

NOTICE OF MEETING

| | |
|----------------------|---|
| Meeting | River Hamble Harbour Management Committee |
| Date and Time | Friday, 11th March, 2022 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 and available for repeat viewing, it may also be recorded and filmed by the press and public. Filming or recording is only permitted in the meeting room whilst the meeting is taking place so must stop when the meeting is either adjourned or closed. Filming is not permitted elsewhere in the building at any time. Please see the Filming Protocol available on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

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

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 10)

To confirm the minutes of the previous meeting held on 3 December 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 - 20)

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

7. ENVIRONMENTAL UPDATE (Pages 21 - 26)

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

8. ASSET REGISTER REVIEW (Pages 27 - 40)

To consider a report of the Director of Culture, Communities and Business Services regarding the condition of essential operational assets and possible associated maintenance expenditure to judge whether the Asset Replacement Reserve is being maintained at an adequate level.

9. FORWARD PLAN FOR FUTURE MEETINGS (Pages 41 - 44)

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 at Warsash Sailing Club, Warsash, on
Friday, 3rd December, 2021

Chairman:

* Councillor Hugh Lumby

* Councillor Pal Hayre
* Councillor Graham Burgess
* Councillor Mark Cooper
* Councillor Rod Cooper
Councillor Tonia Craig

Councillor Rupert Kyrle
Councillor Lesley Meenaghan
Councillor Stephen Philpott
* Councillor Lance Quantrill
* Councillor Pamela Bryant

*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

12. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Rupert Kyrle and Councillor Stephen Philpott. Councillor Pam Bryant attended as a deputy on behalf of Councillor Philpott.

13. 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 Hugh Lumby declared a personal interest as a consultant for a law firm that advised the Royal Southern Yacht Club;
Councillor Rod Cooper declared a personal interest as a berth holder at the yacht club at Hamble.

Councillor Trevor Cartwright and Steve Masters declared interests as members of the Royal Yachting Association.

Nicola Walsh declared a personal interest as an employee of Premiere Marina Ltd.

14. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were agreed as a correct record.

15. DEPUTATIONS

There were no deputations for the meeting.

16. CHAIRMAN'S ANNOUNCEMENTS

The Chairman confirmed that it was Rupert Boissier's last meeting, having been on the Management Committee since 2005. The Committee and Harbour Master thanked Rupert for his counsel and advice over the years and wished him all the best for the future.

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

The Committee received a report from the Director of Culture, Communities and Business Services (item 6 in the minute book), which summarised the incidents and events which had taken place in the Harbour and addressed issues currently under consideration by the Harbour Master.

It was highlighted that a General Director no. 3 had been issued, which made it clear to those in charge of Personal Watercraft (PWC) that all Rules and Bye Laws applied to them within the River Hamble, just as to all other craft. So far this had been well received.

The Committee were given an outline of the history and issues with the drainage pipes leading from the M27 bridge after 14 years of highlighting the issues to Highways England (HE). It was anticipated that funding would be sought to make the necessary improvements as part of the ongoing work along the M27 and the Harbour Master continued to await an update from HE.

On page 20 of the pack in appendix 1, the incident that had taken place on 5 October (paragraph 12.66) was discussed and it was agreed that it had been dealt with effectively and according to procedure. The recommendations within the Port Marine Safety Code Audit (appendix 2) were summarised to the Committee.

RESOLVED

The River Hamble Harbour Management Committee supported the contents of this report to the Harbour Board.

18. **RENEWAL OF EXPIRING HARBOUR WORKS CONSENT: “RELOCATION OF EXISTING ACCESS BRIDGE AND INSTALLATION OF NEW PUBLIC ACCESS PONTOON AT DEACONS MARINA”**

The Committee received a report from the Director of Culture, Communities and Business Services (item 7 in the minute book), regarding an extension to the timeframe of a previously granted Harbour Works Consent that was approaching expiration.

The project had been delayed due to the pandemic and it was acknowledged that it was very extenuating circumstances.

RESOLVED

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

19. **ENVIRONMENTAL UPDATE**

The Committee received a report from the Director of Culture, Communities and Business Services (item 8 in the minute book), which summarised activities relating to the River Hamble Harbour Authority’s (RHHA) environmental management of the Hamble Estuary between May and mid-November 2021.

It was highlighted that whilst many activities were regulated, it was important to identify activities that had impacts on the river such as bait-digging, littering and paddle boarding that there was less control over.

A lot of work had been done to try and educate paddle-boarders on protected areas for nesting and try and guide them on where it was best to enter the water. Work also continued in monitoring nitrates and water quality and a partnership group led by the Environment Agency focussed on this.

It was confirmed that a recent deceased swan that had been found had been discovered as being over 20years old via reporting its leg ring, which was a fantastic testament to the environment it had been living in around the River Hamble.

RESOLVED

The River Hamble Harbour Management Committee noted and supported the report.

20. **RIVER HAMBLE 2021/22 FORECAST OUTTURN AND 2022/23 FORWARD BUDGET**

The Committee considered a report from the Director of Corporate Operations and Director of Culture, Communities and Business Services (item 9 in the minute book) on the 2021/22 outturn forecast as at the end of September 2021 and the proposed 2022/23 forward budget.

It was highlighted that the River Hamble was projected to achieve a surplus of £57,000 on revenue funded expenditure, compared to a revised budgeted surplus of £59,000. The proposed budget for 2022/23 would generate a surplus on revenue funded expenditure of £37,000, which would potentially increase the Revenue Reserve to £67,829.

The balance in the Revenue Reserve was expected to increase to £65,829 by the end of March 2022 following the transfer of the £22,000 surplus from revenue after the £35,000 agreed contribution to the Asset Replacement Reserve, and balance would therefore be in excess of the 10% of the gross revenue budget set out as the maximum in the reserves policy. To ensure the Revenue Reserve balance remained below the maximum set out in the reserves policy, it was proposed that the £12,000 cost of the pump at Warsash Jetty instead be funded from revenue rather than the Asset Enhancement Reserve (AER).

RESOLVED

- a) The projected outturn for the 2021/22 financial year was noted.
- b) The proposed forward budget was supported by the River Hamble Harbour Management Committee for submission to the River Hamble Harbour Board for approval.
- c) The balances held within the reserves and the position on the reserve balances were noted.
- d) The proposal to fund the pump replacement at Warsash jetty from revenue, rather than the Asset Enhancement Reserve as budgeted, was supported by the Management Committee for submission to the River Hamble Board for approval

21. REVIEW OF FEES AND CHARGES

The Committee considered a report from the Director of Culture, Communities and Business Services (item 10 in the minute book), which summarised the annual review of fees and charges applicable to the River Hamble.

Whilst the proposed increases were below inflation, it was felt that this provided good value for money whilst being an adequate enough increase to benefit the River Hamble Harbour Authority.

Members discussed the potential impacts of the increasing storms and climate change, but were reassured that the River Hamble was quite sheltered and the newer works were very resilient. However, it would be monitored going forward.

RESOLVED

The River Hamble Harbour Management Committee recommended to the River Hamble Harbour Board approval of the fees and charges set out in the report and advertise them on the River Hamble Harbour Authority website.

22. FORWARD PLAN FOR FUTURE MEETINGS

The Committee received a report from the Director of Culture, Communities and Business Services (item 11 in the minute book), which summarised the forward plan for the Management Committee.

RESOLVED

The forward plan was noted by the Committee.

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Report

| | |
|---------------------|--|
| Committee: | River Hamble Harbour Management Committee |
| Date: | 11 March 2022 |
| Title: | Marine Director and Harbour Master's Report and Current Issues |
| Report From: | Director of Culture, Communities and Business Services |

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

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

Recommendation

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

Executive Summary

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

Contextual Information

Patrols

4. The Harbour has been patrolled by the Duty Harbour Master at various times between 0700 and 2230 daily. Mooring and pontoon checks have been conducted daily throughout the period.

Issues

5. **Annual Trinity House Audit** – An officer of Trinity House will conduct the routine annual visual audit of Aids to Navigation on 7 March to confirm compliance with the River Hamble Harbour Authority’s status as a Local Lighthouse Authority. A report will be made in due course.
6. **2022 Annual Forum** – This year’s Annual Forum and draw for tender billets will take place in the Victory Hall Warsash at 1830 on Tuesday 29 March.
7. **Resilience over the Recent Storm Period** - Infrastructure resilience to three named storms, Dudley, Eunice and Franklin over a four day period was satisfactory. A small yacht, overwhelmed by wave action, sank on her drying mooring but has since been re-floated. There was no environmental impact.

Climate Change and Carbon Mitigation 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.

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

XXXXXXXXXXXXXX

Incidents and Events

- 9.01.07 Jan. Checked pile lines on a mid-stream moored yacht reported as non-compliant. Pumped out the cockpit of a mid-stream moored yacht. Liaison with owner.
- 9.02.08 Jan. Vessel check on behalf of an owner. Liaison with Hamble Life Boat.
- 9.03.09 Jan. Support to dinghy sailing. Liaison with a safety craft which run over a mooring, cutting it free. Liaison with the Crown Estate Mooring Contractor to arrange replacement.
- 9.04.10 Jan. Specific vessel checks on behalf on the Moorings Officer.
- 9.05.11 Jan. Poor visibility (fog). Light traffic. Specific vessel checks on behalf of the Moorings Officer. Day into night check of lights (Aids to Navigation). Two defects reported to site owners for rectification.
- 9.06.12 Jan. Patrol craft anti-foul test. Attended a Marina where emergency services were in attendance. Two fatalities had been found in a motor vessel alongside. Police and MAIB in attendance. No further Harbour Authority involvement.
- 9.07.13 Jan. Liaison with MAIB and Southampton Patrol to assist in re-location of vessel at 7.06 to Southampton for further investigations. Relocation of vessels displaced by routine dredging operations to their proper moorings.
- 9.08.14 Jan. Jetwash and clean of HM Jetties. Responded to a report from an inbound vessel of an outbound craft leaving the River at speed without navigation lights. Liaison with Southampton HM to locate.
- 9.09.15 Jan. Responded to a call from a member of the public reporting two male persons in an orange canoe behaving suspiciously around moored vessels on the 'M' and 'L' runs. Canoe and persons answering the description located at a Public House at Bursledon. No evidence to support illegal activity found. Recovered a large branch from the Main Channel off Crableck. Buoy recovered from vicinity of 'D' run. Buoy had some damage and evidently not local. Recovered to Warsash. Liaison with Hamble Life Boat.
- 9.10.16 Jan. Pumped out inundated tenders at Warsash. Recovered a large branch from the Main Channel to Warsash. Assistance given to a local fishing vessel with intermittent propulsion failure. Observed a jet ski launch from a marina and depart the River at speed with no lights after sunset. Jet ski continued in company with a waiting RIB. Contact made with marina to establish ownership details. None held.
- 9.11.17 Jan. While patrolling towards Curbridge, noticed a possible underwater obstruction for removal. Assistance given to a RIB with propulsion failure. RIB had broken down in Southampton Water and was under the tow of another vessel from an adjacent marina. Commercial make-up of mooring lines.
- 9.12.18 Jan. Maintenance of Aids to Navigation. Liaison with Marina dredging contractor.
- 9.13.19 Jan. Clearance of vegetation in the Botley Channel. Maintenance of Aids to Navigation. Commercial make-up of pile lines.

- 9.14.20 Jan. Marina liaison. Commercial supply and fit of pile lines for two vessels. Maintenance of Aids to Navigation.
- 9.15.21 Jan. Jetty inspection at RHCP. Boat coding work. First Aid equipment checks.
- 9.16.22 Jan. Liaison with a visiting school yacht. Liaison with a mooring holder on the 'J' run to recover a loose racing mark. Commercial tow of a yacht from the mid-stream Visitors' Pontoon to Warsash Jetty. Re-positioning of a yacht on the mid-stream Visitors' Pontoon.
- 9.17.23 Jan. Monitoring of slipway launches at Warsash. Attended a large catamaran stationary outside the Main Channel between Nos 5 and 7 Marks. On arrival, a local vessel had anchored for refreshment. Reminded of Bye Law prohibiting anchorage except in an emergency and moved on.
- 9.18.24 Jan. Patrol observed a light sheen of diesel oil covering a large area between Nos 9 and 10 Marks and between Hook and Hamble Spits. Given the flood and pattern of the dispersal, spillage believed to have taken place outside the River. No obvious source located. Sheen dispersed with propellor wash.
- 9.19.25 Jan. Liaison with Crown Estate Mooring Contractor and mooring holders in preparation for forthcoming routine pile replacement programme. Recovered No 11 Buoy (adjacent to Warsash College) for essential maintenance.
- 9.20.26 Jan. Liaison with the Crown Estate Mooring Contractor regarding re-positioning of No 11 Buoy. Planning work for boat movements prior to Pile Maintenance programme.
- 9.21.27 Jan. HCC routine check of shore power facility at Warsash Jetty.
- 9.22.28 Jan. Inspection and maintenance of mid-stream Visitors' Pontoon connecting bolts. Liaison with Crown Estate Mooring Contractor.
- 9.23.29 Jan. Trolley maintenance at Warsash. Re-secured boom on a mid-stream moored yacht. Liaison with RHCP staff over maintenance work to jetty.
- 9.24.30 Jan. Tide gauge cleaning. Focus on mouth of the River and heavy outbound traffic in fine weather.
- 9.25.01 Feb. Maintenance of No 11 Buoy. Boatyard liaison.
- 9.26.02 Feb. Patrol craft maintenance. Stopped and warned verbally two inbound resident motor vessels for excessive speed and wash.
- 9.27.03 Feb. Patrol craft maintenance. Maintenance of River Hamble Country Park (RHCP) hammerhead. Liaison with Country Park staff. Light traffic.
- 9.28.04 Feb. Slipway clearance Warsash. Patrol craft maintenance.
- 9.29.05 Feb. Tow of a vessel with propulsion failure from Warsash to her proper mooring for defect rectification.

- 9.30.06 Feb. Light traffic. Periodic equipment checks.
- 9.31.07 Feb. Assistance given to a mid-stream mooring holder stranded on vessel. Tow of a tender with propulsion failure to Swanwick slipway. Boatyard liaison. Stopped and gave a written warning to a delivery crew in a large motor vessel for excessive speed and wash. Stopped and advised a departing resident motor vessel navigating on the wrong side of the Main Channel near Crableck.
- 9.32.08 Feb. First Aid equipment checks. Light traffic.
- 9.33.09 Feb. Liaison with the Crown Estate mooring contractor. Light traffic.
- 9.34.10 Feb. Liaison with the Crown Estate mooring contractor. Dredging wash-up meeting in support of a sailing club.
- 9.35.11Feb. Environmental compliance support. Pump out of inundated tenders at HM jetty Warsash.
- 9.36.12 Feb. RHCP Jetty maintenance. Patrol craft maintenance.
- 9.37.13 Feb. Light traffic. Jetty decking maintenance at HM Pontoon Warsash.
- 9.38.14 Feb. Assistance given to a stranded mid-stream mooring holder. Liaison with Fareham Borough Council regarding a report of a beached dead seal outside the River.
- 9.39.15 Feb. Preparations for forecast stormy weather. Enhanced mooring and line checks. Very light traffic in building winds.
- 9.40.16 Feb. Re-secured loos cover on a mid-stream moored yacht. Liaison with a mid-stream mooring holder regarding possible minor collision damage to a vessel. Liaison with Hamble Life Boat. Support to Hampshire Marine Police Unit boarding training. Strong winds.
- 9.41.17 Feb. Final preparations for the arrival of storm Eunice, strongest of named storms. Replacement of worn lines on a small number of vessels. Recovery of a large branch from the Main Channel at Bursledon. Attended a small motor vessel aground at Hook Spit at low water. Towed off by a passing Hampshire Marine Police Unit RIB and then towed by Patrol to an adjacent marina for defect rectification.
- 9.42.18 Feb. Storm Eunice. Very strong winds 0800-1500. Met Office Red Warning. No traffic. Highest wind recorded wind 68 Knots (78 mph). Highest winds coincided with HW (4.4m at 1154Z). Surge tidal height of just under a metre above predicted HW experienced. High winds and increased wave height/frequency caused one small yacht to become inundated and sink at her mooring (since refloated). Patrol re-secured loose lines, loose sails and fenders.
- 9.43.19 Feb. Continued strong winds. Patrol recovered timber, pile caps and flotsam from the Main Channel at various points while conducting enhanced mooring checks in preparation for Storm Franklin.

9.44.20 Feb. Storm Franklin. Westerly winds of up to 65 knots (75 mph). Removed and secured cockpit cover on a midstream-moored yacht, replaced parted bow and stern lines, as well as fenders on others. Responded to a report of a failed pile iron but tidal height rendered full inspection impossible. Vessel secure. Liaison with owners to report damage.

9.45.21 Feb. Continued strong winds. Further enhanced moorings checks.

**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

Report

| | |
|---------------------|--|
| Committee: | River Hamble Harbour Management Committee |
| Date: | 11 March 2022 |
| 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 mid-November 2021 and mid-February 2022.

Recommendation

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

Updates

M27 Bridge Drainage

3. Following discussions at January's River Hamble Harbour Board meeting, the Chairman wrote to the Secretary of State for Transport asking for his support in resolving the matter. A reply has been received indicating an outline plan under National Highways' (formerly Highways England) Designated Fund process, subject to the funding of three stages, with the possibility of construction in 2024/25.

Both letters are appended to this report (appendix C).

Oil Spill Preparedness & Response

4. RHHA's required annual return has been approved by the Maritime and Coastguard Agency regarding oil spill exercises and training, ensuring RHHA's ongoing compliance with the Merchant Shipping (Oil Pollution Preparedness, Response Cooperation Convention) Regulations 1998.

The required 3-yearly Tier 2 deployment exercise is planned for later this year.

River Hamble Country Park Pontoon

5. As reported in 2021, consideration has been underway as to the feasibility and any potential consent requirements of reinstating the removed 4 metre x 4 metre pontoon section of the hammerhead to recreate its original 'T' size and shape. This will offer the original space again for members of the public who enjoy it for crabbing, viewing the river and paddle sports, as well as its use by the QE2 Activity Centre which offers river experiences for visitors with additional needs. Eastleigh Borough Council has confirmed that no planning permission is required to put back this section of pontoon. The Environment Agency has confirmed no requirement for Flood Risk Activity permit in this case. The work is exempt from a Marine Licence from the Marine Management Organisation under The Marine Licensing (Exempted Activities) Order 2011 (as amended). No piling is required. At the time of writing, the reinstatement is underway and nearing completion.

Maintenance Work

6. The Crown Estate's routine pile replacement work is planned for selected mid-stream mooring piles during March and April. Elephant Boatyard also plans to replace a pile at this time.

Climate Change and Carbon Mitigation Impact Assessment

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

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.

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Links to the Strategic Plan

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Document

Location

None

EQUALITIES IMPACT ASSESSMENT:**1. Equality Duty**

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

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

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

2. Equalities Impact Assessment:

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

Rt Hon Grant Shapps MP
Secretary of State
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR



*River Hamble Harbour Authority
Harbour Master's Office, Shore Road
Warsash, Southampton
Hampshire SO31 9FR*

Telephone 01489 576387
www3.hants.gov.uk/hambleharbour

21 January 2022

By email and post

Dear Secretary of State

DRAINAGE FROM THE M27 BRIDGE INTO THE RIVER HAMBLE

Highways England continues to fail in addressing its own acknowledged responsibility to resolve the direct drainage of pollutants from the M27 motorway bridge into the River Hamble. The River is heavily protected by environmental legislation and a site of National significance in terms of wildlife and flora.

The discharge from the bridge is free and continuous, with large amounts of oil and tyre waste among the pollutants entering the water. The additional consequences to the environment of a larger single spillage resulting from a traffic accident will be considerable.

The River Hamble Harbour Board has been directly engaged on the matter with Highways England since 2004. Highways England has given periodic undertakings to resolve the issue but always failed. The most recent commitment was made in June 2019 and plans were drawn up to channel material away from the Bridge using culverts under the Smart Motorway project. This opportunity to address the problem was not taken and the project postponed in October 2020 because of funding issues. Highways England has not provided any credible response on the way forward. In fact, it is difficult to detect any drive or will on the part of Highways England to see this matter to conclusion.

In the light of this perpetual failure, I write as Chairman of the River Hamble Harbour Board to ask for your support as Secretary of State in generating the momentum hitherto lacking and deliver a solution to a daily risk which could have environmentally catastrophic consequences.

Yours sincerely

A handwritten signature in black ink that reads "Sean Woodward".

Councillor S D T Woodward
Chairman
The River Hamble Harbour Board

Copy to:

Right Honourable Suella Braverman MP
Right Honourable Flick Drummond MP
Right Honourable Paul Holmes MP



Department
for Transport

Councillor Seán Woodward
Chairman, River Hamble Harbour Board
Hampshire County Council

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

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Our Ref: MC/388253

31 January 2022

Dear Councillor Woodward,

Thank you for your letter of 21 January to the Secretary of State, about drainage from the M27 Bridge into the River Hamble. I am replying as the Minister responsible for this issue.

Following your email, Department officials raised your concerns directly with National Highways (formerly Highways England). As a result of that exchange, I understand that National Highways attempted to develop a solution to the drainage issue at Hamble Bridge, but that this unfortunately could not be incorporated as part of the current M27 Junctions 4-11 smart motorway scheme.

However, National Highways' Designated Funds programme, which you can access further information about [here](#), has a scheme for the Hamble bridge planned for feasibility in 2022/23, design in 2023/24 and construction in 2024/25, subject to securing approval of funding for each stage.

National Highways will engage with Hampshire Council during the Designated Fund scheme development and scheme works information will be provided to all appropriate authorities.

Thank you for taking the time to write to me on this issue.

*Yours,
Charlotte*

BARONESS VERE OF NORBITON

HAMPSHIRE COUNTY COUNCIL

Report

| | |
|---------------------|--|
| Committee | River Hamble Harbour Management Committee |
| Date: | 11 March 2022 |
| Title: | River Hamble Asset Register |
| Report From: | Director of Culture, Communities and Business Services |

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

Purpose of the Report

1. The purpose of this annual report is to indicate the condition of essential operational assets and possible associated maintenance expenditure to judge whether the Asset Replacement Reserve is being maintained at an adequate level.

Recommendation

2. It is recommended that the River Hamble Harbour Management Committee agrees to recommend to the Board that:
 - a. This report be taken into account alongside the annual statutory accounts in setting Harbour Dues for 2022/23 at the June Board meeting;
 - b. That a policy to maintain this Reserve at a minimum of £100,000 be adopted to afford improved resilience around 2037;
 - c. That an increase in the contribution from Revenue to the Replacement Reserve from £35,000 to £42,000 be applied for 2022/23 and note be taken of the need for frequency and amount of potential future increases. This amount will come from the revenue surplus of £37,000 in the approved forward budget.

Summary

3. While the River Hamble Harbour Authority's Replacement Reserve has been in a reasonably healthy position, this report highlights general increases in raw material costs and services which render an increase in our annual contribution from revenue appropriate. It is recommended that an increase in 2022/23 from £35,000 to £42,000 be applied and monitored in detail over the next five years. It is anticipated that further adjustments are likely to become necessary over time.

Background

4. The RHHA's annual contribution to the Asset Replacement Reserve has been set at £35,000 since 2010. The figure is reviewed each year to ensure continued delivery of mission critical assets supporting the Marine Safety Management System. This report takes account of ongoing wear, as well as

husbandry of those assets aimed at optimising availability and the cost of replacement where necessary.

5. Our operational assets are regularly inspected for wear and initially forecasted estimates of lifespan adjusted. This report passes judgement on their condition against changing material and manufacturing costs brought about by market conditions and any other factors. Replacement costs have increased over the past year and continued price volatility is a factor that must be borne in mind when considering the correct requirement for the annual contribution.
6. In some areas, prices have seen marginal increases in absolute terms, most notably where smaller items of lesser capital value such as lights are concerned. Broadly, prices in steel and manufacturing have seen the cost of more expensive replacement items such as pontoons and patrol craft increase more.
7. In parallel, it is clear that technology is developing. There is also a movement towards greater sustainability in manufacturing which brings obvious advantages, such as in combatting climate change, but also a degree of risk. This is because technology in some cases remains temporarily insufficiently mature. The most obvious area in which this applies is in the application of electric boat power. Here, only one UK company offers currently anything near a viable propulsion option and that in a vessel which will not meet our requirement, either in terms of capability or cost. This position is likely to change over the next five years and we must monitor developments to take advantage when appropriate. For the moment, however, one (overseas) representative manufacturer's offer illustrates plainly the challenges for organisations such as ours wishing to take advantage of such technology. Its prices for the same vessel with electric propulsion are double those of the equivalent diesel craft. It is likely therefore that replacement of patrol hulls will take place incrementally and with an eye on purchase of long-lasting and recyclable craft that may ultimately be retrospectively fitted with propulsion systems which match environmental aspiration.
8. While it is possible to assess with reasonable accuracy short-term replacement costs, it is as ever more difficult to predict the cost of replacement of larger items in, say 10 years' time and becoming more so. Enough is known now however to judge that costs are unlikely to reduce or remain static as inflationary pressures take effect. Vitality, maintaining the current contribution of £35,000 would see the balance diminish beyond zero in 2037 and, although we will not allow it to happen, not recover to a positive figure until 2041. An immediate increase is therefore recommended.
9. Our planning tool affords visibility of the impact various increases will have. The tool shows first that Reserve use is logically cyclical over around a 30 year period. The key to success is in ensuring that the minimum of its value during these rolling periods is catered for with a satisfactory degree of surety which will be discussed later. It is equally important not to over-contribute and accumulate an unreasonably high balance with a concomitant impact on the level of Harbour Dues.
10. Consideration of a variety of increases in contribution levels of shows the impact on the minimum ARR holding, forecast currently to arrive around

2037. It will be appreciated readily that any calculations will be subject to 'events':

| Contribution Level from 2022/3 | Forecast ARR Balance in 2037 |
|--------------------------------|------------------------------|
| £40,000 (£5,000 increase) | £3,000 |
| £42,000 (£7,000 increase) | £33,000 |
| £45,000 (£10,000 increase) | £78,000 |

These basic increases provide a starting point for further planning consideration. A simple increase to £40,000, with no further increase, will leave us with a very small positive balance and very little room for manoeuvre. An increase to £42,000 will bring the contribution back to the level it was in 2010 and provide a modest cushion if maintained. Finally, an increase to £45,000 will give a more reasonable margin. Next, the effect of subsequent incremental increases merit analysis. Here, there will clearly be many permutations. The following table illustrates, albeit arbitrarily in terms of the levels set, the impact of some examples:

| Contribution Level from 2022/3 | Contribution Level from 2027/28 | Contribution Level from 2032/33 | Forecast ARR Balance in 2037 |
|--------------------------------|---------------------------------|---------------------------------|------------------------------|
| £38,000 | £41,000 | £44,000 | £24,000 |
| £40,000 | £42,000 | £45,000 | £43,000 |
| £40,000 | £45,000 | £50,000 | £88,000 |
| £42,000 | £46,000 | £50,000 | £101,000 |
| £42,000 | £47,000 | £52,000 | £118,000 |
| £45,000 | £47,500 | £50,000 | £119,000 |

11. This analysis raises initially the important policy question of whether a minimum ARR balance should be set and, if so, at what level. In this, there are both objective and subjective considerations; objective, in as much as we consider this Review annually with the best information possible at the time and subjective in that, as recent events have proved, we must to some degree develop a corporate 'feeling' as to what level of cushion will both provide an acceptable degree of financial confidence and also continue to deliver value-for-money for Harbour Dues payers. It is with this in mind that it is recommended that a minimum balance of the ARR be set at £100,000.
12. What is also highlighted is that earlier larger increases improve considerably the forecast balance. Taking steps now, in a reasonable financial position, is prudent. This will also be beneficial in the prevention of 'tail-chasing' and the need to make more substantial and perhaps unwelcome increases later in the day. Subsequent increases may of course be adjusted from those in the table to reflect contemporary circumstances and conditions to match the requirement.

13. Three graphs are presented to illustrate the effects on the ARR of:
 - a. Maintaining the annual contribution at £35,000.
 - b. Increasing the contribution to £40,000 now, £45,000 in 2027 and £50,000 in 2032. This leads to a forecast ARR balance of £88,000 in 2037.
 - c. Increasing the contribution to £42,000 now, £46,000 in 2027 and £50,000 in 2032. This leads to a forecast ARR balance of £101,000 in 2037.
14. In the event that the Management Committee agrees to recommend to the Board an increase of the contribution from Revenue, the amount will require a transfer of that amount from the Forward Budget, which forecast a £37,000 revenue surplus.

Climate Change and Carbon Mitigation Impact Assessment

15. 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.

| Asset (* Composite Structure) | Year of purchase | Purchase cost £ | Initial life expectancy of whole structure (years) | Forecast lifespan of whole structure ¹ | Depreciation charge for 2019/20 £ | Replacement Cost of whole structure ² £ |
|---|------------------|-----------------|--|---|-----------------------------------|--|
| Marks, beacons, lights, piles & buoys | | | | | | |
| Cardinal mark at river entrance – piling only | 2000 | 3,000 | 30 | 2030 | 100 | 4,000 |
| Superstructure and cardinal top mark | 2000 | 1,000 | 20 | 2030 (was 2020) | 0 | 1,700 |
| 9 beacons at river entrance, plastic piling | 2000 | 30,000 | 30 | 2030 | 1000 | 39,000 |
| Sector lights – Hamble Point / Warsash superstructure | 1997 | 30,000 | 30 | 2032 (2027) | 1000 | 40,000 |
| 2 sector lights | 2006 | 12,000 | 15 | 2032 (2021) | 0 | 12,000 |
| 5 port & starboard navigation marks / piles | 1977 | 20,000 | 45 | 2027 (2022) | 444 | 28,000 |
| Maintenance piles – Warsash | 2002 | 33,000 | 30 | 2032 | 1,100 | 20,000 |
| Maintenance piles – Hamble | 1989 | 15,000 | 30 | 2027 (2019) | 0 | 10,000 |
| Maintenance piles – Land's End | 1988 | 15,000 | 30 | 2030 (2018) | 500 | 10,000 |
| 5 navigation buoys | 2006 | 16,000 | 20 | 2028 (2026) | 800 | 18,000 |
| Navigation lights at harbour entrance | 2015 | 5,068 | 10 | 2028 (2025) | 507 | 6,000 |
| Tide Gauges | 2019 | 1,500 | 15 | 2034 | 100 | 1,500 |
| River Signage for various structures | 2018 | 1,000 | 10 | 2028 | 100 | 1,000 |

¹ Life end forecast at build. Applies less to composite structures, elements of which are programmed to be replaced on a rolling basis, dependent on husbandry and condition. Design and project management costs also removed. Applies to structures such as Hamble and Warsash Jetties, component replacement of which will be smoothed over time.

² This is the TOTAL replacement cost. Based on current price estimate. Some assets are composite structures. For these, different components will be replaced at different times, depending on their condition. This enables payments to be spread more effectively and optimise asset availability.

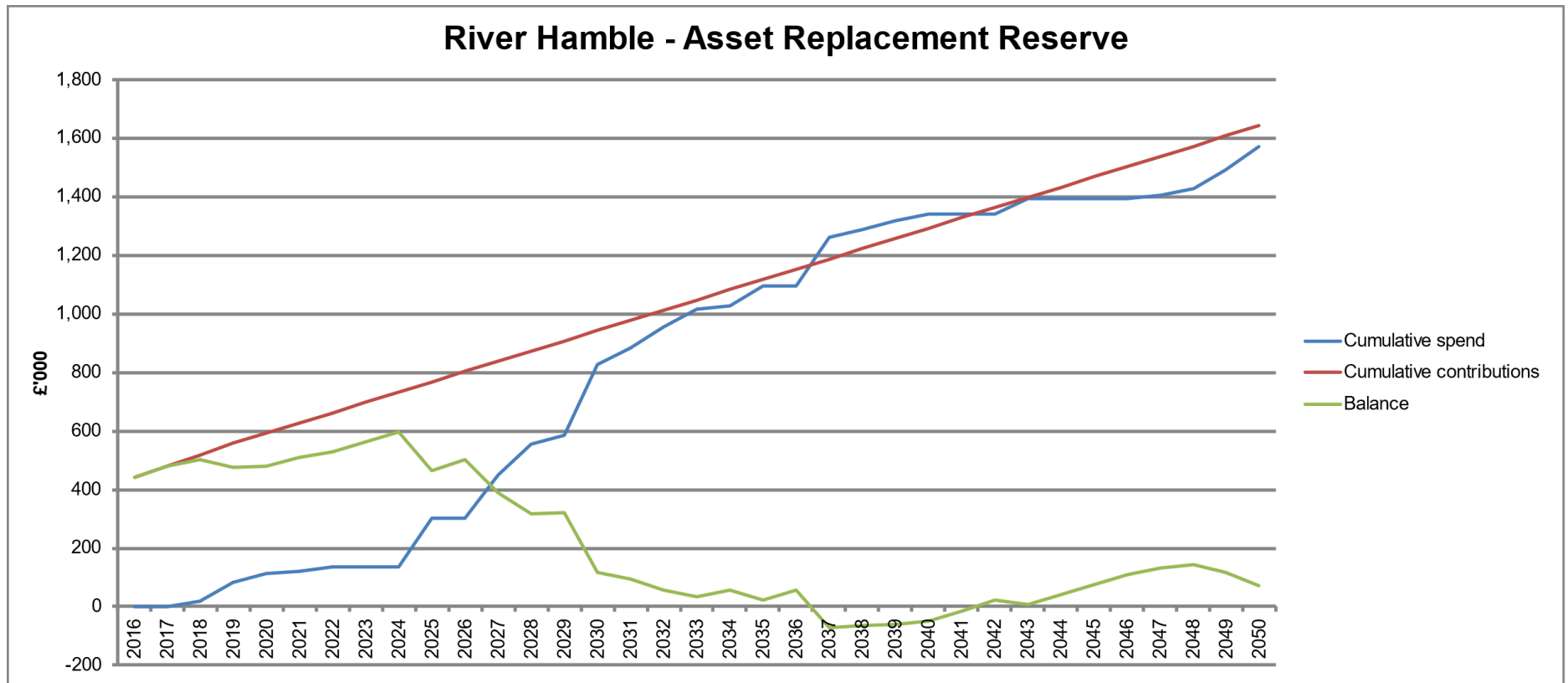
| | | | | | | |
|---|------------|----------------|----|-------------|---------------|----------------|
| Total | | 182,568 | | | 5,651 | 191,200 |
| Bridges, walkways, jetties | | | | | | |
| Bridge to Hamble jetty | 1988 | 40,000 | 40 | 2033 (2028) | 1,000 | 60,000 |
| Bridge to Warsash jetty | 1990 | 40,000 | 40 | 2035 (2030) | 1,000 | 70,000 |
| Walkway to Warsash jetty | 1982 | 50,000 | 50 | 2037 (2032) | 1,000 | 60,000 |
| 10 support piles for Warsash walkway | 1982 | 36,000 | 50 | 2037 (2032) | 720 | 40,000 |
| *Warsash jetty – piling, pontoons, services, lighting etc | 2006 | 170,000 | 35 | 2041 | 4,857 | 110,000 |
| Warsash connecting pontoon | 2016 | 55,000 | 35 | 2051 | 1,571 | 57,000 |
| *Hamble jetty – piling, pontoons, services, lighting etc | 1991 | 140,000 | 35 | 2031 (2026) | 4,000 | 105,000 |
| *Fisherman's pontoon / jetty | 2006 | 48,000 | 20 | 2031 (2026) | 2,400 | 57,000 |
| *Visitors' pontoon and piles | 2000 | 60,000 | 25 | 2025 | 2,400 | 65,000 |
| *River Hamble Country Park Jetty ³ | 2014 | Est 55,000 | 25 | 2040 (2030) | 2,200 | 25,000 |
| Total | | 694,000 | | | 21,148 | 649,000 |
| Boats | | | | | | |
| *2 patrol boats | 2011 | 40,000 | 12 | 2025 (2023) | 3,333 | 150,000 |
| *RIB | 2012 | 15,000 | 15 | 2028 (2027) | 1,000 | 50,000 |
| Engines ⁴ | 2018/19/20 | 37,500 | 4 | 2022/25 | 9,375 | 37,500 |
| Total | | 92,500 | | | 13,708 | 237,500 |
| Service provision | | | | | | |
| Replacement Harbour Management System | 2020 | £45,000 | 10 | 2029 | 4,500 | £30,000 |

Note.

1. Annual depreciation figures may differ to those calculated for the statutory accounts. This is mainly due to adjustments being made to the lifespan of assets and therefore reflected in the depreciation calculations for the statutory accounts.

³ See Footnote 1.

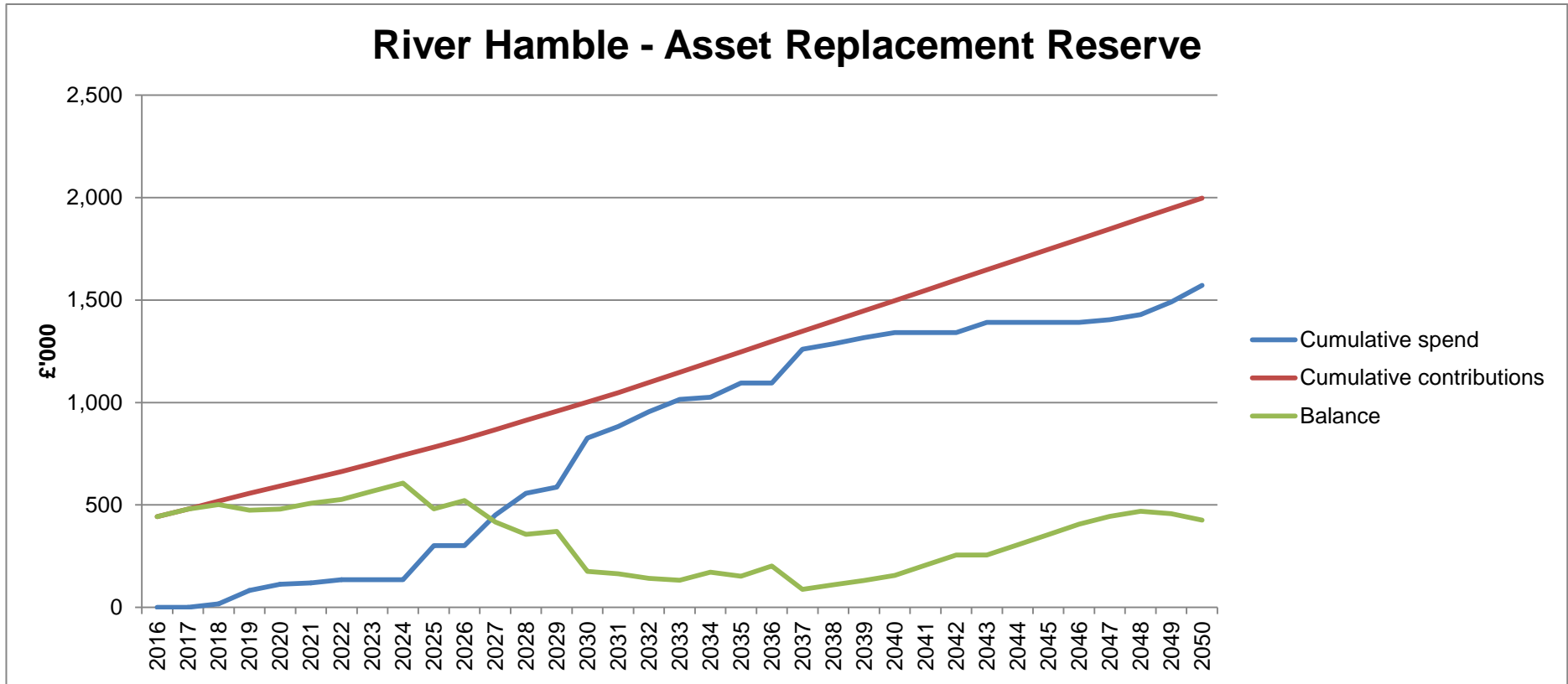
⁴ Staggered purchases for 5 engines in 3 boats. Trade in or private sale value for each engine of around £2500 (Manufacturer) against new purchase at 4 year intervals.



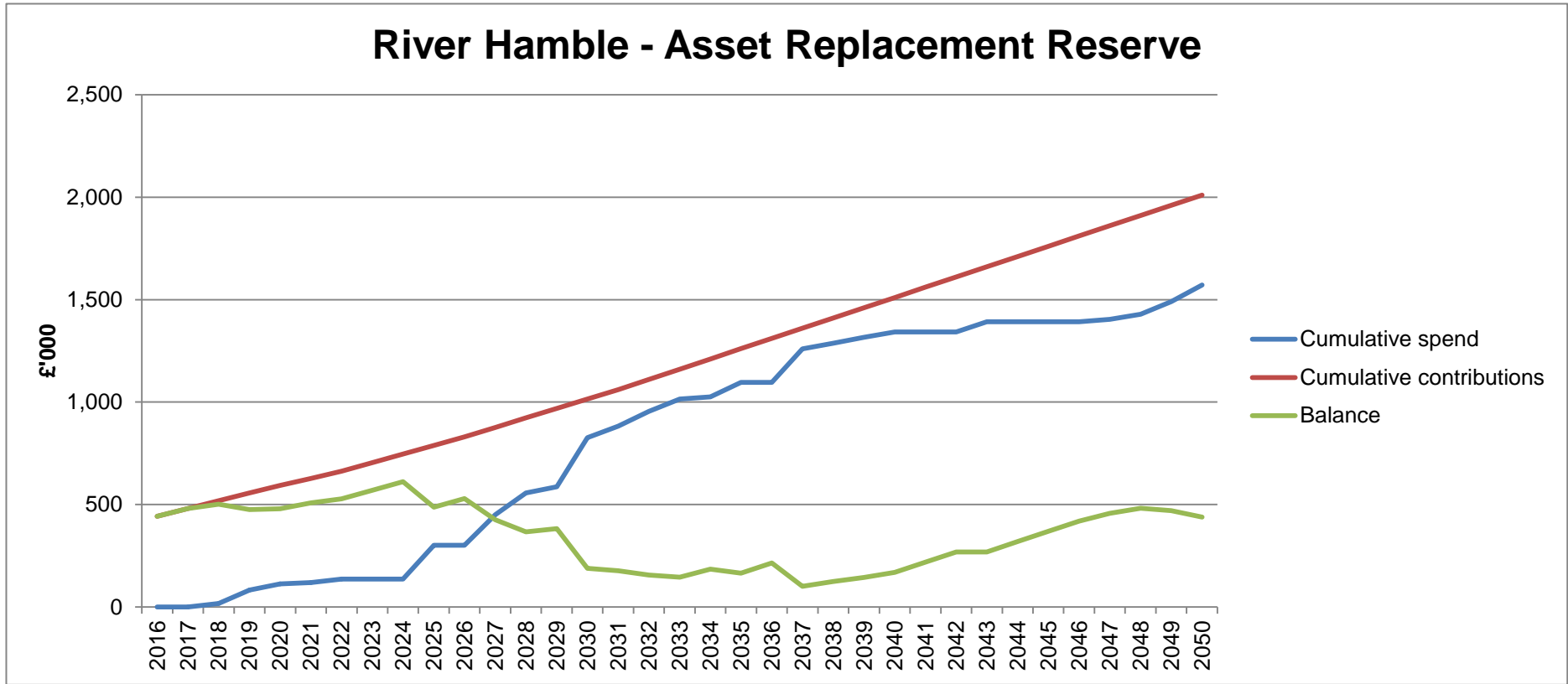
ARR Position in the event that the annual contribution from Revenue remains at £35,000

Note for all tables

1. Contribution excludes interest earned on balance of reserves.



ARR Position with increases in the annual contribution to £40,000 (2022/3), £45,000 (2027) and £50,000 (2032)



ARR Position with increases in the annual contribution to £42,000 (2022/3), £46,000 (2027) and £50,000 (2032)

River Hamble - Asset Replacement Reserve Actual / Forecast Spend V Planned Spend

| Type | 2020/21 | | | 2021/22 | | |
|-------------------|---------------|--------------|-----------|---------------|-------------------------|-----------|
| | Planned Spend | Actual Spend | Variance | Planned Spend | Actual / Forecast Spend | Variance |
| | £000's | £000's | £000's | £000's | £000's | £000's |
| Navigation | 0 | 5 | 5 | 5 | 2 | -3 |
| Jetties | 0 | 0 | 0 | 0 | 3 | 3 |
| Boats | 16 | 27 | 11 | 27 | 26 | -1 |
| Service Provision | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 16 | 32 | 16 | 32 | 31 | -1 |

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out. This report includes an Equalities Impact Assessment within the draft Strategic Plan.

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HAMPSHIRE COUNTY COUNCIL

Report

| | |
|---------------------|--|
| Committee: | River Hamble Harbour Management Committee |
| Date: | 11 March 2022 |
| 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 | |

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

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- 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 |
|---------------------------|---|--------------------|
| 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 • 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 2021/22 • 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 |