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NOTICE OF MEETING

Meeting	River Hamble Harbour Management Committee
Date and Time	Friday, 3rd December, 2021 at 10.00 am
Place	Warsash Sailing Club
Enquiries to	members.services@hants.gov.uk

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

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. 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 PREVIOUS MEETING (Pages 5 - 10)

To confirm the minutes of the previous meeting held on 24 June 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 - 42)

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. RENEWAL OF EXPIRING HARBOUR WORKS CONSENT:
"RELOCATION OF EXISTING ACCESS BRIDGE AND INSTALLATION
OF NEW PUBLIC ACCESS PONTOON AT DEACONS MARINA"**
(Pages 43 - 46)

To consider a renewal request of the Harbour Works Consent for the Relocation of Existing Access Bridge and Installation of New Public Access Pontoon at Deacons Marina.

8. ENVIRONMENTAL UPDATE (Pages 47 - 54)

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

9. RIVER HAMBLE 2021/22 FORECAST OUTTURN AND 2022/23 FORWARD BUDGET (Pages 55 - 72)

To consider a report of the Director of Corporate Operations and Director of Culture, Communities and Business Services regarding the 2021/22 outturn forecast and the proposed 2022/23 forward budget for the River Hamble.

10. REVIEW OF FEES AND CHARGES (Pages 73 - 78)

To consider a report of the Director of Culture, Communities and Business Services regarding the annual review of fees and charges applicable to the River Hamble.

11. FORWARD PLAN FOR FUTURE MEETINGS (Pages 79 - 82)

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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Agenda Item 3

AT A MEETING of the River Hamble Harbour Management Committee of
HAMPSHIRE COUNTY COUNCIL held as an online meeting on Thursday, 24th
June, 2021

Chairman:

* Councillor Hugh Lumby

* Councillor Pal Hayre	* Councillor Stephen Philpott
a Councillor Graham Burgess	* Councillor Lance Quantrill
* Councillor Mark Cooper	* Councillor Pamela Bryant
* Councillor Rod Cooper	* Councillor Tanya Park
a Councillor Tonia Craig	
a Councillor Rupert Kyrle	
* Councillor Lesley Meenaghan	

*Present

Co-opted members

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

Also present with the agreement of the Chairman:
Councillor Sean Woodward

*Present

1. APOLOGIES FOR ABSENCE

Apologies were noted for Councillors Kyrle, Craig and Burgess.

2. 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. Chairman councillor Lumby also noted his interest as a member of the Royal Southern Yacht club and berth holder at Hamble point.

3. MINUTES OF THE PREVIOUS MEETING HELD ON 5 MARCH 2021

The minutes of the meeting held on 5 March 2021 were agreed as a correct record.

4. DEPUTATIONS

There were no deputations.

5. CHAIRMAN'S ANNOUNCEMENTS

There we no announcements.

6. 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 informed of a rising trend of anti-social behaviour, including fighting, drug use, criminal damage and causing alarm to public. It was also noted that more people were jumping from the A27, railway and M27 motorway bridges, putting themselves and others at risk. It was reported that the Marine Director's office was working closely with Eastleigh Borough Council, local parish councils and local police forces, with a police forward base now stationed at Hamble Lifeboat station.

It was also noted with regret that 2 cardiac-related fatalities had taken place on the River Hamble, and note was made of the need to ensure free and open access to jetties to ensure timely treatment.

A question was raised if anti-social behaviour extended to on the water. In reply it was stated that it did, and that they worked closely with the Hampshire Police Marine Unit to resolve these incidents.

A further question was raised regarding role of Police from outside Eastleigh such as Fareham.

In reply it was noted that the office has good relations with both Fareham and Eastleigh Police forces. It was discussed that a focus was put on trying to

persuade and correct abusive behaviour, though police intervention had been swift when it was called in.

In the light of these recent fatalities, clarification on the availability of defibrillators was asked for.

In reply, it was stated that a defibrillator was maintained on site at the Harbour Office, In the event of a casualty, ambulance services, HM Coast Guard Rescue Teams and Life Boats also possessed devices.

A question was raised regarding a recent oil spill at Swanwick, and what was being done to stop them. In reply, it was detailed that plans were maintained by Marinas to address local spillages and that the Harbour Authority maintained its own organic capability and contract with a service provider. Local Marinas also took their responsibilities very seriously. It was noted that the River was vulnerable to pollution from various sources, among them fuel, bilge oil, the M27 bridge and outfalls from pipes and that the collective drive was to minimise these by sound planning.

RESOLVED:

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

7. ENVIRONMENTAL UPDATE

The Committee considered the report of Environment and Development Manager with an update on environmental matters.

RESOLVED:

That the River Hamble Harbour Management Committee notes the contents of this report.

8. RENEWAL OF EXPIRING HARBOUR WORKS CONSENT - REPLACEMENT OF RIVER WALL AT SWANWICK SHORE ROAD CAR PARK'

The Committee considered 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.

It was noted that this request was "earnest, correct and necessary" thus it was appropriate to raise it for renewal as opposed to completely re-assessing it, thus wasting time and resources.

RESOLVED:

That the River Hamble Harbour Management Committee supported 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.

9. RIVER HAMBLE FINAL ACCOUNTS 2020/21

The Committee considered 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.

Members noted a rise in numbers of jet skiers and it was acknowledged in addition to extra income that this had put extra demand on the Harbour services to police their use and ensure safety of both Jet ski users and other vessels.

Members questioned high credit card charges for payments made collectively in respect of Mooring Fees for the Crown Estate. It was asked whether the bearing of these fees had been included in contractual fee discussions with the Crown Estate. It was explained that card charge fees related not only to the Crown Estate but also to Harbour Dues, Visitors' and Launching Fees and Waiting List charges. Two other sets of charges for payments were, as a result of the new Harbour Assist Harbour Management System, not being accrued. The net increase in charges was deemed acceptable based on the benefits to office practices. The terms of the Crown Estate Management Agreement contract were also discussed.

RESOLVED:

- i. The report, the statutory accounts and management accounts were noted by the River Hamble Harbour Management Committee and submitted to the River Hamble Harbour Board for approval.
- ii. The Committee noted that as of 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 in 2022, requiring a decision to be taken at that time on how to treat the excess.
- iii. That the Committee supported the recommended changes to the 2021/22 budget.

10. REVIEW OF HARBOUR DUES

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

The current financial position was noted, as was a degree of uncertainty because of COVID 19 events and the potential associated impact on charges. The 5% increase last year had followed periods where increases had not been made. The importance for businesses in predictable increases for planning purposes was recognised. A 'smoothed' increase path was recognised as being preferable to take into account uncertainty regarding costs, including pension related costs and safeguard the Marine Safety Management System. It was noted that Harbour Dues remained competitive in the Solent context.

Two questions were asked as to whether a 1% increase in Harbour Dues would be sufficient, given the uncertainties regarding inflation and its impact on costs, specifically fuel. The Marine Director informed the Committee of the relatively low expenditure, following rebate, on fuel and noted that the Annual Accounts were taken together with our Asset Review Paper when considering the Harbour Dues position. The COVID outbreak had seen a reduction in visitors' income but, because of prudent steps taken last year, seen a net increase in Revenue despite that of £43000. That position, far stronger than last year, gave confidence that a lower prudent increase of 1% or around £5000 would be appropriate would be appropriate.

It was noted that, for a private mooring holders with a 10m vessel, a 1% increase in real terms represented a rise of around£1.60.

RESOLVED:

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

11. **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 Management Committee and Harbour Board agendas.

RESOLVED:

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

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	3 December 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. Activity is listed at Appendix 1.

Issues

Port Marine Safety Code Inspection

5. The Designated Person carried out a routine 6 monthly inspection of the RHHA Marine Safety Management System on 2 Nov 2021. All previous recommendations had been actioned. The MSMS was found to be compliant in continuation. The report is at Appendix 2.

Issue of General Direction No 3

6. General Direction No 3 has been issued to make it explicitly clear to those in charge of Personal Watercraft (PWC) that all Rules and Bye Laws apply to them within the River Hamble, just as to all other craft. The requirement for this additional Direction, which complements General Direction No 2, has arisen because doubt in the status of a PWC as a vessel used in navigation has been highlighted in a DfT Consultation paper aimed at strengthening Merchant Shipping accident and reporting legislation outside of 'managed' waters. The consultation recognises the existing powers of some Harbour Authorities to make and enforce Special Rules relating to the conduct of specific types of craft in 'managed' waters. The General Direction does not change any Law within the Hamble but makes it clear that rules put in place for the safety of all apply equally to all in advance of any unseamanlike challenge which may arise here. The requirement for this Direction reflects the increased volume in PWC traffic and the nature of interaction between these powerful craft and other vessels, notably but not exclusively in the mouth of the River.

M27 Bridge Drainage

7. A verbal update will be provided.

Trends

8. Indicative trends of supporting activity to River use are given at Appendix 3. Figures for 2021 are to 20 October. Activity is broadly in line with earlier years with some fluctuations.

Internal Management Targets

9. Internal management targets were published in the Marine Safety Plan for 2020-2023. Appendix 4 lists how these have been achieved.

Strategic Plan and Vision Documents

10. A routine three-yearly revision of the Harbour Authority's Strategic Plan and Vision documents for the period 2022-2025 has begun. The original documents, developed by the Board with advice from the Management Committee, have held the Authority in good stead over the past three years. Pour memoire, the 2018-2021 headmarks were:

Strategic Vision: To conserve the natural beauty, character and history of the Harbour, balanced with the needs of the many people who use it, whilst ensuring that it is safe to navigate and accessible to as many people as possible, now and for succeeding generations.

Strategic Plan Mission Statement: To ensure that the Harbour is operated safely and efficiently so as to safeguard the Harbour, its users, the public and the environment, both now and in the future. It is committed within its powers to fulfilling all its duties and responsibilities in a safe and efficient manner, to the enhancement of access and facilities for River Users and to the enhancement of the well-being, enjoyment and economic benefit of the River for all.

Minor amendments to take account predominantly of environmental policy changes over the past three years are being discussed. Members are invited to contact the Harbour Master directly if they wish to discuss the matter in more depth.

Climate Change and Carbon Mitigation Impact Assessment

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

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

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

**Appendix 1 To Marine
Director Report**
XXXXXXXXXXXXXXXX

Incidents and Events

- 12.01. 01 Aug. Recovered an abandoned tender to the Harbour pound. Stopped and warned the skipper of a small motor vessel for speeding in the vicinity of the A27 Bridge. Assistance given to Hedge End Police in locating a yacht which had returned from overseas to ensure compliance with COVID regulations. Day into night audit of Aids to Navigation.
- 12.02. 02 Aug. Boat coding work. Liaison with Hampshire Marine Police Unit regarding yachts returning to UK from overseas. Liaison with HM Coast Guard to recover broken down RIB to Warsash.
- 12.03. 03 Aug. Liaison with owner of tender recovered at 7.01. to return. Attended Hamble Jetty on receipt of report of ASB by Hamble Life Boat. Perpetrators dispersed. Police in attendance.
- 12.04. 04 Aug. Towed a broken-down RIB to her berth at a boatyard. Assistance given to a small Southampton based RIB broken down in the Main Channel. Attended Hamble Jetty to disperse a group of swimmers who had been advised by the Police that swimming from the HM Jetty was allowed, despite clear signage and HM direction to the contrary. (Note by HM – in meeting with Borough Chief Inspector 5 Aug, this was firmly contrary to his direction. Resolved).
- 12.05. 05 Aug. Signage at Hamble Jetty vandalised. Reported as criminal damage. HM meeting with Eastleigh Police Chief Inspector. Patrol stopped and warned verbally a RIB for excessive speed and wash.
- 12.06. 06 Aug. Support to the 50th Anniversary of Sir Chay Blyth's return to the Hamble in 1971, following his successful West-about circumnavigation in BRITISH STEEL. Escort of Sir Chay to the Royal Southern Yacht Club with Sir Robin Knox-Johnston embarked.
- 12.07. 07 Aug. Assistance given to Calshot Life Boat in recovering a yacht to Warsash Jetty with her propeller foul on fishing lines. Responded to a call from a vessel with engine failure at the Mouth of the River. Vessel had run aground adjacent to No 7 pile on arrival. Lines passed and towed free to HM Jetty Warsash for defect rectification.
- 12.08. 08 Aug. Patrol stopped and warned verbally a small speeding RIB off Hamble. Hailed by a small motor vessel of RHCP Jetty with propulsion failure, traced to a broken coolant hose. Fixed by patrol and engine re-

- started. Stopped and warned the owner of a jet-ski speeding between the bridges. Jet ski had launched from outside the River. Compliant.
- 12.09. 09 Aug. Checked mid-stream moored yacht on behalf of owner for left equipment. Recovered abandoned tender from foreshore at RHCP to Harbour Office. Advice given to two wind-foiling craft in the mouth of the River. Enhanced mooring checks in high winds. Pumped out a number of inundated tenders at Warsash HM link span. Assistance given to a capsized dinghy in the mouth of the River.
- 12.10. 10 Aug. Liaison with the Crown Estate mooring contractor. Assistance given to a tender aground opposite the River Hamble Country Park Jetty. Assistance given to a small tender which had capsized off Warsash with four persons in the water. All recovered safely. Liaison with HM Coast Guard regarding an incident involving two paddleboarders stranded on a falling tide opposite RHCP jetty. Recovered a tender from the foreshore at Warsash to the Harbour Office.
- 12.11. 11 Aug. Liaison with Hampshire Marine Police Unit regarding anti-social behaviour. Liaison with Hamble Lifeboat which reported an attempted theft from a vessel on a sailing club mooring. Advice given to a sailing club safety boat crew regarding the need to wear life jackets.
- 12.12. 12 Aug. Removed a visiting yacht from a private mid-stream mooring. Assistance given to a large yacht in berthing on the Visitors' Pontoon.
- 12.13. 13 Aug. Replaced port hand marker buoy between Riverside boatyard and M27 Bridge. Stopped and advised a large motor vessel on excessive wash off Warsash. Stopped and warned a small motor cruiser for excessive speed and wash off Crableck.
- 12.14. 14 Aug. Liaison with UK Border Force. Advice given to two open water swimmers off Hamble to keep clear of the Main Channel. Removed a visiting yacht from a private mid-stream mooring to the Visitors' Pontoon. Removed a swimmer from HM Pontoon Warsash.
- 12.15. 15 Aug. Support given to a grounded tender and occupants. Berthing assistance given to two visiting yachts in strong winds.
- 12.16. 16 Aug. Assistance given to a departing yacht with engine failure in the Main Channel. Advice given to fishermen at Hamble Jetty. Assistance given to a yacht with engine failure in the mouth of the River. Patrol craft maintenance. Liaison with Hampshire Marine Police unit regarding a vessel of interest. Liaison with a marina reporting a fire on board a marina-moored vessel. Fire brigade called and Patrol attended. Galley fire extinguished. Vessel made safe.
- 12.17. 17 Aug. Vessel checks made on behalf of the estate of a deceased mooring holder. Removed a group of 7 swimmers from Hamble Jetty, jumping from the moored Pink Ferry. Police called. Assistance given to a yacht with propulsion failure at the mouth of the River. Escorted to her marina berth.

- 12.18. 18 Aug. Commercial tow of a yacht to a yard for lift out. Liaison with the Crown Estate mooring contractor. While refuelling CROWN, noticed an adjacent vessel had spilt a small amount of diesel. Broken up with propeller wash. On taking payment from a visiting yacht at Hamble Jetty, received report of alleged drug use adjacent to Hamble Life Boat. Drug paraphernalia located and Police called.
- 12.19. 19 Aug. Liaison with Hamble Ferry regarding anti-social behaviour at Hamble Jetty – verbal abuse and jumping from the ferry. Police called but had not managed to attend before youths dispersed.
- 12.20. 20 Aug. Berthing assistance given to a visiting yacht at Warsash. Air and tide gauge maintenance.
- 12.21. 21 Aug. Preparations made for the visit of a tall ship. Assistance given to a fishing vessel with intermittent propulsion difficulties. Tracking down of visiting vessel which departed without payment of Harbour Dues. Vessel had previously failed to pay and will be locked on next visit.
- 12.22. 22 Aug. Assistance given to a small motor vessel which had run out of fuel. Two rod fishermen asked to re-locate from Hamble Jetty to the quay. Compliant. Tracking down of a charter yacht which had failed to pay Harbour Dues for a short stay. Liaison with HM Coast Guard and Hamble Life Boat regarding a casualty on a mid-stream moored yacht. Ambulance in attendance and casualty evacuated to Southampton General for treatment. Assistance given to a small motor vessel which had run out of fuel off Crableck. Recovered a large branch from the Main Channel off RHCP Jetty. Removed a group of a dozen swimmers from Hamble Jetty after Police departure (around 1530), climbing on moored tenders. Later returned to remove the same group which had returned at 1915.
- 12.23. 23 Aug. Commercial tow of a large motor vessel to yard for lift out. Harbour Board new member boat trip and River familiarisation. Liaison with Hampshire Marine Police Unit. Assistance given to a Tall Ships Youth Trust in mooring on the Visitors' Pontoon.
- 12.24. 24 Aug. Recovered a large branch from the Main Channel off Swanwick. Assistance given to a mid-stream moored motor vessel with engine failure in coming alongside his mooring. Location of a vessel reported as being involved in a close quarters incident.
- 12.25. 25 Aug. Hatch checked at the request of a mid-stream mooring holder. Large branch removed from the Main Channel near the M27 Bridge. Liaison with the owner of a yacht involved in a collision with a moored vessel of Crableck. Details exchanged. Investigated a report of a collision between a mid-stream mooring holder and the starboard marker at Swanwick bend. No damage to the marker but minor abrasions to the yacht. Skipper error of judgment while negotiating the turn. Hailed by the owner of a small yacht reporting a failed sea cock and associated ingress of water. Pump deployed and vessel towed to yard for lift out and defect rectification. In darkness patrol

to RHCP and advice given to a small group of kayakers operating without a torch or lights to indicate presence.

- 12.26. 26 Aug. Support given to a visiting rally. Report taken from a marina of a series of collisions between a departing motor vessel and resident moored vessels. False details had been given by the owner of the vessel responsible and no report made by him to the Harbour Office. Tracking action initiated with Hampshire Marine Police Unit. Small tender at anchor moved on from her position adjacent to Hamble Jetty. Non-compliant but eventually moved when advised of Bye Law.
- 12.27. 27 Aug. Stopped and warned a large motor vessel off Hamble for excessive speed and wash. Moved on a vessel at anchor in the Mian Channel off Mercury Marina. Report taken from Port Hamble fuel berth regarding fuel non-availability.
- 12.28. 28 Aug. Support to Bursledon Regatta. Stopped and warned a RIB in the Upper River for excessive speed and wash. Towed a yacht with battery control issues from the mouth of the River to her berth.
- 12.29. 29 Aug. Liaison with a River User to recover his tender from the Harbour Office yard. Liaison with a fuel berth reporting a vessel without power which had anchored off the berth. Patrol attended and towed the vessel back to her marina berth for defect rectification. Assistance given to motor vessel with propulsion failure North of the M27 Bridge.
- 12.30. 30 Aug. Liaison with HM Coast Guard reporting a vessel aground North of the M27 Bridge. The vessel was located and found to be safe to refloat on the next tide. Personal Watercraft advised regarding excessive speed and wash off Warsash. Similar advice given to a RIB opposite RHCP Jetty. Liaison with UK Border Force. Vessel at 7.29 refloated.
- 12.31. 31 Aug. Moved on a small vessel engaged in private fishing from a mid-stream pontoon.
- 12.32. 01 Sep. Liaison with the Crown Estate regarding the forthcoming pile maintenance contract. Pumped out inundated tenders at Hamble Jetty. Moved on a visiting vessel which had picked up a private mooring.
- 12.33. 02 Sep. Patrol boat maintenance. Liaison with the Crown Estate mooring contractor. Commercial tow of a motor vessel to a boatyard for lift out. Unserviceable light located during night survey of Aids to Navigation. Notice issued to yard responsible for follow-up. Assistance given to yacht with steering gear failure in manoeuvring onto berth.
- 12.34. 03 Sep. Preparations for rally.
- 12.35. 04 Sep. Support to open water swimming at Bursledon. Liaison with Hampshire Marine Police Unit. Pumped out inundated RIB at Hamble Jetty. Preparations for Hamble Classics support. Responded to call from a marina regarding a minor diesel oil spill and anti-social behaviour. Marina advised to

call 101. Attended to break up diesel spill with propeller wash. Perpetrators of anti-social behaviour had departed. Liaison with Crown Estate mooring contractor. Patrol in the mouth of the River to bear down on excessive speed and wash created by a number of departing PWC.

- 12.36. 05 Sep. Liaison with Hamble Life Boat. Moved on a small motor vessel at anchor off Crableck. Received call from the on-duty Pink Ferry operator regarding abusive behaviour from a customer. Advised to call the Police. Stopped and warned an inbound PWC for excessive speed and wash. Tow of a motor vessel to a fuel berth.
- 12.37. 06 Sep. Moved on a RIB at anchor off Warsash. Blue light pursuit of two PWC from Warsash at speed in the mouth of the River. Stopped and warned another inbound PWC for excessive speed and wash. Liaison with Hampshire Marine Police Unit. Support to a yacht owner reporting collision damage to his vessel. Attended Hamble Jetty to remove swimmers after sunset.
- 12.38. 07 Sep. Liaison with Southampton Patrol. Support given to a small yacht awaiting lift out at a boatyard.
- 12.39. 08 Sep. Liaison with Hampshire Marine Police Unit.
- 12.40. 09 Sep. Sighted two young seals off the Chinese Bridge. Recovered two large branches from the Upper River. Stopped and warned a departing RIB for excessive speed and wash.
- 12.41. 10 Sep. Tow of a motor vessel with propulsion problem to HM Pontoon for defect rectification. Tow of a second vessel with propulsion problem to a marina for defect rectification. Towed a third vessel with propulsion problem to her proper berth.
- 12.42. 11 Sep. Received report of minor collision between a yacht underway and two moored vessels. Details exchanged. Skipper handling error while berthing in ebb tide.
- 12.43. 12 Sep. Tide gauge clean. Recovered a large branch from the Main Channel beneath the M27 Bridge.
- 12.44. 13 Sep. Liaison with the Crown Estate mooring contractor. Support to Hamble Classics event. Moved a vessel from her proper mooring following inspection of lines (defective). Owner informed.
- 12.45. 14 Sep. Liaison with Crown Estate mooring contractor regarding inspection of the buoy marking the location of the Grace Dieu.
- 12.46. 15 Sep. Pontoon repair work. Cut back overhanging trees in the channel at Botley.
- 12.47. 16 Sep. Marina liaison. Stopped and rebriefed a sailing club launch skipper for excessive speed. Visitors' Pontoon maintenance.

- 12.48. 17 Sep. Patrol craft maintenance. Stopped and warned a RIB for excessive speed and wash.
- 12.49. 18 Sep. Stopped to enquire as to the intentions of a small yacht (no mast) which had taken the ground opposite the RHCP Jetty. Reminded of the importance of the Habitats' regulations. Commercial tow of a small motor vessel with steering gear failure from the midstream Visitors' Pontoon to her marina berth.
- 12.50. 19 Sep. Assistance given to a large motor vessel which had misjudged her cross-tide approach to a berth on a strong flood and collided beam-on with the anchor of a second moored motor vessel causing damage to the former. Details exchanged. Following a VHF call from Southampton Patrol (SP), attended a vessel in the mouth of the River. The skipper had become disoriented in Southampton Water and SP Master had judged him to be in need of medical assessment. The vessel moored at HM Pontoon Warsash and was met by First Responders from Hampshire Ambulance. Having been judged well enough to go home in a taxi.
- 12.51. 20 Sep. Skipper of the vessel at 7.50 returned to collect the craft and return to his home berth on the Itchen. Southampton HM informed. Safe arrival later reported. Increased traffic for the Isle of Wight Festival.
- 12.52. 21 Sep. Recovered an abandoned windsurfing board from RHCP. Following various reports from River Users regarding a speeding PWC North of Hamble, Patrol located a PWC matching the description given off Port Hamble. Two persons, a male and a female, were on board. The PWC driver was re-fuelling from a can of petrol in the Main Channel. Patrol approached the driver to warn him for excessive speed and wash. The driver issued verbal threats of violence and refused to give details although patrol obtained the data tag number of the craft and video footage of the craft's departure from the River at speed, contrary to the advice given. The driver has been identified and is the subject of further investigation.
- 12.53. 22 Sep. Patrol recovered a section of a dinghy adjacent to No 9 Pile and also a large plank of wood. Patrol attended a pontoon reported as being caught on a pile iron. Pontoon freed. Following a report from a passing vessel of a large log adjacent to the 'L' Run, patrol made an unsuccessful search. Patrol responded to a call from a member of the public reporting a beached PWC at the mouth of the River. PWC located with two persons on board, beached at Hook. Neither had any means of communication. Craft was towed to Warsash slip for recovery and transportation back to the Itchen.
- 12.54. 23 Sep. Investigation into breach of Crown Estate licence terms in respect of two vessels with structures fitted to pontoons. Assistance given to a sailing club to remove two unauthorised visiting vessels on a private Club pontoon. Returned a tender which had come adrift from her Marina mooring to her proper owner. Light audit. Previously reported defect rectified.
- 12.55. 24 Sep. Patrol boat maintenance. Observed a tender, apparently in difficulty off Lincegrove and Hacketts' Marshes. On attending the tender had run out

of fuel but the owner had fuel available and was in the course of re-fuelling. Recovered a large log from the Main Channel under the M27 Bridge. Assistance given in starting the engine of a tender at RHCP.

- 12.56. 25 Sep. Responded to a VHF call from a Fishing Vessel broken down off Warsash College Jetty. Towed to Warsash for defect rectification. Liaison with Hamble Life Boat and Hampshire Ambulance to recover a vessel to Warsash whose skipper was unwell. Maintenance of No 5 light. Assistance given to 'Wet Wheels' charity event.
- 12.57. 26 Sep. Responded to a call reporting a swan which had apparently swallowed a fishing hook off Bursledon. On arrival, two swans located but neither showed evidence of having swallowed a hook. Recovered a large log from the Main Channel off RHCP Jetty.
- 12.58. 27 Sep. Assistance given to a motor vessel being recovered to Swanwick Hard. Responded to a call from a marina dockmaster reporting an alleged black water discharge within the marina. Inconclusive evidence provided.
- 12.59. 28 Sep. Liaison with the owner of a mid-stream moored yacht regarding its condition in high winds. Further inconclusive investigation into the discharge issue at 7.58.
- 12.60. 29 Sep. Patrol Police interview regarding incident at 7.52. Pumped out and turned inundated RIB at Warsash link span. HM to Association of River Hamble Yacht Clubs' routine meeting at the RAFYC. Moved on a small private fishing vessel which had picked up a Crown Estate mooring adjacent to the Chinese Bridge.
- 12.61. 30 Sep. Light traffic. Nothing significant to report.
- 12.62. 01 Oct. Survey and replacement of bolts on RHCP Jetty. Liaison with HMCG and Warsash Academy to assist and refloat a small RIB aground on Hamble Spit. Boat coding work.
- 12.63. 02 Oct. High winds and rain. Little traffic. Boat coding work.
- 12.64. 03 Oct. Pumped out inundated tenders at Warsash link span. Liaison with the Crown Estate mooring contractor. Attended Hamble Spit to assist a large yacht aground between No 9 and No 7 marks in a strong Westerly wind and on a falling tide. Yacht freed. Skipper error in being on the port (lee) side of the channel in the prevailing conditions.
- 12.65. 04 Oct. First Aid equipment checks. Pumped out a yacht on the 'M' run. Monitoring. Owner informed.
- 12.66. 05 Oct. Grounding of chartered yacht conducting an RYA training course on Hamble Spit, as at 7.64, between Nos 9 and 7 Marks. Yacht outbound on the Port (lee) side of the channel in light traffic, Westerly (20 knot) winds and on a strong ebb tide. Vessel freed by combined effort of Harbour Patrol and passing RIB. Investigation revealed that the helm was under instruction while

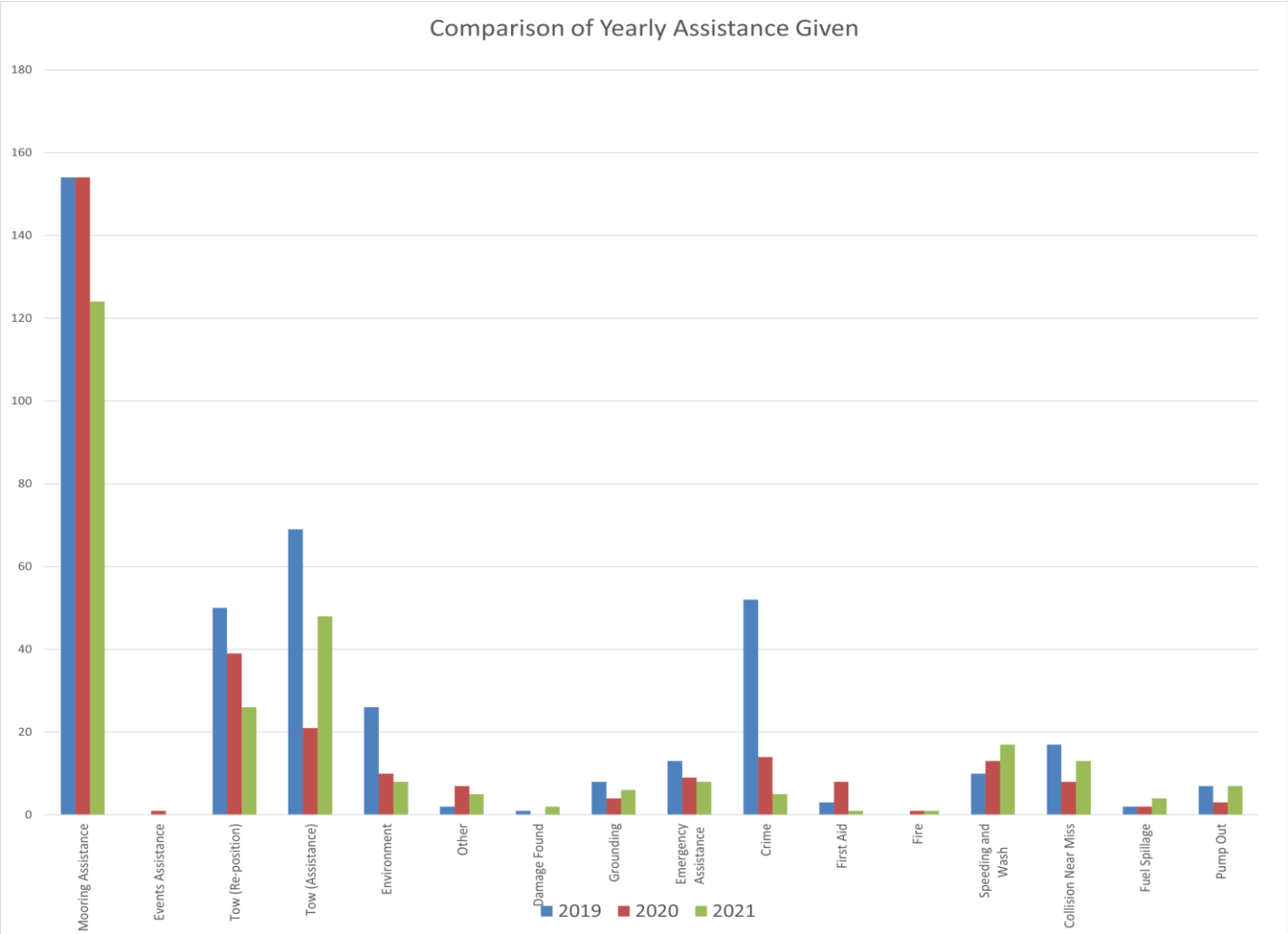
the instructor was briefing and making ready for a sail hoist in a disadvantageous position. Liaison with charter company to monitor quality of the Marine Accident Report which was deficient in significant respects. Advice given to address missing factors. Investigation ongoing.

- 12.67. 06 Oct. Patrol boat maintenance. Light traffic.
- 12.68. 07 Oct. Branch and vegetation clearance in Botley approaches. Patrol craft maintenance. Jetty maintenance at Warsash.
- 12.69. 08 Oct. HCC staff River familiarisation boat trip. Hamble Jetty maintenance.
- 12.70. 09 Oct. Liaison between two vessel owners regarding a minor berthing collision. Support to bird survey.
- 12.71. 10 Oct. Recovered a number of large branches from the Main Channel in the Upper River. Stopped and advised a number of inbound Motor Vessels for excessive speed and wash. Liaison with Hamble Life Boat regarding recent lessons. At 1951, received a call from HMCG indicating that a male had entered the water at a marina, followed by three others in an attempt to rescue him. Calshot Life Boat, HM CG and Hampshire Ambulance on scene. Male recovered but fatality confirmed in the Ambulance. All other persons recovered.
- 12.72. 11 Oct. Liaison with HM CG Hamble Life Boat and Hampshire Marine Police Unit regarding incident at 7.71.
- 12.73. 12 Oct. Patrol responded to a VHF call from a Motor Vessel in difficulty within the River. Initial call reported location as off Hamble Point but visual check revealed that the boat was elsewhere. During a second call, vessel's location was changed to Port Hamble. Patrol attended and found a 45 ft Motor Vessel with two persons on board heading astern upriver at around 10 knots, out of control. Both crew members were in a distressed state and unaware of the speed at which the vessel was travelling. The motor vessel slowed and its stern made glancing contact with the quarter of a moored yacht before Patrol succeeded in passing a line to the bow of the vessel. Hampshire Marine Police Unit RIBs were also on scene to assist in bringing the vessel under control and in towing her back to her berth near Warsash. She made her final approach under her own power while under the control of Patrol and HMPU RIB. Neither crew were injured and were advised to call 111 if necessary. Liaison between owners to resolve damage.
- 12.74. 13 Oct. Responded to a VHF call from the owner of a Hamble-based yacht in Southampton water with propulsion failure and under tow by another vessel. Patrol met the pair at the mouth of the River and towed the yacht to a yard for defect rectification.
- 12.75. 14 Oct. Commercial mooring check on behalf of a mid-stream mooring holder. Patrol boat maintenance. Liaison with Ministry of Defence Police Launch to recover a Hamble-based motor vessel with propulsion failure to her marina berth.

- 12.76. 15 Oct. Patrol boat maintenance. Liaison with a marina to provide update on overseas visitors' regulations. Attended a vessel whose owner had been reported as falling over the side. On arrival, a male had self-recovered and was uninjured. Boat coding work. Maintenance of Aids to Navigation.
- 12.77. 16 Oct. Follow-up action to locate a non-payer at Hamble Jetty. Liaison with UK Border Force and Hampshire Marine Police Unit to track a vessel of interest.
- 12.78. 17 Oct. Liaison with the Crown Estate mooring contractor. Rally preparation work. Assistance given to a yacht off Warsash College Jetty. Both propeller shaft and propeller were found to be missing causing a rapid ingress of water. This had been stemmed by the insertion of a bung. Emergency lift-out arranged by Patrol at a marina. Towed to lift facility safely.
- 12.79. 18 Oct. Light traffic.
- 12.80. 19 Oct. Hamble Jetty maintenance.
- 12.81. 20 Oct. Attended and re-secured a mid-stream moored vessel with a parted bow line. Owner informed. Vessel towed to Visitors' Pontoon. Re-positioning of vessels on the Visitors' Pontoon in preparation for the arrival of a 60m deep draft yacht.
- 12.82. 21 Oct. Overnight power outage caused by junction box failure. Business continuity plan initiated pending reinstatement of electrical power. Southern Electric in attendance and generator facility put in place.
- 12.83. 22 Oct. Recovered a large branch from the Main Channel near the A27 Bridge.
- 12.84. 23 Oct. Commercial make up of mooring lines for vessel at 10.81. Commercial tow of yacht to Visitors' Pontoon.
- 12.85. 24 Oct. Fitting of mooring lines for vessel at 10.81. Support to dinghy sailing activity.
- 12.86. 25 Oct. Maintenance of Aids to Navigation at Warsash HM Jetty. Liaison with Hampshire Marine Police Unit regarding a vessel of interest. Assistance given to a local fisherman.
- 12.87. 26 Oct. Patrol craft maintenance. Assistance given to a capsized sailing dinghy off Hamble. Removed a group of youths from fishing tenders at Warsash.
- 12.88. 27 Oct. Rigged Hallowe'en decorations in support of a local charity. Removed 4 private fishermen from HM Jetty Warsash; busy pontoon space taken up with fishing gear and take-away detritus.
- 12.89. 28 Oct. Light traffic.

- 13.90. 29 Oct. Liaison with Hampshire Marine Police Unit. Responded to a call from a member of the public at Hamble Jetty reporting an attempt at suicide at Hamble Jetty. Hampshire Ambulance in attendance. Person recovered to the Life Boat Station for immediate First Aid assessment and follow-up action.
- 12.91. 30 Oct. Preparations for forecast strong winds and additional mooring checks. Attended Hamble in response to a report of a minor petrol spillage. Absorbent pads deployed. Attended a 35 foot yacht aground on Hook Spit on a lee shore and rising tide. Vessel pulled clear.
- 12.92. 31 Oct. Very strong SSW winds. Gust of 71Knots recorded at the Harbour Office (0844). Heavy outbound traffic between 0615 and 0700 to observe demolition of Fawley Power Station Chimney. Poor visibility. Very poor conduct of outbound RIB drivers, some observed at speeds of over 20 knots adjacent to the mid-stream Visitors' Pontoon. Assistance given to vessels exposed to wind and swell on the Visitors' Pontoon. Attended a privately owned mooring to tow a small yacht to safety at Warsash after mooring lines failed. Attended a vessel North of Crableck which had broken free of her mid-stream mooring and impacted with another moored vessel. Towed to and secured to a vacant mooring. Owners contacted. Assistance given to a vessel with a rope caught around her propeller. Rope removed by grapnel. Winds abated pm. Assistance given in recovering a small yacht with engine cooling difficulties to the Visitors' Pontoon for effect rectification. Headsail refurled on a mid-stream moored yacht. Liaison with owners concerned about the impact of storm-force winds.
- 12.93. 01 Nov. Enhanced mooring checks following strong winds. Assistance given (tow) to a tender with engine failure off Warsash. Liaison with mooring holders.

Comparison of Yearly Assistance Given



Marine Safety Plan Management Performance Indication

PMSC Compliance	<ul style="list-style-type: none"> • To conduct a SMS policy review at a minimum of 3 yearly intervals. • To review legislation on an annual basis. • To conduct at least annual independent and transparent inspection of the Marine SMS. • To deliver three-yearly certification by the Duty Holder to the Maritime and Coast Guard Agency of RHHA compliance with the PMSC. 	<ul style="list-style-type: none"> • Review of 2018-2021 policy underway for 2022-2024 for endorsement Jan Board. • Legislation reviewed 09 Oct 2021 (Gen Dir). • 18 May 21 and 02 Nov 21. • 08 Jan 21.
Navigational Incidents	<ul style="list-style-type: none"> • Through a risk-based Marine Safety Management System, to manage all navigational risks within the River to a level that is ALARP. • To monitor trends and incidents both within and external to the River in order to learn lessons relevant to River Users' safety and apply those to improve the SMS in a manner that is formally recorded. • Enforcement of Bye Laws and Directions. • To disseminate that information to River Users in a manner that takes account in technological development, in order to reduce the frequency of incidents year on year. 	<ul style="list-style-type: none"> • Ratified by independent inspection 02 Nov 21. • Formally recorded in Operational and Safety meetings. Review of service levels provided under Risk Assessment 59 conducted 9 June 21. • Reported on at Board Meetings. • Safety Bulletin 1/21 06 Jun 21 issued to River Users via 'Harbour Assist' database and on website.
Aids to Navigation	<ul style="list-style-type: none"> • To maintain and, where necessary improve Aids to Navigation in consultation with River Users and Trinity House. • To sustain the RHHA Category C status as a Local Lighthouse Authority. 	<ul style="list-style-type: none"> • Aids to Navigation unaltered and last inspected by officers from Trinity House 22 Mar 21. 3 minor defects closed out. • Sustained (see above).

Hydrographic Survey	<ul style="list-style-type: none"> To survey the River in accordance with the latest UKHO/UKHMA MOU. To ensure that each section of the River is surveyed at a maximum of 3 yearly intervals. 	<ul style="list-style-type: none"> Survey of River in 9 stages. Next segments 6 and 7 15 Nov 21. New Edition Chart 2022 (Hamble) issued 19 Feb 2020 based on updated data.
Health and Safety	<ul style="list-style-type: none"> To comply with the Health and Safety at Work Act 1974 (and subsequent) legislation. 	<ul style="list-style-type: none"> Inspection by HCC HS 19 Oct 21. Roll-out of revised HSE procedures phases 1, 2 and 3: <ul style="list-style-type: none"> Health & Safety Policy & Arrangements Legionella Violence & Aggression Work at Height Work Equipment Risk Assessment Accident and Incident Reporting and Investigation Lone Working Electrical Safety First aid Confined Spaces Noise Vibration Updated routine improvement plan issued 18 Oct 21.
Sustainment of Operational Supporting Pillars of the Safety Management System through prudent financial planning	<ul style="list-style-type: none"> To survey at 5-yearly intervals and husband supporting operational infrastructure to plan up to 50 years ahead and inform Board decision-making about any year-on-year need to increase Harbour Dues. 	<ul style="list-style-type: none"> Survey 2017. Annual Asset Review Report submitted in April 2021 and considered alongside Annual Accounts and inform Harbour Dues judgement.
Engagement	<ul style="list-style-type: none"> Governance: To give transparency and Accountability for decision-making through the annual round of RHHB, RH Management Committee and Annual Forum meetings Support for, approval for and facilitation of River Events, driven by a pro-active River community. 	<ul style="list-style-type: none"> BAU Support to major events given, including Club programmes and the 2021 Bursledon Regatta.

	<ul style="list-style-type: none"> • Membership of and support to formal and informal groups of River Users • Maintenance and promotion of an Event Code of Conduct document to foster best-practice. • Funding and delivery of up-to-date and relevant information, signage and documentary material to promote safety. • To issue advance notice of a week (or where necessary longer) for significant River events through a programme of Local Notices to Mariners (Notice To River Users (NTRU)). • Engagement with and sustainment of RHHA knowledge of Government and other agencies' policy and developing policy in order to educate and inform decision making. 	<ul style="list-style-type: none"> • Reviewed with the Association of River Hamble Yacht Clubs 28 Sep 21. • New signage commissioned for Hamble Jetty Sep 21. Funding of 2022 River Hamble Handbook content agreed 08 Oct 21. • NTRU issued throughout 2021 season. • HM membership of UKHMA, SASHMA, British Ports Association, Associate Fellowship of the Nautical Institute. Membership of DfT Steering Group.
Environment and Development	<ul style="list-style-type: none"> • The maintenance of an Oil Spill Management Plan and training regime to meet the threat and comply with legislative requirements. • The maintenance of a Port Waste Management Plan, reviewed at 3 yearly intervals or as modified by legislation. • The provision of advice to prospective planners in advance of application to inform viability. • Enforcement of Bye Laws. 	<ul style="list-style-type: none"> • Oil Spill Management Plan reviewed by the Regulator (the MCA) at 5 yearly intervals. Last Approval 01 Aug 2018, valid until 01 Aug 2023. • Port Waste Management Plan reviewed by the Regulator (the MCA) at 3 yearly intervals. Last approval 28 Oct 2020, valid until 28 Oct 2023. • 15 Occasions in 2021 to date. • 16 Official Warnings issued in 2021 to date.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

An EIA is not required as no negative impacts are anticipated

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River Hamble Harbour Authority

Port Marine Safety Code Audit

2nd November 2021

Author:	ARL	Checked by:	MB	Authorised by:	ARL
Date:	10/11/21	Date:	11/11/21	Date:	11/11/21

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1 Background

We are appointed as the Designated Person required by the Port Marine Safety Code. Our role is to provide independent assurance directly to the Duty Holder that the Marine Safety Management System (MSMS), for which the duty holder is responsible, is working effectively. Our main responsibility is to determine, through assessment and audit, the effectiveness of the Marine Safety Management System in ensuring compliance with the Code.

We audit Hamble Harbour Authority's compliance with the Port Marine Safety Code twice a year, reporting to the Duty Holder annually, or directly should we have any concern which requires their immediate attention.

This audit was conducted by Andy Langford 2nd November 2021.

2 Executive Summary

As a consequence of this audit and subject to the findings in this report we can continue to independently assure the Duty Holder that the Marine Safety Management System (MSMS) for which they are collectively and individually responsible, continues to operate effectively.

3 Recommendations

We have the following recommendations from this audit:-

Recommendation 1 (11/20)

Adopt robust procedures to ensure that body-worn cameras are signed out as a matter of routine prior to the commencement of a harbour patrol.

Recommendation 2 (11/20)

We recommend that Operational and Safety Meetings are held more frequently so to increase the speed of ‘lessons learned’ being incorporated into the MSMS.

Recommendation 3 (11/20)

We recommend instigation of a simplified internal audit process to verify adherence to the requirements of the MSMS. Any non-conformities found should be reported at Operational & Safety Meetings as action items.

4 Close-out of previous recommendations

Recommendation 1 (05/21)

Dissemination of 'Lessons Learned'

We recommend that 'lessons learned' from Incident and Near Miss reports are disseminated externally through a 'Harbourmaster's Newsletter' published twice yearly in the Spring and Autumn.

This newsletter may also be used to reinforce the HM's requirements regarding Stakeholder use of the river and as an additional means of public engagement.

*The first Hamble Harbourmaster's Newsletter was published in May and was reported to be well received by Stakeholders. **Closed.***

Recommendation 1 (11/20)

Effectiveness of Local Port Services (LPS) (14.4, 14.5)

The effectiveness of Local Port Services (LPS) has been subject to informal review against a backdrop of similar year-on-year traffic (and berth numbers), however, this is not documented. Formal review of the RA and provision of services, equipment and manning is recommended.

*Documented review has taken place and a Risk Assessment produced. **Closed.***

Recommendation 2 (11/20)

Review of Objectives (or KPIs) from RHHA Marine Safety Plan 2017-2020 (7.3.2)

The first iteration of the RHHA Marine Safety Plan has now been replaced with an updated Plan covering the period 2020-2023. The Objectives (which can be regarded as KPIs) can now be measured against performance over the last 3 years. We recommend that these are reviewed internally as a 'Management health check' on the effectiveness of the SMS.

Ongoing.

5 Incident reports

Selected Incident Reports were reviewed as standard audit practice. Reports were fully completed with frank and factual disclosure and the findings acted upon where appropriate. A process is in place to use findings to amend, if necessary, the Risk Assessment and underlying Operating Procedure and understand lessons learned.

We note in particular the following report:-

Incident RHHA/SOI/002 21 Sep 21 – Jet ski speeding and aggressive behaviour.

Harbour Patrol Officers were verbally abused and threatened after engaging with a speeding jet skier.

An ongoing case with Hampshire Police involvement – reports are being prepared for the Crown Prosecution Service to determine whether a prosecution is in the public interest.

In common with lifejackets and kill-cords, body-worn cameras are only useful as evidence gathering devices if they are already being worn at the time of the incident, which regrettably they were not. They also provide a visible deterrent to antisocial behaviour.

Standard Operating procedures have been updated to underline the requirement to wear the body-worn cameras when on routine patrol. We recommend alongside this procedural issue and sign-out of the cameras to maintain admissible chain-of-custody routines issue for Harbour Patrol.

Recommendation 1 (11/20)

Adopt robust procedures to ensure that body-worn cameras are signed out as a matter of routine prior to the commencement of a harbour patrol.

Groundings on Hook Spit (southern side of River at entrance)

Hook Spit is static bank of hard shingle, on the southern side of the river entrance. Last surveyed in 2018 by ABPMer under the UKHMA/UK Hydrographic Organisation MoU, the survey data was incorporated and is shown on Chart 2022 issued 19 Feb 20, so is considered recent.

There has been no change to the nature of the bank for a many years, which although navigationally hazardous if crossed, is well marked both on chart and by Aids to Navigation (and is well outside of the buoy-line.) There is additional local dissemination of the information through LNTM 1 and River Hamble Handbook.

Two chartered yachts went aground on the spit this summer; one a bareboat chartered yacht in a 40kn wind; a blow-on situation. The skipper was engaged by the Harbour Master to ascertain the reasons behind the grounding and requested the skipper to forward an incident report to MAIB, which was duly submitted.

The second yacht, owned by the same charter company grounded similarly. On this occasion, the yacht was chartered by an RYA instructor for a Day Skipper course. Outbound and on wrong side of channel, with a W'ly 20kn wind and a spring ebb tide at full rate, it was inevitable the yacht would ground once it had navigated outside of the buoy line, as seemed the case.

Despite the Harbour Master again engaging the skipper and requesting reporting to the MAIB, the skipper's response was disappointingly vague. (The skipper been asked for a more detailed follow-up to his report.)

We regard the Harbour Master's response to these incidents as being entirely correct; requesting that appropriate authorities are informed, checking that MAIB/MCA correctly receives quality reporting and promulgating those 'lessons learned' to the wider audience.

6 Safety Newsletter

The first Harbour Master's Newsletter was published in May and we are pleased to note was well received. It has proved an effective method of Stakeholder engagement, being pitched across the whole spectrum of river users – the next instalment will published in the coming weeks in the form of a post-season washup. The themes of the first will be extended into the second newsletter to provide a degree of continuity of message across successive issues, notably swimming and ASB at Hamble Jetty and speeding.

7 Antisocial Behaviour

We discussed at length the ongoing issues with swimming and other antisocial behaviour at Hamble Jetty.

Under RHHA ownership but as a public space within the meaning of the Public Order Act, the Jetty is policeable, however, there has been some confusion with attending Hampshire Police PCSOs regarding jurisdiction. Where such confusion exists, it has been taken advantage of.

This is understood to have led to some mixed messaging at operational level within Hampshire Police – which is likely exacerbated by a lack of continuity caused by the frequent turnover of local beat personnel.

The issue was highlighted by the Harbour Master in a meeting on 5th August 21 in which the status of the jetty and the areas of responsibility of both Hampshire Police and RHHA were clarified and where it was agreed that Hampshire Police would not countenance swimming from Hamble Jetty if in attendance. It was further agreed that where appropriate, RHHA would provide marine resources to such incidents.

It is understood that Police forward staging at Hamble RNLi has had some positive effects, however, the coverage is in a quiet part of the week, 0930-1530 hours.

The Harbour Master is intending to brief Hampshire Police prior to each season and to draft a Memorandum of Understanding to make clear each parties' respective responsibilities.

Identifying stakeholders:- Hamble Parish Council; HPCC, Independent Police & Crime Panel (Craig Palmer) RHHA, HP Marine Unit (PC Mark Arnold)

8 Operational & Safety Meetings

We note that Operational & Safety Meetings (O&SM) were held in May & October. Whilst the output was comprehensive, there is a risk that operational experiences, safety action items and 'lessons learned' through the season are not being reabsorbed into the MSMS and associated Operating Procedures in a timely manner.

We recommend that O&SM are made shorter (to not create an onerous admin burden in terms of lengthy minutes or unduly interrupt daily operations) and held more frequently, (perhaps at 6-week intervals during the season) – this will shorten the time which action items remain unaddressed and corresponding updates being made to the MSMS.

Recommendation 2 (11/20)

We recommend that Operational and Safety Meetings are held more frequently so to increase the speed of 'lessons learned' being incorporated into the MSMS.

9 Internal Audit

The Authority has a numerous SOPs and checklists which constitute the MSMS. The majority of these are externally moderated (e.g. Trinity House inspections, our PMSC work.) There is, however, no scheduled, documented formal internal verification of the MSMS.

We recommend instigation of a simplified (annual) internal audit process which will ensure that procedures are being applied at all levels in the manner desired of the SMS. The results of such audits should be promulgated at Operational & Safety Meetings.

Recommendation 3 (11/20)

We recommend instigation of a simplified internal audit process to verify adherence to the requirements of the MSMS. Any non-conformities found should be reported at Operational & Safety Meetings as action items.

10 Risk Assessments

Sample risk assessments were examined and were found to be comprehensive and related to the underlying SOPs. At the time of audit, review of all Risk Assessments as part of the annual review cycle was up to date.

11 Record Keeping

Throughout the audit there was continued evidence of robust and quality record keeping, consistent with attention to the provisions and requirements of the MSMS.

12 Review of KPIs.

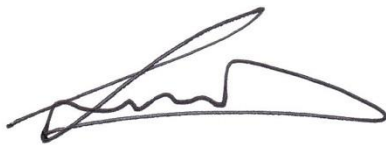
Listed in the Safety Plan for Marine Operations, the period for which currently ends 31 Dec 2023; we recommend a brief 'howgozit' against its requirements is presented to the Board at the first meeting after 31 Dec 21 (as part of the Harbour Master's Report). Where appropriate, these should introduce relevant statistics.

13 Key Dates

Last letter of compliance to MCA	8 Jan 2021 (3 years)
Last Tier 2 oil spill exercise	1 st Oct 2019 (3 years)
Latest published Safety Plan for Marine Operations	6 th Nov 2020 (3 years)

We would like to thank the Director and Harbourmaster, Jason Scott, for his help in conducting this audit.

Respectfully submitted,



Andy Langford

For and on behalf of NautX Ltd

Appendices:-

Nil.

The following forms part of this report:-

This report is issued by NautX Ltd, the Officers of which have exercised reasonable care in conducting this audit. All details and particulars in this report are believed to be true but are not guaranteed accurate. All judgments, conclusions and recommendations are expression of opinions based on skill, training and experience. Unless otherwise stated, no actual measurements or calculations were made by the auditor at the time of this inspection.

NautX Ltd, its Officers and employees shall have no liability for consequential loss, no liability for personal injury damages, no liability for property loss damages and no liability for punitive damages, all of which shall be deemed to have knowingly and voluntarily waived upon receipt and use of this report. Further, in no event shall the legal liability for NautX Ltd, its Officers and employees ever exceed the fee, less expenses, paid by the requesting party for the issuance of this report, regardless of the number of claims, or suits and regardless of whether under theory of tort, contract, warranty, outrage or otherwise.

It is further agreed by any person relying on this report that NautX Ltd, its Officers and employees shall not be held liable under any circumstances whatsoever or responsible in any way for any error in judgement, default or negligence nor for any inaccuracy, omissions, oversights, misrepresentation or misstatement in this report and that the use of the report shall be construed to be an acceptance of the foregoing conditions.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	3 December 2021
Title:	Renewal of Expiring Harbour Works Consent: “Relocation of Existing Access Bridge and Installation of New Public Access Pontoon at Deacons Marina”
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

Purpose of this Report

1. The purpose of this report is to request an extension to the timeframe of a previously granted Harbour Works Consent that is approaching expiration.

Recommendation

2. 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 Relocation of Existing Access Bridge and Installation of New Public Access Pontoon at Deacons Marina.

Executive Summary

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

Contextual information

4. The request is for the Harbour Board to renew the Harbour Works Consent for the relocation of the existing access bridge from C, D & E jetties to alongside the existing crane area, and the installation of new public access pontoon adjacent to slipway at north end of site.

5. The request is made by Lymington Technical Services on behalf of its client, now named 'Boatfolk' (resulting from the rebranding and merger of Dean & Reddyhoff Ltd and Quay Marinas) as the owners of Deacons Marina, Bridge Road, Bursledon, SO31 8AZ.
6. The basis for the request is that it has been delayed due to the current pandemic.
7. The proposal is unchanged from that put before the Management Committee at its meeting of 7th December 2018 and approved by the Harbour Board at its meeting of 11th January 2019. The approved project details and drawings, along with the conditions set by the Harbour Board, can be accessed directly at [River Hamble Harbour Board Friday 11 January 2019](#) (or by searching for the meeting date via <https://www.hants.gov.uk/thingstodo/riverhamble/management>).
8. 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.
9. There have been no changes to statutory consultees' regulations or policies that require a second consultation.
10. The conditions set in the original consent are to remain the same if a renewal is granted.

Climate Change Impact Assessment

11. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
12. Climate Change Adaptation. A full assessment of climate change vulnerability was not completed as no new decision is required in respect of this report.
13. Carbon Mitigation. A full assessment of carbon mitigation vulnerability was not completed as no decision is required in respect of this report other to extend the timescale of an existing permission.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
River Hamble Harbour Board Friday 11 January 2019 or by searching for the meeting date via https://www.hants.gov.uk/thingstodo/riverhamble/management	11 January 2019

Section 100 D - Local Government Act 1972 - background documents

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

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

An EIA is not required as no negative impacts are anticipated on groups with protected characteristics.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Management Committee
Date:	3 December 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 May and mid-November 2021.

Recommendation(s)

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

Executive Summary

3. This report seeks to highlight key issues and updates regarding RHHA's compliance with its environmental duties and its involvement in project work.

Contextual information

Solent Marine Sites Management & Recreational Habitat Disturbance:

4. RHHA attended the Solent Marine Sites Management Group (SEMS MG) meeting in September. The annual process ensures that relevant authorities such as RHHA are fulfilling duties with regards to monitoring and managing the impacts that non-regulated activities within their jurisdictions may be having on the protected sites. The annual monitoring survey results were used to produce the Annual Management Report (AMR), and then actions to be taken forward were agreed. The SEMS MG is currently chaired by the Harbour Master of RHHA. Seventeen activities are currently monitored. Of most relevance to

RHHA this past year (April 2020-March 2021) has been the increased use of paddlecraft.

5. RHHA is supporting Bird Aware Solent and Natural England in the design and installation of attractive signage along the Hamble estuary to inform those undertaking paddle sports of the value of mud and marsh habitats. Users are encouraged to launch at recognised locations only, and to not haul out onto sensitive habitats that risk disturbing the protected species that feed and nest there.

Nitrates and Water Quality:

6. RHHA is awaiting delivery and installation of its new sewage pump out station for the disposal of black water from vessels into the main foul sewer.
7. RHHA has collected together various reports received over the summer of excess algae causing concern locally regarding negative impacts on habitats, on restoration projects and on commercial fishing. These have been sent to the Environment Agency, Natural England, Southern Inshore Fisheries & Conservation Authority and the Solent Forum to assist with the evidence base in the work to address nitrate levels.
8. Farmland bordering the estuary near Botley has recently been purchased by Eastleigh Borough Council and will be taken out of active farming as part of the nitrate neutrality work. EBC hopes to buffer this with additional tree planting and re-establishing hedgerows. This land is adjacent to that owned by Hampshire County Council (River Hamble Country Park) and is directly opposite The National Trust's Curbridge Nature Reserve, both also bordering the estuary.

Habitat/Species Research and Restoration:

9. RHHA has facilitated the use of the Hamble Estuary for several innovative projects led by universities researching the practical delivery of environmental improvements in the South's estuaries. Projects now deployed and underway (in addition to the Solent Oyster Restoration work) include:
 - Vertipools on the harbour office sea wall;
 - Subtidal tiles comparing bio-receptivity of three different concrete mixes;
 - Intertidal 'ortacs' researching the ability of oysters to take up nutrients from the water column;
 - Biodegradable grids made from potato starch being used to trap sediment, reduce erosive flows and promote saltmarsh growth;
 - Biodegradable grids as a potential substrate for oyster settlement;
 - Coir rolls as a means to protect saltmarsh edges from erosion and to encourage growth.

10. The Solent Oyster Restoration project, being led by the Blue Marine Foundation, has been granted its Marine Licence by the Marine Management Organisation to undertake the next phase of the project in the Hamble, Langstone and Newtown Creek. The licenced activities will be phased over five years and two elements are proposed in each annual phase. A shallow layer of shells and gravels ('cultch') to be accurately deposited on specified subtidal areas of the riverbed in order to recover the condition of surface sediments and create preferable oyster habitat. Juvenile native oysters and/or spat-on-shell to then be laid on top of the cultch.

11. The Environment & Development Manager (EDM) attended a national 'Estuary Edges' virtual workshop co-ordinated by the Thames Estuary, Environment Agency, Port of London Authority, Tideway, Jacobs and the Institute of Fisheries Management. The project seeks to provide a 'how to' guide on incorporating ecological design into brick, concrete and steel tidal sea walls to create a variety of habitats to ensure a significant positive ecological impact on plants, invertebrates, fish and birds. The inclusion of biodiversity features within recent work to repair the sea wall at the River Hamble Harbour Master's Office compliments this approach and will be subject to independent PhD research in order to continue to inform design and implementation in this field of work.

Harbour Office Sea Wall Repair:

12. Phase 1 of the work to repair the sea wall has been completed, including the creation of novel features to encourage biodiversity. The sea wall has been re-concreted with the use of an eco-form liner to create a textured surface, and small water-retaining ledges, crevices and pools have also been cast within the intertidal zone of the wall. These will be monitored by Bournemouth University as part of a wider PhD. An adjacent length of the wall will be repaired in the next 1 to 3 years subject to Hampshire County Council budget availability, and the aim is to create the same features, and to reinstate the Vertipools currently in situ on that section.



Maintenance Dredging

13. Routine approved maintenance dredging is due to take place over the coming winter within sections of Hamble Point Marina, Port Hamble Marina and Mercury Yacht Harbour. A Notices to River Users will be issued in advance.

Harbour Office Mural – ‘Secrets of the Solent’ Project

14. As previously reported, the RHA Harbour Office has been selected by Hampshire & Isle of Wight Wildlife Trust (HIOWWT) as one of several prominent locations across the Solent to host a small mural to raise the profile of local native biodiversity. Murals have already been completed at Langstone Harbour Office, Hythe Pier and Newport Library. The Warsash mural has been delayed to Spring 2022 due to artist availability. The species currently in the lead on the public vote is the lobster.

Hamble Estuary Partnership

15. A meeting of the Hamble Estuary Partnership was held on 6 October 2021. Over 20 member organisations gave updates on their work relevant to the estuary. The following presentations were given by:
 - (i) Coastal Partners on the Hook Lake Coastal Management Study which is looking at the potential to create intertidal habitat and to integrate wider opportunities for place and community.
 - (ii) The Royal Yachting Association on a potential partnership project to demonstrate the Hamble Estuary as a case study for using boating technologies and partnerships to deliver a more sustainable future and

to help deliver on the UN Global Goals and the UK's Zero Carbon targets.

Members are encouraged to view the minutes, updates and presentations at <https://www.hants.gov.uk/thingstodo/riverhamble/hambleestuarypartnership>.

Climate Change Impact Assessment

16. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
17. Climate Change Adaptation: A full assessment of climate change vulnerability was not completed as no decision is required in respect of this report.
18. Carbon Mitigation: A full assessment of carbon mitigation vulnerability was not completed as no decision is required in respect of this report.

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);
- 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.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	River Hamble Harbour Management Committee
Date:	3 December 2021
Title:	River Hamble 2021/22 Forecast Outturn and 2022/23 Forward Budget
Report From:	The Director of Corporate Operations and Director of Culture, Communities and Business Services

Contact names: Jenny Wadham
Jason Scott

Tel: 03707 798929
01489 576387

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Purpose of this Report

1. The purpose of this report is to present the 2021/22 outturn forecast as at the end of September 2021 and the proposed 2022/23 forward budget to the River Hamble Harbour Management Committee for comment.

Recommendation(s)

2. That the projected outturn for the 2021/22 financial year is noted.
3. That the proposed forward budget is supported by the River Hamble Harbour Management Committee and submitted to the River Hamble Harbour Board for approval.
4. That the balances held within the reserves and the position on the reserve balances are noted.
5. That the proposal to fund the pump replacement at Warsash jetty from revenue, rather than the Asset Enhancement Reserve as budgeted, be supported by the Management Committee and submitted to the River Hamble Board for approval.

Executive Summary

6. For the 2021/22 financial year, the River Hamble is projected to achieve a surplus of £57,000 on revenue funded expenditure, compared to a revised budgeted surplus of £59,000. This would allow for the £35,000 annual transfer from the Revenue Reserve (RR) to the Asset Replacement Reserve (ARR) to be made, and for an increase in the balance in the RR from £43,829 to £65,829 by March 2022.
7. In 2022/23 the budgeted surplus on revenue funded expenditure is £37,000. This would potentially increase the Revenue Reserve to £67,829.
8. For both 2021/22 and 2022/23, the projected balance in the RR would slightly exceed the maximum per the reserves policy of no more than 10% of the gross revenue budget, and therefore a potential option to address this issue is considered later within this report.
9. The detailed revised budget for 2021/22, the 2021/22 outturn forecast and the proposed 2022/23 forward budget are set out in Appendices 1 and 2, with the current and projected reserves balances shown in Appendix 3.
10. The forward budget includes the 1% increase to harbour dues, as approved by the River Hamble Harbour Board on 30 July 2021.

2021/22 Forecast Outturn

11. The outturn forecast for 2021/22 as at the end of September 2021 is detailed in Appendix 1. It is projected that a surplus on standard revenue activity of £57,000 will be achieved, £2,000 lower than the budgeted surplus of £59,000.
12. It was agreed by the Board in May 2007, that a contribution of £43,000, later reduced to £35,000 per annum would be made to the Asset Replacement Reserve (ARR) to fund the cost of replacing assets in future years. This contribution is met from the surplus on revenue funded expenditure, supplemented by a transfer from the Revenue Reserve as required.
13. The £35,000 will therefore be transferred to the ARR in full, with the projected remaining £22,000 being transferred to the RR, which would increase to a balance of £65,829 as at 31 March 2022. This projected balance would be slightly above the £62,200 maximum approved RR balance of 10% of the gross revenue budget. A potential solution is proposed within the Reserves section of this report.

14. Total gross expenditure is projected at £640,000, £18,000 higher than the budgeted £622,000. The variance mainly relates to higher staffing costs due to the 1.75% offer for the 2021/22 pay award, with the budget provision for the pay award having been removed from the revised budget following the public sector pay freeze announcement.
15. Other variances include higher than budgeted rent reflecting higher levels of visitor income increasing the turnover rent due to the Crown Estate; higher fuel costs due to increased prices; and an additional bathymetric survey is planned this year, increasing public jetties and navigational safety spend. However, offsetting these pressures is an underspend forecast for staff training costs based on lower annual training requirements and it is proposed to reduce this budget in 2022/23.
16. Income is projected to be £16,000 higher than budgeted at £681,000, mainly due to visitor income expected to be £13,000 higher than budgeted. The increased income is owing to higher activity and larger boats staying for longer periods following on from the easing of Covid-19 restrictions, however it is too soon to know if these levels will be sustained in the long term. Harbour dues income is forecast to be £5,000 higher than budget, resulting from the 1% rate increase for 2022, as approved by the Board on 30 July 2021, and a formalised arrangement for fishermen harbour dues income now being in place.
17. The pump replacement at Warsash jetty is forecast at £12,000. This was originally budgeted to be funded by a draw from the AER. However, in view of the RR balance being projected to exceed the maximum balance set out in the reserves policy, it is proposed that this spend be funded from revenue instead, preserving the balance within the AER.
18. Spend against the ARR of £2,000 is now anticipated, consisting of boat engine and buoy costs. Approximately £1,000 is expected to be added to reserves as interest generated on balances, lower than the budgeted £3,000 due to the Bank of England base rate remaining at 0.1%.

2022/23 Forward Budget

19. The proposed 2022/23 forward budget is detailed in Appendix 2 and projects a surplus of £37,000 on general revenue activities which will therefore fully meet the agreed £35,000 transfer to the ARR for the cost of replacing assets in future years, and allow for a further transfer to reserves of £2,000. Should the full projected £2,000 be transferred to the RR, and the proposed measure to fund the pump at Warsash from revenue in 2021/22 not be taken up, this would increase the projected balance of the RR to £67,829.
20. In view of the continuing uncertainties surrounding Covid-19, any potential financial impact has not been factored into the setting of 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.

21. The proposed gross expenditure budget has been set at £651,000, an increase of £29,000 compared with the revised 2021/22 budget, and an increase of £11,000 on the 2021/22 outturn forecast. There has been no inflationary increase to the expenditure budgets, except where specifically referenced below, with every effort being made to mitigate ongoing cost pressures through efficiencies.
22. The salaries forward budget has been increased by £26,000, which includes a provision of £19,000 for the impact of pay inflation over two years (based on an estimated rate of 1.75% for 2021/22 and 2% for 2022/23); the remaining increase relates to the 1.25% increase (from 13.8% to 15.05%) for national insurance contributions and step progression within salary grades, where applicable. The budget for past pension contributions remains nil, however, a budget (previously costed at £25,000 per annum) may need to be reinstated following the actuary's triennial pension valuation which is due in 2022.
23. The training budget has been reduced by £2,000 to bring it in line with expected expenditure levels based on past trends.
24. The rent and rates budget will be increased by £2,000 to include a provision for a business rates increase. The next business rates revaluation is now due in 2023 rather than 2022, the delay being due to the Covid-19 pandemic.
25. Both the premises and transport related repair and maintenance budgets have been increased by £1,000. The increases being based on current forecasts and past trends,
26. Due to the cost of fuel rising the vehicle running expenses budget has been increased by £2,000.
27. A bathymetric survey is now planned for 2022/23 and the cost is reflected within the public jetties and navigational safety budget.
28. Energy related budgets have not been increased at this point. Whilst a rise is expected the increase to charges will not be known until the current contract ends in March 2022 and the new contract begins. If significant, an amendment will be proposed for the revised budget.
29. The income budget for 2022/23 has been set at £688,000, an increase of £7,000 from the revised 2021/22 budget. This is primarily due to the agreed 1%

increase to Harbour Dues for the 2022 calendar year and a formalised arrangement for fishermen harbour dues income now being in place.

30. The budget for interest on revenue activities has been reduced to zero to reflect the Bank of England base rate remaining at 0.1%.

Reserves

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

32. The Harbour Board approved a reserves policy on 18th May 2007 which provided for the following three reserves:

- Asset Enhancement Reserve (AER) - £320,000 for a programme of future opportunities.
- Asset Replacement Reserve (ARR) - to replace all Harbour Authority Assets and provide maintenance dredges over a 25 year cycle. Annual contribution of £43,000 later reduced to £35,000, to be received from revenue.
- Revenue Reserve (RR) - to hold annual surpluses totalling no more than 10% of the gross revenue budget. Any excess to be transferred to the AER, returned to mooring holders or to fund one off revenue budget pressures as approved by the Board.

33. The balance in the Revenue Reserve is expected to increase to £65,829 by the end of March 2022 following the transfer of the £57,000 surplus from revenue, less the agreed £35,000 annual transfer to the AER. The RR balance would therefore be in excess of the 10% of the gross revenue budget set out as the maximum in the reserves policy (equating to a maximum balance in the RR of £62,200).

34. The budgeted revenue surplus in 2022/23 is £37,000 which would leave a remaining surplus of £2,000 after the annual £35,000 transfer to the AER. Should this surplus be transferred in full to the RR it would increase the projected balance in the RR to £67,829 and further above the maximum allowed in the reserves policy (10% of the gross revenue budget equating to a maximum balance in the RR of £65,100).

35. However, as previously stated in this report, to avoid the RR balance exceeding the maximum balance allowed it is proposed that the £12,000 cost of the pump at Warsash Jetty is funded from revenue rather than the AER. This will bring the projected RR balance below the maximum allowed in 2021/22 (£53,829 compared to the maximum allowed balance of £62,200) and 2022/23 (£55,829 compared to the maximum allowed balance of £65,100). It will also relieve some of the pressure on the reducing AER balance, as outlined further below.

36. As at 31 March 2021, a total of £590,765 was held in reserves, the majority of which relates to the ARR, with this balance regularly reviewed to ensure that it is maintained at an appropriate level to replace the assets of the Harbour Authority as required.
37. The balance in the ARR is expected to increase to £513,575 at 31 March 2022, after £2,000 expenditure as outlined earlier in this report, offset by the £35,000 annual contribution and £1,000 anticipated interest receivable.
38. There is no planned spend from the ARR in 2022/23. Therefore, with the £35,000 annual contribution and estimated interest receivable, the balance in the ARR is expected to increase to £549,575 by 31 March 2023.
39. The balance in the AER is expected to reduce to £55,361 by 31 March 2022 and reduce further to £27,361 by 31 March 2023 due to the provision for planned expenditure of £12,000 in 2021/22 in relation to a pump replacement at Warsash Jetty and £28,000 in 2022/23 in relation to the contribution to the Hamble Games and delayed design and implementation for the re-design of three pontoons. If however it is agreed that the pump replacement can be charged to revenue the expected AER balances are £67,361 by 31 March 2022 and £39,361 by 31 March 2023.

Impact Assessment

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

Consultation and Equalities

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

Climate Change Impact Assessment

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

43. Climate Change Adaptation and Mitigation.

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

Conclusions

44. This report presents the forecast outturn as at 30 September 2021 and proposed forward budget for 2022/23.

45. The forecast for the current year is expected to be broadly in line with the budget allowing for a contribution to the revenue reserve and the proposed forward budget also allows for a small contribution to the revenue reserve.

46. The financial position of the River Hamble Harbour Authority is considered to be healthy and well managed and there are no significant concerns or issues to bring to the Committee's attention.

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

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

Other Significant Links

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

Section 100 D - Local Government Act 1972 - background documents

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

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

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

Appendix 1 – 2021/22 Forecast Outturn as at P6 (end of September)

	2021/22 Original Budget £'000	2021/22 Revised Budget £'000	2021/22 Forecast Outturn as at Sept £'000	2021/22 Variance to Budget £'000
EXPENDITURE				
Staff Related				
Salaries	469	460	472	12
Past Pension Contributions	-	-	-	-
Training	5	5	2	(3)
Professional Subscriptions	2	2	2	-
Sub-Total Staff Related	476	467	476	9
Premises				
Rent / Rates	33	33	36	3
Electricity	2	2	2	-
Gas	1	1	1	-
Water / Sewerage	1	1	1	-
Repair & Maintenance	2	2	2	-
Sub-Total Premises	39	39	42	3
Transport				
Repair, Maintenance and Boat Refurbishment	3	3	4	1
Vehicle Running Expenses (Fuel)	3	3	5	2
Tools (including Chandlery)	2	2	2	-
Car Allowances / Staff Travel	1	1	1	-
Insurance	2	2	2	-
Sub-Total Transport	11	11	14	3
Supplies & Services				
Office Expenses	26	38	38	-
Environmental Maintenance	4	4	4	-
Public Jetties & Navigational Safety	6	6	9	3
Central Department Charges	43	43	43	-
Designated Person	10	10	10	-
Oil Spill Response	4	4	4	-
Sub-Total Supplies & Services	93	105	108	3
GROSS EXPENDITURE	619	622	640	18

Appendix 1 – 2021/22 Forecast Outturn as at P6 (end of September)

	2021/22 Original Budget £'000	2021/22 Revised Budget £'000	2021/22 Forecast Outturn as at Sept £'000	2021/22 Variance to Budget £'000
INCOME				
Harbour Dues	(551)	(551)	(556)	(5)
Crown Estate Funding	(71)	(71)	(71)	-
Visitor Income	(45)	(45)	(58)	(13)
Miscellaneous Income	(3)	(3)	(3)	-
Towing Charges	(9)	(9)	(9)	-
Other Funding	(1)	(1)	-	1
Interest	(1)	(1)	-	1
GROSS INCOME	(681)	(681)	(697)	(16)
NET REVENUE FUNDED EXPENDITURE	(62)	(59)	(57)	2
INCOME / EXPENDITURE ON RESERVES				
Projects Funded by Reserves				
Asset Enhancement Projects	12	12	12	-
Asset Replacement Projects	-	-	2	2
Revenue Reserve Projects	-	-	-	-
Expenditure from Reserves	12	12	14	2
Interest on Reserves				
Asset Enhancement Interest	-	-	-	-
Asset Replacement Interest	(3)	(3)	(1)	2
Income on Reserves	(3)	(3)	(1)	2
NET RESERVES FUNDED EXPENDITURE	9	9	13	4
TOTAL NET EXPENDITURE	(53)	(50)	(44)	6

Appendix 1 – 2021/22 Forecast Outturn as at P6 (end of September)

	2021/22 Original Budget	2021/22 Revised Budget	2021/22 Forecast Outturn as at Sept	2021/22 Variance to Budget
	£'000	£'000	£'000	£'000
RESERVES				
Contribution to Asset Replacement Reserves	35	35	35	-
Transfer To / (From) Revenue Reserves	27	24	22	(2)
Transfer To / (From) Asset Enhancement Reserves	-	-	-	-
	62	59	57	(2)
Transfer Interest to Reserves	3	3	1	(2)
Transfers from Reserves - Projects	(12)	(12)	(14)	(2)
	(9)	(9)	(13)	(4)
TOTAL TRANSFERS TO / (FROM) RESERVES	53	50	44	(6)

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

	2021/22 Original Budget £'000	2021/22 Revised Budget £'000	2021/22 Forecast Outturn as at Sept £'000	2021/22 Variance to Budget £'000
Harbour Dues Income				
Marinas and Boatyards	(443)	(443)	(444)	(1)
River Moorings	(108)	(108)	(112)	(4)
Total Harbour Dues Income	(551)	(551)	(556)	(5)
Visitor Income				
Mid Stream Visitors Pontoon	(17)	(17)	(25)	(8)
Warsash Jetty	(18)	(18)	(18)	-
Hamble Jetty	(3)	(3)	(3)	-
Commercial and Pleasure Craft Income	(7)	(7)	(12)	(5)
Total Visitor Income	(45)	(45)	(58)	(13)
Office Expenses				
Equipment	1	1	1	-
First Aid Supplies / Health & Safety	1	1	2	1
Printing & Stationery	3	2	2	-
Catering / General	1	1	1	-
Protective Clothing and Safety Equipment	3	3	3	-
IT Charges	7	7	7	-
Postage	1	1	1	-
Subscriptions	2	2	2	-
Promotional Events / Publicity /Publications	3	3	3	-
Retail (Crabbing Equipment)	1	1	-	(1)
Credit Card Charges (re Income Collection)	3	16	16	-
Total Office Expenses	26	38	38	-
Central Department Charges				
Operational Finance	22	22	22	-
Integrated Business Centre / Audit / Tax	6	6	6	-
Democratic Services (Including Venue Hire)	9	9	9	-
Legal Services	5	5	5	-
Solent Forum Contribution	1	1	1	-
Total Central Department Charges	43	43	43	-

Appendix 2 – 2022/23 Forward Budget

	2021/22 Forecast Outturn £'000	2021/22 Revised Budget £'000	Adjust' ments £'000	2022/23 Forward Budget £'000
EXPENDITURE				
Staff Related				
Salaries	472	460	26	486
Past Pension Contributions	-	-	-	-
Training	2	5	(2)	3
Professional Subscriptions	2	2	-	2
Sub-Total Staff Related	476	467	24	491
Premises				
Rent / Rates	36	33	2	35
Electricity	2	2	-	2
Gas	1	1	-	1
Water / Sewerage	1	1	-	1
Repair & Maintenance	2	2	1	3
Sub-Total Premises	42	39	3	42
Transport				
Repair, Maintenance and Boat Refurbishment	4	3	1	4
Vehicle Running Expenses (Fuel)	5	3	2	5
Tools (including Chandlery)	2	2	-	2
Car Allowances / Staff Travel	1	1	-	1
Insurance	2	2	-	2
Sub-Total Transport	14	11	3	14
Supplies & Services				
Office Expenses	38	38	-	38
Environmental Maintenance	4	4	-	4
Public Jetties & Navigational Safety	9	6	(1)	5
Central Department Charges	43	43	-	43
Designated Person	10	10	-	10
Oil Spill Response	4	4	-	4
Sub-Total Supplies & Services	108	105	(1)	104
GROSS EXPENDITURE	640	622	29	651

Appendix 2 – 2022/23 Forward Budget

	2021/22 Forecast Outturn £'000	2021/22 Revised Budget £'000	Adjust' ments £'000	2022/23 Forward Budget £'000
INCOME				
Harbour Dues	(556)	(551)	(8)	(559)
Crown Estate Funding	(71)	(71)	-	(71)
Visitor Income	(58)	(45)	-	(45)
Miscellaneous Income	(3)	(3)	-	(3)
Towing Charges	(9)	(9)	-	(9)
Other Funding	-	(1)	-	(1)
Interest	-	(1)	1	-
GROSS INCOME	(697)	(681)	(7)	(688)
NET REVENUE FUNDED EXPENDITURE	(57)	(59)	22	(37)
INCOME / EXPENDITURE ON RESERVES				
Projects Funded by Reserves				
Asset Enhancement Projects	12	12	16	28
Asset Replacement Projects	2	-	-	-
Revenue Reserve Projects	-	-	-	-
Expenditure from Reserves	14	12	16	28
Interest on Reserves				
Asset Enhancement Interest	-	-	-	-
Asset Replacement Interest	(1)	(3)	2	(1)
Income on Reserves	(1)	(3)	2	(1)
NET RESERVES FUNDED EXPENDITURE	13	9	18	27
TOTAL NET EXPENDITURE	(44)	(50)	40	(10)

Appendix 2 – 2022/23 Forward Budget

	2021/22 Forecast Outturn £'000	2021/22 Revised Budget £'000	Adjust' ments £'000	2022/23 Forward Budget £'000
RESERVES				
Contribution to Asset Replacement Reserves	35	35	-	35
Transfer To / (From) Revenue Reserves	22	24	(22)	2
Transfer To / (From) Asset Enhancement Reserves	-	-	-	-
	57	59	(22)	37
Transfer Interest to Reserves	1	3	(2)	1
Transfers from Reserves - Projects	(14)	(12)	(16)	(28)
	(13)	(9)	(18)	(27)
TOTAL TRANSFERS TO / (FROM) RESERVES	44	50	(40)	10

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

	2021/22 Forecast Outturn £'000	2021/22 Revised Budget £'000	Adjust' ments £'000	2022/23 Forward Budget £'000
Harbour Dues Income				
Marinas and Boatyards	(444)	(443)	(3)	(446)
River Moorings	(112)	(108)	(5)	(113)
Total Harbour Dues Income	(556)	(551)	(8)	(559)
Visitor Income				
Mid Stream Visitors Pontoon	(25)	(17)	-	(17)
Warsash Jetty	(18)	(18)	-	(18)
Hamble Jetty	(3)	(3)	-	(3)
Commercial and Pleasure Craft Income	(12)	(7)	-	(7)
Total Visitor Income	(58)	(45)	-	(45)
Office Expenses				
Equipment	1	1	-	1
First Aid Supplies / Health & Safety	2	1	-	1
Printing & Stationery	2	2	-	2
Catering / General	1	1	-	1
Protective Clothing and Safety Equipment	3	3	-	3
IT Charges	7	7	-	7
Postage	1	1	-	1
Subscriptions	2	2	-	2
Promotional Events / Publicity /Publications	3	3	-	3
Retail (Crabbing Equipment)	-	1	-	1
Credit Card Charges (re Income Collection)	16	16	-	16
Total Office Expenses	38	38	-	38
Central Department Charges				
Operational Finance	22	22	-	22
Integrated Business Centre / Audit / Tax	6	6	-	6
Democratic Services (Including Venue Hire)	9	9	-	9
Legal Services	5	5	-	5
Solent Forum Contribution	1	1	-	1
Total Central Department Charges	43	43	-	43

Appendix 3 – Reserves

	Revenue Reserve £	Asset Enhancement Reserve £	Asset Replacement Reserve £	Total £
Balance as 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)
Asset Replacement - Boat engines and navigation buoy anchors	0	0	(2,000)	(2,000)
Annual Interest Receivable	0	0	1,000	1,000
Net Surplus for the year	57,000	0	0	57,000
Balance at 31 March 2022	65,829	55,361	513,575	634,765
Transfer to ARR from Revenue	(35,000)	0	35,000	0
Asset Enhancement - Hamble Games and re-design of three pontoons	0	(28,000)	0	(28,000)
Annual Interest Receivable	0	0	1,000	1,000
Net Surplus for the year	37,000	0	0	37,000
Balance at 31 March 2022	67,829	27,361	549,575	644,765

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	3 December 2021
Title:	Review of Fees and Charges
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 summarise the annual review of fees and charges applicable to the River Hamble. It does not cover Harbour Dues for privately owned leisure vessels, which have been reviewed separately and increased by 1%.
2. The approach has been in general to mirror the level of increase adopted for Harbour Dues but with minor exceptions (Section 4(i)).

Recommendation

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

Fees and Charges

4. It is proposed that Harbour Dues for commercial vessels should increase as follows (previous fees in brackets):
 - (i) The charge for a commercial vessel visiting Hamble harbour: 15.5p (15.0p) plus VAT per Gross Registered Tonne (GRT) per visit.
 - (ii) In addition, the charge for commercial vessels visiting the Hamble harbour and licensed to carry more than 12 passengers which either embark or disembark passengers on public jetties: 60.5p (60p) plus VAT per passenger.

(iii) Additionally, that the launching fee for Personal Water Craft (PWC) or Jet Skis should remain at £10 to remain in alignment with those levied elsewhere in the Solent.

5. In line with the policy adopted for Harbour Dues, it is proposed that there should be a 1% increase for charges for Harbour Works Consent. Thus, it is proposed that the following charges will take place from 1 April 2022:

Size of project	Size increment	Proposed total charge for 2022/23
Up to and including 100 sq. metres	Nil	£438 + VAT
Over 100 sq. metres up to 500 sq metres	Nil	£494 + VAT
Over 500 sq. metres up to 2,500 sq. metres	Nil	£662 + VAT
Over 2,500 sq. metres up to 10,000 sq. metres	Nil	£1225 + VAT
Over 10,000 sq. metres	Nil	£1788 + VAT
A reduced fee for applications which fall within the Harbour Master's delegated powers, and consents for maintenance work to structures etc.	Nil	£168 + VAT
Pre-application consultation fee. Attendance at the Streamlined Consents Meeting and one hour of pre-application consultation will be at no charge.	Nil	£54 per hour + VAT (for every hour or part thereof, after the first hour)
Routine maintenance dredge (per dredge campaign)	Nil	£168 + VAT
Capital dredge up to and including 500m ³	Nil	£97 + VAT
Capital dredge of 501m ³ to 2,500m ³	Nil	£192 + VAT
Capital dredge of 2,501m ³ to 10,000m ³	Nil	£965 + VAT
Capital dredge over 10,001m ³	Nil	£1484 + VAT

6. An additional charge of £54.50 + VAT is made for each Notice to River Users required in connection with each project.
7. It is further recommended that the Harbour Board adopts the following rates for discretionary services provided by the Harbour Authority for 2022/23:

Service	Rate
Emergency towing to nearest point of safety	Free of charge
Other towing/movement of boats within the Harbour Authority limits (at owners' request)	£89.50 per tow + VAT. An additional hourly rate will apply for operations which take more than one hour.

Service	Rate
Use of maintenance piles	£27.50 (inc VAT) per 24 hours or part thereof. Vessels displaying a valid annual Harbour Dues sticker are entitled to the first 24 hours free of charge.
Specific visits to check on boats for security/damage (at owners request)	£54 per hour + VAT. Minimum charge £27 + VAT
Replacing broken or missing fenders or warps (at owner's request)	£54 per hour + VAT. Minimum charge £27 + VAT, plus 120% of cost of materials used.
Pumping out (to prevent further damage)	£54 per hour + VAT. Minimum charge £27 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£54 per hour + VAT. Minimum charge £27 + VAT

Climate Change Impact Assessment

8. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
9. **Climate Change Adaptation.** Climate change considerations have been applied. There are no climate change applications in considering this decision.
10. **Carbon Mitigation.** Carbon mitigation considerations are not applicable in making decisions in respect of charges made for services already provided.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	

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 decision will have a low or no impact on groups with protected characteristics. Increases in Harbour Service charges are applicable to all sectors making use of River Hamble Harbour Authority Marine Safety Services equally.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	3 December 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

Other Significant Links

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

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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- 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
3 December 2021	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Review of Fees and Charges • River Hamble Final Accounts 2020/21 • Forward Plan for Future Meetings 	7 January 2022
11 March 2022	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Asset Register Review • River Hamble 2021/22 Forecast Outturn and 2022/23 Forward Budget • Forward Plan for Future Meetings 	1 April 2022
10 June 2022	<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 • Proceedings of the Annual Forum • Forward Plan for Future Meetings • Annual Familiarisation Boat Trip 	15 July 2022
16 September 2022	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Forward Plan for Future Meetings 	7 October 2022