paddle boarding and pedestrians.
- Bird disturbance, foreshore trampling, littering, mudflat disturbance, noise, social issues.
- Bird disturbance, trampling, seal disturbance, mudflat disturbance, littering, antisocial behaviour in general were all at heightened levels.
- Bird disturbance, compaction/ erosion from vehicles, trampling, increased litter. Potential (but currently unconfirmed) damage to seagrass beds in Langstone Harbour as a result of hand gathering activities.
- Mudflat disturbance and bird disturbance are the key issues due to increased foot traffic through bait/hand gathering - however the impact of 'usual' levels is unknown/yet to be quantified.
- Littering and bird disturbance.
- Littering, nutrient enrichment, potential for increased trampling (no data to support this). Disturbance may have reduced a little in the autumn due to other activities opening up and less reliance on meeting people outside.
- Increased littering along the developed seafront that could have had wider impacts.
- Activity levels have increased, but would need to be considered against sensitive areas, activities, sediment type and prey availability in assessments.

13. Additional Measures Implemented

We asked respondents whether they had put any additional measures in place to manage visitor pressures during summer 2020.

- Additional staff time was predominantly taken up policing anti-social behaviour at Hamble and Bursledon.
- We employed a roaming warden who educated users or moved them. We also implemented an online booking system for slipway to control the number of users and provide additional educational information when they booked.
- Implemented a Calshot Watersports area to help manage the waters in that area from PWC. Operation wave breaker is a joint collaboration with marine police and Harbour Authorities to help combat antisocial behaviour on the water. Mostly from PWC users.
- Fisheries compliance and enforcement - Rod Licence checks
- The Council released press releases regarding a 'bin it, don't sling it' campaign to reduce littering within the Borough. Extra staff were available in the summer months to deal with increase littering and the use of bins.
- Recreational Boating guidance published in the form of a Portsmouth Local Notice To Mariners.
- Additional signage, additional Harbour patrols and security and improvements to signage around the Harbour.
- No additional measures, but officers were regularly visiting hot spots, engaging with the public and where appropriate considering activities against existing regulations.
- Staff were restricted by organisation's own approach to lockdown rules and Ranger activity was centred on the terrestrial Open Forest sites due to fire risk, designated sites verge erosion from parking. We don't manage countryside sites at the coast ourselves so options limited.

Operation Wavebreaker

Operation Wavebreaker is a county-wide initiative launched by the Hampshire Police Marine Support Unit to target anti-social behaviour on the waters of Hampshire and the Isle of Wight. Working with partners and the community it aims to tackle any issues involving all types of watercraft to ensure the marine community stay safe and abide by the laws on the water. The Police encourage any anti-social behaviour to be reported by calling 101.

In addition to working with other Police Marine Units around the country to share ideas and practices, Hampshire Marine Unit are working closely with local harbour masters, maritime rescue agencies and community groups to quantify the issue and look at effective ways of modifying the current behaviours to ensure everyone can use the water in a safe and enjoyable environment.

14. Guidance and Best Practice

Respondents were asked if any existing resource(s) or best practice guidance was helpful in assisting with visitor pressure during this period, e.g. Countryside Code.

- Government guidelines following the lifting of COVID restrictions was reasonably straightforward to follow and translated into guidance for River Users. Most were compliant although a number required stronger advice. Other resources were not used. Some external sector agencies 'jumped the gun' and raised inappropriately boat owners' expectations.
- We produced our own Code of Practice which was sent to everyone when they booked online or handed out to visitors.
- No resources available. Budget restraints prevent good practice and management of visitor pressure.
- It was just so hard to reach the number of extra people present irrespective of their activity or any guidance.
- Countryside Code.
- We distributed information on our byelaws (e.g. hand gathering closed areas, minimum size), national legislation (e.g. bass regs, nursery area legislation), Solent Bait code of conduct and information provided by the local authorities in relation to food hygiene (mainly focused on the shellfish hand gathering and classified harvesting areas).
- Produced own local version of Countryside Code - Forest Code. A part of another initiative led by freshwater Habitats trust also produced a water Code which included messaging for behaviours related to freshwater, also relevant to coast. https://freshwaterhabitats.org.uk/wp-content/uploads/2020/10/FHT_New-Forest-leaflet_Final-low-res-2.pdf.

15. One Wish

Respondents were asked if they could be granted one wish in a similar scenario to summer 2020 again what would it be.

- COVID has proved to be a significant disruptive challenge for approaching a year. It and the associated restrictions have changed daily lives to such an extent that people now have become used to distancing and other measures. It would seem less likely that similar events to last summer will re-occur to the same extent. It remains to be seen whether the public will feel emboldened by the success of the COVID vaccination programme with a corresponding impact on SEMS. Getting

back into a societal regime and routine that will bring with it associated reduced leisure time will help.

- To improve people's knowledge and experience before accessing the water with regards to water safety and the environment.
- More staff both internal and with external stakeholders to be able to manage the situation with personal watercraft.
- Reduce littering - probably the longest lasting impact.
- Better awareness and assertiveness of wider public to respect the environment - with a better understanding of how their litter can end up in waterways.
- Not to repeat a similar scenario to summer 2020!
- Additional resources.
- More staff for various agencies to ranger sites and communicate directly with visitors.
- Central Government giving more appropriate guidance.
- The increase in activity was largely due to people making the most of lockdown restrictions being eased, good weather and staycations. These increases would be easier to manage without the burden of the Covid-19 virus and everything that brings with regard to safety.
- More staff and resources to manage increased activity. Also, that more recreational activities which are not centred on the coast (pub gardens, shopping centres) were allowed to remain open to reduce pressure on the coast.
- Just for people to be more respectful (and knowledgeable) of the environment and its sensitivities. From talk of nature being our saviour in spring on the likes of Springwatch to watching people litter, trample, set fires damage etc. was very disappointing.
- That people respected each other and the environment in their behaviour and acted in collective rather than individual basis, or if that's too esoteric, simply more staff to try to improve communication and control on the ground.
- Greater monitoring data for coastal areas to understand activity levels and potential impacts.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	24 June 2021
Title:	Environmental Update
Report From:	Director of Culture, Communities and Business 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 March and April 2021.

Recommendation

2. It is recommended that the River Hamble Harbour Management Committee:
 - (i) notes and supports the remainder of this report.

Updates

Harbour Works Consents

3. A review has been undertaken of those Harbour Works Consents (HWC) that have been granted by the Harbour Board but not yet completed by the developer. Applicants or their agent have been contacted to inform them of the decision made by the Harbour Board at its meeting of 19 March 2021 in respect of the approved process for renewal of expiring consents or reapplication for expired consents. In response, MDL Marinas Limited confirmed that it has no plans at the moment to progress the expired consent of 2017 for extension to the hammerheads at Hamble Point Marina, but may review this in due course, acknowledging the requirement for a new application.
4. Deacons Marina, following liaison with the Harbour Master, have confirmed its temporary removal of the public access pontoon it provided adjacent to its

slipway. This is due to continued misuse by members of the public which generated safety concerns. Its installation was granted HWC in January 2019.

5. RHHA staff are looking into the feasibility and any potential consent requirements of reinstating the River Hamble Country Park pontoon back to its original size i.e. replacing the removed half of the hammerhead, in order to offer more space for members of the public who regularly use it to use it for crabbing, viewing the river and paddle sports.

Marine and Coastal Access Act 2009 - Marine Plans

6. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the appropriate marine policy documents under section 58 of the Marine and Coastal Access Act 2009 (MCAA). As RHHA is one such authority, the EDM was invited to attend a marine plan implementation training session delivered by the Marine Management Organisation's local Marine Planning team.
<https://www.gov.uk/government/collections/marine-planning-in-england>

Hook Lake Coastal Management Study

7. Coastal Partners (the combined Local Authority team of Fareham, Havant, Portsmouth and Gosport councils) is responsible for the region's flood and coastal erosion protection projects and related habitat compensation for the area from Southsea along to the east bank of the Hamble estuary. It has commenced a coastal management study focusing on the future management of Hook Lake (part of the Hook with Warsash Nature Reserve) to better understand the site, to explore the potential for creating new intertidal habitats, to look at wider recreation opportunities to benefit people, and to develop preliminary designs for a scheme. The two-year study will run from now until March 2023 and is to inform potential options, it will not involve groundworks. Coastal Partners is working with Hampshire County Council, who own and manage Hook Lake, the Environment Agency and the River Hamble Harbour Authority (RHHA). To date, RHHA has provided tidal information, various data sets on bathymetry, and information on the estuary's environment.
<https://coastalpartners.org.uk/project/hook-lake-coastal-management-study>

Habitat Restoration

8. The Environment & Development Manager (EDM) attended the virtual workshop 'Exploring integrated ecosystem restoration on the south coast' hosted by the Blue Marine Foundation. The aim was to establish a coalition of local and national experts to work together across the Solent and Sussex to discuss existing restoration projects, build consensus on working together to restore a connected seascape, and assess the opportunities and challenges to integrated restoration in the region.

Solent Forum & Natural Environment Group

9. As part of RHHA’s responsibilities associated with having jurisdiction within protected sites, the EDM attended the biannual Natural Environment Group to track actions and receive updates on issues relevant to RHHA. Disturbance to birds and habitats from increased use of paddled craft across the Solent is an ongoing concern, and updates were received on a variety of measure being piloted and implemented to mitigate impacts. Signs are now in place in the Upper Hamble on the National Trust’s marshes to discourage disembarkation. Minutes and presentation available at http://www.solentems.org.uk/natural_environment_group/NEG_Meetings/ The EDM also attended the Solent Forum members’ meeting in March to receive updates on ongoing work to help address high nutrient levels on the Solent, and a presentation on the role of the consent process in informing marina design. Presentations and minutes at <http://www.solentforum.org/networking/meeting/>

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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- 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 Harbour Management Committee
Date:	24 June 2021
Title:	Renewal of expiring Harbour Works Consent – ‘Replacement of River Wall at Swanwick Shore Road Car Park’.
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott or Alison Fowler

Tel: 01489 576387 Email: jason.scott@hants.gov.uk
alison.fowler@hants.gov.uk

1. Recommendation

- 1.1. **That the River Hamble Harbour Management Committee supports the recommendation to the River Hamble Harbour Board to approve renewal for a further 3 years of the Harbour Works Consent for the Replacement of River Wall at Swanwick Shore Road Car Park.**

2. Summary

- 2.1. This report sets out a renewal request for an application previously granted conditional Harbour Works Consent (HWC) but which has not been built within the 3 year timeframe conditioned as part of that Consent.

3. Background

- 3.1. The request is for the Harbour Board to renew the Harbour Works Consent for the replacement of the river wall at Swanwick Shore Road car park, SO31 7EF (SU495 092). It is made by Marina Projects Limited on behalf of its client Premier Marinas Limited. The basis for the request is that during the current pandemic Premier have paused all small scale non-essential works in order to focus on ensuring appropriate resource can deliver its key projects and maintain operational status across their sites.
- 3.2. The proposal is unchanged from that put before the Management Committee at its meeting of 8th June 2018 and approved by the Harbour Board at its meeting of 13th July 2018. The approved project details and drawings, along with the conditions set by the Harbour Board, can be accessed directly at [River Hamble Harbour Board on Friday, 13th July, 2018](#) (or by searching for the meeting date via <https://www.hants.gov.uk/thingstodo/riverhamble/management>).
- 3.3. There are no adjacent planned developments under consideration by the Harbour Authority that will have an impact on or be impacted by a renewal of this consent.

- 3.4. There have been no changes to statutory consultees' regulations or policies that require a second consultation.
- 3.5. The conditions set in the original consent are to remain the same if a renewal is granted.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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People in Hampshire live safe, healthy and independent lives:	yes
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DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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- 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.

1.2. Equalities Impact Assessment:

A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out and this report does not raise any issues not previously covered by that Assessment.

2. Impact on Crime and Disorder:

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

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on our carbon footprint or energy consumption.

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Management Committee
Date:	24 June 2021
Title:	River Hamble Final Accounts 2020/21
Report From:	The Director of Corporate Resources and Director of Culture, Communities and Business Services

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Purpose of this Report

1. The primary purpose of this report is to present the final accounts of the Harbour Authority for the year ended 31 March 2021 to the River Hamble Harbour Management Committee for consideration.

Recommendations

2. That this report, the statutory accounts and management accounts be noted by the River Hamble Harbour Management Committee prior to submission to the River Hamble Harbour Board for approval.
3. That the Committee notes that as at 31 March 2021 the General Reserve has a balance of £43,829 and notes that the General Reserve balance is currently expected to exceed the maximum balance set out in the reserves policy, requiring a decision to be taken at that time on how to treat the excess.
4. That the Committee supports the recommended changes to the 2021/22 budget.

Executive Summary

5. Under the Harbours Act 1964, the River Hamble Harbour Authority is required to prepare an annual statement of accounts relating to the harbour activities in accordance with the Companies Act 2006. However, these accounts are considered to be exempt from the requirement to be separately audited.
6. The statutory accounts for the year ended 31 March 2021 show a net surplus of £26,241, as detailed in Appendix 1. This is after a depreciation charge of £37,569 and net expenditure on projects that have been funded from reserves totalling £15,368.
7. This report also presents the end of year management accounts, comparing the final outturn position for income and expenditure for the year ended 31 March 2021 against the 2020/21 revised budget (detailed in Appendices 2 and 3).
8. The management accounts show that the Harbour Undertaking returned a net surplus of £78,640 on general revenue activities. After the agreed £35,000 contribution to the Asset Replacement Reserve, this becomes a net surplus of £43,640, which has been transferred to the General Reserve.
9. The outturn position is less favourable than both the revised budget and the forecast presented as part of the 2020/21 Budget Report to the Committee in December 2020, which predicted net surpluses of £52,000 and £55,000 respectively, after the agreed contribution to the ARR of £35,000.
10. The change since the last report to the Committee is largely the result of reduced income - in particular visitor income and towing charges, and increased charges relating to supplies and services, partially offset by lower than anticipated staff related costs.
11. The balance held in the General Reserve as at 31 March 2021 is £43,829. The reserves policy states that the General Reserve should hold annual surpluses totalling not more than 10% of the gross revenue expenditure budget, which currently equates to £58,500. There is no minimum balance set out in the policy.
12. The main impact of the Covid-19 pandemic relates to visitor income with the total income for the year being £11,090 lower than budgeted. Also, the number of mooring surrenders throughout the year has been higher than usual which could potentially be attributed to the Covid-19 pandemic.

Contextual Information - Statutory Accounts

13. Under Section 42(1) of the Harbours Act 1964, the River Hamble Harbour Authority is required to prepare an annual statement of accounts relating to the harbour

activities in accordance with the Companies Act 2006. Section 42(5) of the Harbours Act 1964 states that the published accounts should be sent to the Secretary of State for Transport, together with a report on the “state of affairs” disclosed by the accounts, within nine months of the financial year end.

14. Using guidance issued by the Department for Transport, the River Hamble Harbour Authority is considered to be exempt from the requirement to audit the statutory accounts under Section 477 of the Companies Act 2006. However, the Harbour Authority accounts form part of the overall Hampshire County Council accounts and therefore will be included within the audit of those accounts.
15. The statutory accounts, as detailed in Appendix 1, show a profit for the year of £26,241. This is after a net charge to the accounts relating to depreciation on the assets held of £37,569, and one-off planned expenditure on projects of £15,368 that has been funded from reserves.

2020/21 Outturn

16. The revised budget projected a surplus on standard revenue activities of £87,000, before the agreed £35,000 contribution to the Asset Replacement Reserve (ARR), with a net surplus of £52,000 therefore expected.
17. At the Committee meeting on 4 December 2020 and Board meeting on 8 January 2021, it was reported that the projected surplus was expected to be £3,000 higher than the revised budget.
18. The final outturn position, as presented in Appendix 2, is a surplus of £78,640 on standard revenue activities, £8,360 lower than the revised budget. The surplus will be used to fund the agreed £35,000 annual contribution to the ARR, with the remaining £43,640 being transferred to the General Reserve.

Income

19. Total income for 2020/21 in the management accounts was £657,592, lower than both the revised budget of £672,000 and the forecast presented to the Committee in December of £667,000.
20. Annual Harbour Dues totalled £545,296. This is £4,296 higher than budgeted and £1,296 higher than previously forecast. Whilst there have been higher than usual numbers of mooring surrenders during the year, potentially due to the Covid-19 pandemic, this has been fully offset by increased income relating to additional dry stacks and a marina reconfiguration leading to increased meterage and therefore higher charges.

21. Visitor income has been impacted by the Covid-19 pandemic with total income for the year of £33,910 being £4,090 lower than forecast and £11,090 lower than budget. Although income levels did recover after the first national lockdown, the second and third lockdowns resulted in further income losses.
22. Towing income was £7,982 lower than budget due to there being no pile replacement projects during the year and far fewer boat movements between moorings to accommodate individual pile maintenance.
23. No income was received for other funding as there were no retail sales during the year.
24. Interest was £915 lower than budget, with interest paid on the reserve balances held by Hampshire County Council reduced to 0.1% to mirror the cut to the Bank of England base rate to 0.1% in 2020.

Expenditure

25. Total revenue expenditure in the management accounts was £578,952 which was lower than the revised budget of £585,000 and higher than the forecast of £577,000 that was presented to the Committee in December.
26. Staff related costs were £16,135 lower than budgeted with seasonal staff pay and training costs being lower than usual. Training costs were also lower than usual due to the Covid-19 pandemic.
27. Supplies and services expenditure was £8,033 higher than budgeted, predominantly due to charges relating to online payments made through the new Harbour Assist System. These charges contributed to credit card and bank related spend for the collection of income being £12,642 higher than budget.
28. A more detailed breakdown of the income and expenditure is set out in the tables contained in Appendices 2 and 3 and the Notes to Appendices 2 and 3.

2021/22 Revised Budget

29. At the meeting on 8 January 2021, the Board approved the forward budget for the 2021/22 financial year. The approved budget allowed for a surplus on general revenue activities of £62,000, which would enable the full £35,000 contribution to the ARR to be made and leave a residual balance of £27,000 which, if transferred to the General Reserve, would increase the projected balance from £43,829 to £70,829. This would exceed the current maximum

amount as per the reserves policy of no more than 10% of the gross revenue budget, equating to £61,900 in 2021/22.

30. For the purposes of this report, the anticipated excess revenue surplus is assumed to be transferred to the Asset Enhancement Reserve for future projects to enhance the River Hamble for the benefit of river users. However, this will need to be considered by the Committee and approved by the Board once the final position is known.
31. The forward budget included a £9,000 provision for the impact of pay inflation (based on an estimated rate of 2% as the pay award for 2021/22 had yet to be agreed). Since then, the public sector pay freeze has been announced and the provision will no longer be required. Therefore it is recommended the salaries budget should be reduced accordingly.
32. The budget for past pension contributions remains at £nil, however, it should be noted that a budget (previously the cost was £25,000 per annum) may need to be reinstated following the actuary's triennial pension valuation which is due in 2022.
33. As outlined above, charges relating to the collection of income increased in 2020/21 by approximately £13,000. However, the introduction of Harbour Assist has also led to printing and postage savings of approximately £1,000, as invoices no longer need to be printed and then posted. It is therefore recommended that a net increase of £12,000 is made to the office expenses budget.
34. In view of the continuing uncertainties surrounding Covid-19, any potential financial impact has not been factored into the budget, which has been prepared on the basis of a normal year. Any actual Covid-19 related impact will be captured as a one-off pressure against the budget, which would therefore deplete the planned surplus and potentially could require a draw from reserves.

Reserves

35. The Harbour Board approved a reserves policy on 18 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. Annual contribution of £43,000, later reduced to £35,000, to be received from revenue.
 - Revenue Reserve (RR, also known as the General Reserve) – to hold annual surpluses totalling no more than 10% of the gross revenue

budget (for 2020/21 this equates to approximately £58,500). 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. The total reserves for the River Hamble were £590,765 at 31 March 2021, an increase of £48,585 on the position at the end of 2019/20. The reserves are detailed in Appendix 4.
37. The Revenue Reserve increased by £43,640 during the financial year, after the £35,000 transfer to the Asset Replacement Reserve.
38. There was no draw from the Asset Enhancement Reserve during the year.
39. A net amount of £4,407 was transferred to the Asset Replacement Reserve, being the planned annual transfer of £35,000 less £30,593 to fund asset replacement costs and projects. The spend is broken down as follows:
 - Purchase of boat engines - £15,225
 - Boat control mechanisms - £10,485
 - Hamble jetty maintenance - £1,052
 - Tow of donated pontoons - £2,237
 - Navigation Lights - £1,594
40. In 2020/21, interest of £623 was received on the reserves balances and income received in advance for annual Harbour Dues. Interest was paid at the agreed rate of 0.1% on all reserve balances.
41. There is £43,829 held on the Revenue Reserve as at 31 March 2021. It is expected that £18,071 will be added to the reserve in 2021/22 from the surplus on standard revenue activities (after the agreed £35,000 transfer to the ARR) in 2021/22. As highlighted earlier in the report, the balance on the Revenue Reserve will then reach the maximum level allowed under the reserves policy, and a decision will need to be taken on how to deal with the excess, in line with the reserves policy.

Conclusion

42. The report highlights the final position for the 2020/21 financial year, which although slightly less favourable than budgeted, still represents a healthy surplus.

43. This surplus has resulted in a much improved balance within the General Reserve. The outlook for 2021/22 remains positive and a favourable revenue surplus is again expected. However, an element of caution and uncertainty remains surrounding the potential impact of Covid-19.

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:

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. Equality objectives are not considered to be adversely affected by the proposals in this report.

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River Hamble Harbour Authority

Report of the Board and unaudited financial statements
for the year ended 31 March 2021



River Hamble Harbour Authority
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for the period ended 31 March 2021

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River Hamble Harbour Authority

Report of the Board for the year ended 31 March 2021

Hampshire County Council is the statutory Harbour Authority for the River Hamble Harbour. Responsibility for the governance of the River Hamble was transferred to Hampshire County Council in 1970 and the harbour has operated as a municipal port ever since.

Section 42 of the Harbours Act 1964, as amended by paragraph 10 of Schedule 6 to the Transport Act 1981, requires every statutory Harbour Authority to prepare an annual statement of accounts for the harbour activities in accordance with the requirements of the Companies Act 2006, for submission to the Secretary of State for Transport.

All harbour undertakings carried out by Hampshire County Council are part of the County Council's service provision to residents, and there is no separate legal entity in place to which the provisions apply. As such these accounts have been prepared for the River Hamble Harbour Authority in a style which is consistent with the reporting requirements of the Companies Act 2006.

Hampshire County Council delegates its executive decision making function to the River Hamble Harbour Board. The County Council and the representatives on the Harbour Board form a democratically accountable body responsible for overseeing the operation of the harbour and the impacts from it. The following members served on the Harbour Board during the year:

- Hampshire County Council:
 - Councillor Keith Evans (Chairman)
 - Councillor Keith House
 - Councillor Peter Latham
- Independent Board Members:
 - David Jobson (Recreation)
 - Chris Moody (Marine Industry)
 - Nikki Hiorns (Environment)
- Marine Director:
 - Jason Scott (Harbour Master)

In addition, the River Hamble Management Committee (constituted in accordance with the River Hamble Harbour Revision Order 1969, as subsequently amended) provides policy advice to the Harbour Board and is responsible for scrutinising the Harbour Board's decisions. The Management Committee is comprised nineteen members: ten County Councillors (one of whom acts as the Committee Chairman),

three District Council Councillors (one from Eastleigh, one from Fareham and one from Winchester) and representatives from each of the following interested parties: Associated British Ports; Association of River Hamble Yacht Clubs; British Marine Federation; Hamble River Boatyard and Marine Operators Association; the Berth and Mooring Holders; and the Royal Yachting Association.

Principal Activities:

The principal activities of the Harbour Authority during the period under review were the management of moorings, pontoons and associated harbour facilities, and ensuring the safe and efficient operation of the River Hamble Harbour.

Political and Charitable donations:

No charitable donations were made during the year (2019/20 £nil).

These accounts have been prepared in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies and in accordance with Financial Reporting Standard 102 Section 1A *Small Entities* and in keeping with the requirements of Section 42 of the Harbours Act 1964.

The financial statements were approved and authorised for issue by the Board on 9 July 2021 and signed on its behalf by Councillor Seán Woodward.

River Hamble Harbour Authority

Harbour Master's report for the year ended 31 March 2021

The steps taken under the leadership of our Chairman, the late Councillor Keith Evans, have left the Harbour Authority in a stronger financial position than at this time last year. His legacy in placing the Authority on a safe financial footing is clear. Council elections will have taken place in May and we expect a new Chairman to be appointed thereafter. Our Vice-Chairman, Councillor Peter Latham is acting as interim leader of the Board.

The combination of increases in Harbour Dues over the past two years and the correct collection of fees for Dry Launches have been major factors in increasing income to levels that are now sustainable. Our Revenue Reserve, which had been reduced to a negligible amount, is now healthy and within the bounds of Board policy, namely that it should stand at a level that represents no more than 10% of our Gross annual income. We are beneath that level. That it has increased as it has will also be measured against the diminishment in visitors' income because of the ongoing COVID pandemic. The net result is that our Revenue Reserve stands at £43,829, once our correct contribution of £35,000 is made to the Asset Replacement Reserve.

While large periods of the year saw greatly reduced income levels, those periods when lockdown restrictions were lifted saw much-increased activity. The River has inherited the custom from other areas of a significant number of Personalised Water Craft, upon the launches of which Harbour Dues are payable. These powerful craft cause extra work in terms of education and enforcement and it is therefore right that launching fees have been brought more closely into alignment with other Harbours, against whom we are recognised as being competitive. The additional income will help offset any future impact of future COVID-related uncertainty.

In terms of expenditure, our new Harbour Assist Harbour management system has delivered a balance of efficiency and cost. That means that we have seen fewer trips to the bank and the associated need to re-balance working staff practices and also savings in printing and postal charges. Card payment charges have offset that in some respects but our new system has represented good value for money overall and improved accounting process, reduced the risk to staff taking cash to the bank and meant that greater time is spent delivering our primary purpose: safety on the River.

We have already considered our Asset Review paper this year. The Annual Accounts show a significant improvement. Both Papers will be taken into account when reviewing Harbour Dues for 2021/22. At the time of writing, we cannot predict

the impact of events on our income and boating trends. This position is encouraging but we know, as last year, that pension reviews will be made in the next two years, which may cause a draw to be made on Revenue and we must be prepared for that. Our position is more comfortable than it was but the next year will provide a period of consolidation.

Jason Scott

Marine Director and Harbour Master River Hamble Harbour Authority

Accountant's report
for the year ended 31 March 2021

These accounts have been prepared in a style which is consistent with the reporting requirements of the Companies Act 2006 and comprise the Income Statement, the Statement of Financial Position and related notes.

The River Hamble Harbour Authority, whilst not a separate legal entity, meets the small company criteria contained in section 382 of the Companies Act 2006.

Under section 477 of the Companies Act 2006, a company that qualifies as a small company is exempt from the requirements of the Act relating to the audit of accounts for that year. These accounts are therefore presented unaudited.

The financial transactions, assets and liabilities of the River Hamble Harbour Authority are also included within the statutory accounts of Hampshire County Council. These are presented in accordance with the Accounts & Audit Regulations 2015 and The Accounts and Audit (Amendment) Regulations 2021 and are published at

<https://www.hants.gov.uk/aboutthecouncil/budgetspendingandperformance/accounts>

Signed:

Date:

Anne Hibbert
Head of Corporate Finance

River Hamble Harbour Authority

**Income and Expenditure statement
for the year ended 31 March 2021**

	Notes	2020/21 £	2019/20 £
Turnover	2	580,224	545,818
Other operating income	3	77,907	85,863
		<u>658,131</u>	<u>631,681</u>
Staff costs	4		
Salaries		340,664	356,225
National Insurance		33,379	33,453
Pension Contributions		59,900	78,036
Other employee expenses		1,922	3,436
		<u>435,865</u>	<u>471,150</u>
Depreciation and other amounts written off tangible and intangible fixed assets	11	37,569	35,080
Other operating charges			
Rent/Rates/Leases	5	28,745	26,484
Utilities		3,286	3,976
Other Premises Costs		4,986	3,819
Boats - Repairs & Expenses	6	9,058	11,313
Staff Travel		251	970
Insurance		1,600	1,600
Office Expenses	7	36,416	24,033
Environmental Maintenance	8	3,828	2,375
Public Jetties & Navigational Safety		556	6,541
Services provided by Hampshire County Council	9	40,295	42,288
Other Services (including Designated Person)		9,570	9,570
Oil Spill Response		4,366	4,364
CCTV		130	130
Projects funded by Reserves	10	15,368	64,099
		<u>158,455</u>	<u>201,562</u>
Profit/(loss) for the financial year	14	<u>26,241</u>	<u>(76,111)</u>

River Hamble Harbour Authority

Statement of Financial Position
as at 31 March 2021

	Notes	2020/21		2019/20	
		£	£	£	£
Fixed assets					
Tangible assets	11		322,386		344,730
Current assets					
Debtors	12	23,825		34,624	
Cash at bank and in hand		1,014,380		917,490	
		<u>1,038,205</u>		<u>952,114</u>	
Creditors: Amounts falling due within one year	13	447,440		409,934	
Net current assets			<u>590,765</u>		<u>542,180</u>
Total assets less current liabilities			913,151		886,910
Net assets			<u>913,151</u>		<u>886,910</u>
Reserves					
Profit and loss account	14		913,151		886,910
			<u>913,151</u>		<u>886,910</u>

For the year ended 31 March 2021 the River Hamble Harbour Authority was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

No notice has been received in accordance with section 476 of the Companies Act 2006 that requires the River Hamble Harbour Authority to obtain an audit.

The Board acknowledges its responsibilities for complying with the requirements of the Act with respect to accounting records and for preparing accounts which give a

true and fair view of the state of affairs of the River Hamble Harbour and of the profit or loss for the financial year.

These accounts have been prepared in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies and in accordance with Financial Reporting Standard 102 Section 1A *Small Entities*.

The financial statements were approved and authorised for issue by the Harbour Board and signed on its behalf by

_____ on _____
Councillor Seán Woodward
Chairman of the Board

The notes on pages 11 to 17 form an integral part of these financial statements.

River Hamble Harbour Authority

Notes to the financial statements
for the year ended 31 March 2021

1 Accounting policies

1.1 Accounting convention

The financial statements have been prepared under the historical cost convention and in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies and in accordance with Financial Reporting Standard 102 Section 1A *Small Entities*.

1.2 Turnover

Turnover represents the total value, excluding value added tax, of sales made during the year and derives from the provision of goods and services falling within the River Hamble Harbour Authority's ordinary activities.

1.3 Tangible fixed assets and depreciation

Depreciation is provided at rates calculated to write off the cost less residual value of each asset over its expected useful life, on a straight line basis. A full year of depreciation is applied in the year of purchase.

2 Turnover

The total turnover for the year has been derived from the River Hamble Harbour Authority's principal activity, wholly undertaken in the UK.

	2020/21	2019/20
	£	£
Marinas and Boatyards	441,594	390,278
River Moorings	103,702	97,496
Jetty Charges	13,768	19,571
Mooring and Towing Charges	1,018	9,529
Commercial and Pleasure craft	7,226	13,036
Total Harbour Dues	<u>567,308</u>	<u>529,910</u>
Visitors	12,916	15,908
Total turnover	<u><u>580,224</u></u>	<u><u>545,818</u></u>

3 Other operating income

	2020/21	2019/20
	£	£
Crown Estate Management Fee	71,228	67,240
Miscellaneous Income	6,055	12,777
Interest	624	5,004
Other Funding	0	842
Total other operating income	<u>77,907</u>	<u>85,863</u>

4 Employees

	2020/21	2019/20
Staff numbers	12	12

5 Rent Rates Leases

	2020/21	2019/20
	£	£
Rent - Oil Spill Response Equipment Unit	4,380	4,055
Rent - Crown Estates	4,002	4,840
Rent - Warsash Jetty	1,829	1,829
Rent - Visitors Pontoon	1,829	1,829
Rent - Hamble Jetty	1,829	1,829
Rent - Fishermans Pontoon	1,829	1,829
Business Rates - River Hamble Harbour	13,047	10,273
	<u>28,745</u>	<u>26,484</u>

6 Boat repairs & expenses

	2020/21	2019/20
	£	£
Repair, Maintenance and Boat Refurbishment	4,362	5,126
Vehicle Running Expenses (Fuel)	3,324	4,417
Tools (including Chandlery)	1,372	1,770
	<u>9,058</u>	<u>11,313</u>

7 Office expenses

	2020/21	2019/20
	£	£
Equipment	1,623	966
First Aid Supplies/Health & Safety	454	140
Printing & Stationery	1,486	1,985
Catering/General	1,618	1,459
Retail (Crabbing Equipment)	0	505
Room Hire	0	250
Protective Clothing and Safety Equipment	3,139	2,715
IT Charges	7,984	6,620
Postage	203	489
Subscriptions	1,718	1,650
Promotional Events/Publicity/Publications	2,549	2,910
Credit Card Charges (re Income Collection)	15,642	4,344
	<u>36,416</u>	<u>24,033</u>

8 Environmental Maintenance

	2020/21	2019/20
	£	£
Waste Collection	1,718	1,106
Clearance of Warsash Slipway	2,110	395
Miscellaneous Environmental Maintenance Expenditure	0	874
	<u>3,828</u>	<u>2,375</u>

9 Services provided by Hampshire County Council

	2020/21	2019/20
	£	£
Accountancy	21,600	21,600
Transaction processing	2,488	2,488
Tax/cash management	0	200
Internal audit	3,410	3,410
Legal Services	2,647	4,024
Democratic Services	9,200	9,632
	<u>39,345</u>	<u>41,354</u>
Contribution to Solent Forum	950	934
	<u>40,295</u>	<u>42,288</u>

No separate charge is currently levied for the following:

- Rent and general repair costs associated with the Harbour Office

- Access to and use of the County Council's IT infrastructure and systems
- Insurance, apart from a nominal premium of £1,600 relating to the Patrol Boats

10 Projects funded by Reserves

	2020/21	2019/20
	£	£
Boat Control Mechanisms	10,485	2,275
Hamble Jetty	1,052	3,900
Tow of Donated Pontoons	2,237	
Navigation Lights	1,594	
Bursledon Regatta		417
Harbour Assist system		45,500
Harbour Office Works		12,007
	15,368	64,099

11 Tangible fixed assets

	Marks, Beacons, Lights, Piles, Buoys	Bridges, Walkways, Jetties	Boats	Other	Total
	£	£	£	£	£
Cost					
At 1 April 2020	181,568	678,725	62,500	127,744	1,050,537
Additions	0	0	15,225	0	15,225
Disposals	0	0	0	0	0
Transfers	0	0	0	0	0
At 31 March 2021	181,568	678,725	77,725	127,744	1,065,762
Depreciation					
At 1 April 2020	138,575	411,862	42,999	112,371	705,807
Charge for the year	6,271	19,459	8,765	3,074	37,569
On disposals	0	0	0	0	0
At 31 March 2021	144,846	431,321	51,764	115,445	743,376
Net book values					
At 31 March 2021	36,722	247,404	25,961	12,299	322,386
At 31 March 2020	42,993	266,863	19,501	15,373	344,730

12 Debtors

	2020/21	2019/20
	£	£
Trade debtors	22,325	28,357
Prepayments and accrued income	1,500	6,267
	<u>23,825</u>	<u>34,624</u>

No debtor amounts fall due after more than one year

13 Creditors: amounts falling due within one year

	2020/21	2019/20
	£	£
Trade creditors	14,036	11,560
Accruals and deferred income	433,404	398,374
	<u>447,440</u>	<u>409,934</u>

No creditor amounts fall due after more than one year

14 Profit and Loss Account

	Total
	£
At 1 April 2020	886,910
Transfers to/(from) Profit and Loss account	<u>26,241</u>
At 31 March 2021	<u>913,151</u>

15 Movement in reserves

	Cash backed Reserves			Total cash backed Reserves £	Asset backed Reserves £	Total Reserves £
	General Reserve £	Asset Enhance 'ment £	Asset Replace 'ment £			
As at 1 April 2020	189	67,294	474,697	542,180	344,730	886,910
Movement:						
2020/21 surplus	26,241	0	0	26,241	0	26,241
Transfers:						
Asset additions	0	0	(15,225)	(15,225)	15,225	0
Depreciation	37,569	0	0	37,569	(37,569)	0
Asset contribution	(35,000)	0	35,000	0	0	0
Projects	15,368	0	(15,368)	0	0	0
Interest	(538)	67	471	0	0	0
Total movement	43,640	67	4,878	48,585	(22,344)	26,241
As at 31 March 2021	43,829	67,361	479,575	590,765	322,386	913,151

16 Reserves Policy

The Harbour Board approved a reserves policy on 18 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. Annual contribution of £43,000, later reduced to £35,000, to be received from revenue.
- Revenue Reserve (RR, also known as the General Reserve) – to hold annual surpluses totalling no more than 10% of the gross revenue budget (for 2020/21 this equates to £58,500). 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.

The reserves policy is kept under continuous review, to ensure the reserves continue to be at the level the River Hamble needs to operate effectively in accordance with its aims, needs and objectives taking into account potential risks and contingencies that may arise from time to time, and in the context of a separate risk management policy.

The Board review the level of Harbour Dues annually in the context of the Revenue Reserve balance and expected income and expenditure, increasing, freezing or reducing the rates as required to maintain an appropriate balance in the Revenue Reserve.

The Board also annually reviews the fixed asset register to ensure that the contribution to the Asset Replacement Reserve is appropriate to meet all anticipated expenditure on the replacement or maintenance of assets, revising the contribution when necessary.

The Asset Enhancement Reserve is used for exceptional, non-essential expenditure to enhance the enjoyment of the River Hamble for river users, and funds are therefore transferred into this reserve from time to time as funds allow.

River Hamble Harbour Authority Management Accounts	2020/21			
	Revised Budget	Period 6 Forecast Outturn	Year End Actuals	Variance to Budget
	£	£	£	£
EXPENDITURE				
Staff Related				
Salaries	445,000	434,000	433,943	(11,057)
Training	5,000	5,000	-	(5,000)
Professional Subscriptions	2,000	2,000	1,922	(78)
Sub-Total Staff Related	452,000	441,000	435,865	(16,135)
Premises				
Rent / Rates	25,000	25,000	24,743	(257)
Electricity	2,000	2,000	1,663	(337)
Gas	1,000	1,000	922	(78)
Water / Sewerage	1,000	1,000	701	(299)
Repair & Maintenance (including Health & Safety Modifications)	1,000	1,000	3,276	2,276
Burglar Alarms / Security	1,000	1,000	1,840	840
Sub-Total Premises	31,000	31,000	33,145	2,145
Transport				
Repair, Maintenance & Boat Refurbishment	3,000	3,000	4,362	1,362
Vehicle Running Expenses (Fuel)	3,000	3,000	3,324	324
Tools (including Chandlery)	2,000	2,000	1,372	(628)
Car Allowances / Staff Travel	1,000	1,000	251	(749)
Insurance	2,000	2,000	1,600	(400)
Sub-Total Transport	11,000	11,000	10,909	(91)
Supplies & Services				
Office Expenses	24,000	27,000	36,416	12,416
Environmental Maintenance	5,000	5,000	4,778	(222)
Public Jetties & Navigational Safety	1,000	1,000	556	(444)
Central Department Charges	42,000	42,000	39,345	(2,655)
Designated Person	10,000	10,000	9,570	(430)
Oil Spill Response	4,000	4,000	4,366	366
Crown Estate Settlement	5,000	5,000	4,002	(998)
Sub-Total Supplies & Services	91,000	94,000	99,033	8,033
GROSS EXPENDITURE	585,000	577,000	578,952	(6,048)

River Hamble Harbour Authority Management Accounts	2020/21			
	Revised Budget	Period 6 Forecast Outturn	Year End Actuals	Variance to Budget
	£	£	£	£
INCOME				
Harbour Dues	(541,000)	(544,000)	(545,296)	(4,296)
Crown Estate Funding	(69,000)	(71,000)	(71,228)	(2,228)
Visitor Income	(45,000)	(38,000)	(33,910)	11,090
Miscellaneous Income	(6,000)	(3,000)	(6,055)	(55)
Towing Charges	(9,000)	(9,000)	(1,018)	7,982
Other Funding	(1,000)	(1,000)	-	1,000
Interest	(1,000)	(1,000)	(85)	915
GROSS INCOME	(672,000)	(667,000)	(657,592)	14,408
NET REVENUE FUNDED EXPENDITURE	(87,000)	(90,000)	(78,640)	8,360
Contribution to Asset Replacement Reserve	35,000	35,000	35,000	-
NET SURPLUS TO GENERAL RESERVE	52,000	55,000	43,640	(8,360)
INCOME / EXPENDITURE ON RESERVES				
Projects Funded by Reserves				
Asset Enhancement	28,000	-	-	(28,000)
Asset Replacement	2,000	16,000	15,368	13,368
Asset Replacement - Addition	16,000	16,000	15,225	(775)
Revenue Reserve	-	-	-	-
Expenditure from Reserves	46,000	32,000	30,593	(15,407)
Interest on Reserves				
Asset Enhancement Interest	-	-	(67)	(67)
Asset Replacement Interest	(3,000)	(3,000)	(471)	2,529
Income on Reserves	(3,000)	(3,000)	(538)	2,462
NET RESERVES FUNDED EXPENDITURE	43,000	29,000	30,055	(12,945)
TOTAL NET EXPENDITURE	(44,000)	(61,000)	(48,585)	(4,585)

River Hamble Harbour Authority Management Accounts	2020/21			
	Revised Budget	Period 6 Forecast Outturn	Year End Actuals	Variance to Budget
	£	£	£	£
RESERVES				
Contribution to Asset Replacement Reserves	35,000	35,000	35,000	-
Transfer To / (From) Revenue Reserve	52,000	55,000	43,640	26,640
Transfer To / (From) Asset Enhancement Reserve	-	-	-	-
	87,000	90,000	78,640	(8,360)
Transfer Interest to Reserves	3,000	3,000	538	(2,462)
Transfers from Reserves - Projects	(46,000)	(32,000)	(30,593)	15,407
Total Transfers To / (From) Reserves	(43,000)	(29,000)	(30,055)	12,945
TOTAL TRANSFERS TO / (FROM) RESERVES	44,000	61,000	48,585	4,585

River Hamble Harbour Authority				
Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges				
	2020/21			
	Revised Budget	Period 6 Forecast Outturn	Actuals	Variance to Budget
	£	£	£	£
Harbour Dues Income				
Marinas and Boatyards	(435,000)	(437,000)	(441,594)	(6,594)
River Moorings	(106,000)	(107,000)	(103,702)	2,298
Total Harbour Dues Income	(541,000)	(544,000)	(545,296)	(4,296)
Visitor Income				
Mid Stream Visitors Pontoon	(17,000)	(14,000)	(12,916)	4,084
Warsash Jetty	(18,000)	(15,000)	(12,184)	5,816
Hamble Jetty	(3,000)	(2,000)	(1,584)	1,416
Commercial and Pleasure Craft Income	(7,000)	(7,000)	(7,226)	(226)
Total Visitor Income	(45,000)	(38,000)	(33,910)	11,090
Office Expenses				
Equipment	1,000	1,000	1,623	623
First Aid Supplies / Health & Safety	1,000	1,000	454	(546)
Printing & Stationery	3,000	3,000	1,486	(1,514)
Catering / General	1,000	1,000	1,618	618
Protective Clothing and Safety Equipment	3,000	3,000	3,139	139
IT Charges	5,000	8,000	7,984	2,984
Postage	1,000	1,000	203	(797)
Subscriptions	2,000	2,000	1,718	(282)
Promotional Events / Publicity / Publications	3,000	3,000	2,549	(451)
Retail (Crabbing Equipment)	1,000	1,000	-	(1,000)
Credit Card Charges (re Income Collection)	3,000	3,000	15,642	12,642
Total Office Expenses	24,000	27,000	36,416	12,416

River Hamble Harbour Authority				
Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges				
	2020/21			
	Revised Budget	Period 6 Forecast Outturn	Actuals	Variance to Budget
	£	£	£	£
Central Department Charges				
Operational Finance	22,000	22,000	21,600	(400)
Integrated Business Centre / Audit / Tax Team / Finance	6,000	6,000	5,898	(102)
Democratic Services (Including Venue Costs)	9,000	9,000	9,200	200
Legal Services	5,000	5,000	2,647	(2,353)
Total Central Department Charges	42,000	42,000	39,345	(2,655)

Notes to Appendices 2 and 3

The details of significant variations are as follows:

1. Staff related expenditure was £16,135 lower than budgeted, due to seasonal staff pay and training costs being lower than expected. Training costs were also lower than usual due to the Covid-19 pandemic.
2. Premises costs were £2,145 higher than budgeted, due to completion of the office refurbishment, fencing work and a new security system being installed.
3. Repair, maintenance and boat refurbishment related expenditure was £1,362 higher than budgeted as there were more opportunities to carry out work of this nature during the year.
4. Office expenses were £12,416 higher than budgeted. Primarily this was due to income collection costs relating to the new Harbour Assist system and therefore £12,642 higher than budget. IT charges were £2,984 higher than budget due to new annual subscription costs relating to Harbour Assist. Printing, stationery and printing costs were in total £2,311 lower than budgeted as, due to payments being made online through Harbour Assist, paper invoices no longer need to be printed and posted. Retail costs were zero, and therefore £1,000 under budget, as the sale of crabbing equipment etc was ceased during the year due to the Covid-19 pandemic.
5. Central Department Charges

The basis for the central department charges is as follows:

- Operational Finance - £21,600 based on an assessment of the time devoted to the River Hamble. This is reviewed regularly.
- Corporate Resources central charges – based on volumes and reviewed regularly. A more detailed breakdown of these services is listed below:

○ Integrated Business Centre (IBC)	£2,488
○ Audit Services	<u>£3,410</u>
	£5,898
- The charge for Audit Services is an SLA to cover audit requirements, both for specific site visits to the River Hamble and to cover systems and processes used by the River Hamble, such as payroll and IT systems
- Legal Services and Democratic Services support costs – these charges are based on actual hours worked multiplied by an hourly rate which has been benchmarked to ensure best value. £2,467 was incurred for legal advice, £2,353 lower than budget, as it was agreed attendance at every management committee meeting would no longer be required.

The following costs are not currently borne by the Harbour Office:

- Notional rent and general repair costs associated with the Harbour Office
- Access to and use of the County Council's Information Technology infrastructure and systems
- Insurance, apart from a nominal fee relating to the Patrol Boats

6. Total income for 2020/21 was £657,592, £14,408 below the budget of £672,000.
7. Visitor income was £11,090 lower than budget as a direct consequence of the Covid-19 pandemic and multiple national lockdowns.
8. Income relating to towing charges was £7,982 below budget due to there being no pile replacement projects and much fewer movements to accommodate individual pile maintenance during the year.
9. Annual harbour dues were £4,296 higher than budget. Whilst the number of mid stream mooring surrenders were higher than usual, there were increased marina charges resulting from a reconfiguration and dry stack adjustment.
10. Crown Estate funding was £2,228 higher than budget following an agreed increase to the management agreement fee.
11. No retail income was received due to there being no sales during the year as a result of the Covid-19 pandemic.
12. Interest was £915 lower than budgeted due to the interest rate cut to 0.1%

River Hamble Harbour Authority – Reserves 2020 – 2022

	General Reserve £	Asset Enhance 'ment Reserve £	Asset Replace 'ment Reserve £	Total £
Balance as at 31 March 2020	189	67,294	474,697	542,180
Transfer to ARR from Revenue	(35,000)	0	35,000	0
Asset Replacement - Boat engines, boat control mechanisms, jetty maintenance, pontoons tow and navigation lights	0	0	(30,593)	(30,593)
Annual Interest Receivable	0	67	471	538
Net Surplus for the year	78,640	0	0	78,640
Balance at 31 March 2021	43,829	67,361	479,575	590,765
Transfer to ARR from Revenue	(35,000)	0	35,000	0
Asset Enhancement - Warsash jetty pump replacement	0	(12,000)	0	(12,000)
Annual Interest Receivable	0	0	3,000	3,000
Net Surplus for the year	62,000	0	0	62,000
Balance at 31 March 2022	70,829	55,361	517,575	643,765

Interest is generated on general reserves and is included in the net transfer to / (from) general revenue reserves

Reconciliation of profit and loss to surplus generated on general revenue activities

	2020/21
	£
Profit/(loss) for the financial year from Income Statement	26,241
Add back:	
Depreciation Charge for Year	37,569
Projects funded from reserves	15,368
Less:	
Interest on AER and ARR	(538)
Agreed transfer to ARR	(35,000)
Net surplus to General Reserve	<u><u>43,640</u></u>

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	24 June 2021
Title:	Review of Harbour Dues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.scott@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to analyse the financial position of the River Hamble Harbour Undertaking in order to make a recommendation on any change in Harbour Dues that may be necessary.

Recommendation

2. That the River Hamble Harbour Management Committee supports the recommendation to the River Hamble Harbour Board the approval of an increase in Harbour Dues of 1% for 2021/22.

Executive Summary

3. The purpose of this paper is to recommend the rate for Harbour Dues for 21/22, based on an analysis of our Asset Review of March 2021 and our Annual Statutory Accounts, already presented at this meeting. Its recommendation provides for the long-term maintenance of our appropriate risk-based Marine Safety Management System, as well as other expected services. It takes into account predicted income and expenditure over the next two years and the requirement to cease drawing on the General Reserve to supplement the £35000 annual contribution to the Asset Replacement Reserve.
4. A reduction in income brought about by the impact of COVID 19 on Harbour Authority income has offset to a degree the benefits brought about by two previous increases in Harbour Dues and the formalisation of collection of Dues for Dry Stack vessels. That reduction in income in turn has not been as great as it could have been because of the relative popularity of the River in

terms of visitors in those periods when lock down restrictions were lifted. The overall net result is a financial position which is satisfactory. This is demonstrated by the strengthening of the Revenue Reserve position which now provides a prudent contingency capability, when the balance had reduced previously to zero.

Contextual Information

4. Two papers are taken into account when deciding on any potential increase in Harbour Dues figures each year. The first, our Asset Review work, was presented to the Board and approved in March. We continue to look as far ahead as is practicable while acknowledging that mapping out our financial asset replacement rates with precision must be an inexact science. It is correct to review the position based on raw material costs and changing wider circumstances over which the Harbour Authority has no control on an annual basis. Second, our Annual Accounts have shown how the RHHA has performed and provide confirmation of the prudence of decision making under our late previous Chairman.
5. The primary responsibility of any Harbour Authority is safety. Accordingly, there is a requirement to maintain our essential operational capabilities to ensure that non-discretionary, statutory tasks are carried out in the long-term. This is the primary responsibility of the Duty Holder in Law.
6. Our financial position had, before steps were taken two years ago to increase Harbour Dues, been unsustainable. Our Annual Accounts show that, despite a significant impact on Visitors' income over the whole year from COVID 19, that the Harbour Authority has a secure financial position. The balance of the Revenue Reserve, which had reduced almost to zero is now healthier and within the bounds of Board policy, which is that it should be maintained at a level no greater than 10% of gross income.
7. It is acknowledged that this year has been difficult for many and that some have had to forego hobbies, including boating. That has been demonstrated in a breadth of anecdotal evidence in conversation with mooring holders and also in a small increase in the number of surrenders at this year's annual billing round. Keeping Harbour Dues at competitive levels which safeguard the requirement to provide a robust Marine Safety Management Service will be the priority. What is clear is that Harbour Dues payers prefer consistency to enable security of financial planning. This year's strengthened position shows that, while some uncertainty regarding COVID impact persists, the Harbour Authority should balance that with a more modest increase than in the previous two years. Accordingly, an increase of 1% is recommended to offset the possibility of a further impact on boating numbers. Next year's review will be able to assess better the longer term impact.

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:

- (a) An EIA is not required as no negative impacts are anticipated.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	River Hamble Harbour Management Committee
Date:	24 June 2021
Title:	Forward Plan for Future Meetings
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

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

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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

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:

- 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.

Management Committee Date	Agenda Item	Harbour Board Date
24 June	<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 2020/21 • Review of Harbour Dues • Forward Plan for Future Meetings 	9 July
10 September	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings • Briefing (Man Cttee only) 	8 October
3 December	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings 	7 January
1 March	<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 2021/22 Forecast Outturn and 2022/23 Forward Budget • Review of Fees and Charges • Forward Plan for Future Meetings 	1 April