

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	River Hamble Harbour Board
<b>Date and Time</b>	Friday, 13th January, 2023 at 10.00 am
<b>Place</b>	St Pauls Church Hall, Barnes Lane, Sarisbury Green, SO31 7BG
<b>Enquiries to</b>	members.services@hants.gov.uk

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

## FILMING AND BROADCAST NOTIFICATION

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## AGENDA

### 1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

### 2. DECLARATIONS OF INTEREST

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

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

To confirm the minutes of the previous meeting held on 7 October 2022.

**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. MINUTES OF THE MEETING OF THE RIVER HAMBLE HARBOUR MANAGEMENT COMMITTEE - 9 DECEMBER 2022 (Pages 9 - 12)**

To receive the draft minutes of the meeting of the River Hamble Harbour Management Committee held on 9 December 2022.

**7. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES (Pages 13 - 30)**

To consider a report summarising incidents and events in the Harbour and covering issues currently under consideration by the Marine Director.

**8. ENVIRONMENTAL UPDATE (Pages 31 - 36)**

To consider a report summarising recent environmental management of the Harbour.

**9. RIVER HAMBLE 2022/23 FORECAST OUTTURN AND 2023/24 FORWARD BUDGET (Pages 37 - 56)**

To consider the forward budget for the Harbour Authority.

**10. REVIEW OF FEES AND CHARGES (Pages 57 - 64)**

To consider a report setting out fees and charges for the forthcoming year.

**11. FORWARD PLAN FOR FUTURE MEETINGS (Pages 65 - 68)**

To consider a report 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](mailto: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 Board of HAMPSHIRE COUNTY COUNCIL held at St Pauls Church Hall, Sarisbury Green on Friday, 7th October, 2022

Chairman:

\* Councillor Seán Woodward

Councillor Michael Ford

Councillor Keith House

\* Nikki Hiorns

\* David Jobson

\* Chris Moody

\* Jason Scott

\* Councillor Sarah Pankhurst

\* Councillor Tim Groves

\*Present

## 47. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Ford and Councillor House.

## 48. 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.

David Jobson declared personal interests as a member of both the RAF and Royal Southern Yacht Clubs, as a midstream mooring holder and a member of the Royal Yachting Association. Chris Moody declared personal interests as a member of Warsash Sailing Club and as Chairman of the Hamble River Boatyard and Marina Operators Association.

## 49. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 15 July 2022 were agreed as a correct record.

## 50. DEPUTATIONS

There were no deputations.

51. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman had no announcements.

52. **MINUTES OF THE MEETING OF THE RIVER HAMBLE HARBOUR MANAGEMENT COMMITTEE - 30 SEPTEMBER 2022**

The Board received and noted the draft minutes of the River Hamble Harbour Management Committee held on 30 September 2022.

53. **MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES**

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

The Board noted that discussions would be held with the Director of CCBS regarding the delegated spending limits within the departmental scheme of delegation.

It was confirmed, in relation to the Warsash Jetty tendering process for remedial works as set out in the report, that engineering colleagues from the County Council would be involved in vetting tenders received. It was agreed, given the price estimates that had been obtained, to allow a spend of up to £50,000 rather than the initial £40,000 recommendation.

There was discussion regarding antisocial behaviour throughout the summer months and the Board noted that the young people in question often travelled from outside of the County Council's administrative boundaries to access the Harbour – largely from the Southampton area. Members acknowledged the close working with Hampshire Constabulary and that there had been two arrests made this year. The Board noted the significant efforts of the Harbour Office team in supporting outreach work with local schools and young people's forums to advise on water safety and the RNLI's Respect the Water campaign with a view to prevent incidents from occurring and deter inappropriate use of the River. The Board discussed the importance of allowing access to the water for recreational use but in a safe manner – striking a balance was challenging and the Harbour Authority was doing the utmost to enable this.

Members congratulated the Harbour Office on the way in which the Swanwick, Bursledon and Warsash Regatta had been managed,.

**RESOLVED:**

That the River Hamble Harbour Board:

- i. approves that the Marine Director may spend up to £50,000 to expedite remedial works to the Bridge at Warsash.
- ii. supports the contents of the remainder of this report.

54. **ENVIRONMENTAL UPDATE**

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

The Board received an update on the M27 motorway bridge drainage run off as set out within the report and noted that the results of ongoing feasibility studies would be available from National Highways in spring 2023. Members noted, once again, their disappointment at the lack of progress in developing a resolution.

It was also confirmed that the Harbour Authority had sought and received 'lessons learned' following a recent superyacht fire and subsequent oil spill at Torquay Harbour.

RESOLVED:

That the River Hamble Harbour Board notes and supports this report.

55. **PATROL BOAT REPLACEMENT OPTIONS**

The Board considered the report of the Director of Culture, Communities and Business Services regarding patrol boat replacement options.

Board members recognised the extensive work having gone in to produce the detail in the report. The expense of alternative technologies and existing uncertainty around the performance of electric engines was noted. Members agreed that the option to switch to an electric engine in the future was sensible.

RESOLVED:

- a) That the Board agrees to support to the River Hamble Harbour Board investment in 3 long-life replacement patrol vessels.

56. **HARBOUR WORKS CONSENT APPLICATION - MINOR REARRANGEMENT OF WALKWAY PONTOON AND INSTALLATION OF TWO FINGER PONTOONS AT PRINCE PHILIP YACHT HAVEN**

David Jobson declared an interest as a member of the Royal Southern Yacht Club and did not participate in the meeting whilst this item was discussed.

The Board received the report of the Director of Culture, Communities and Business Services seeking approval to a Harbour Works Consent application.

The Board noted that berthing conditions granted to the Club in the Harbour Works' Consent approved on 26 June 2013 would continue to apply ad infinitum, namely:

- That there shall be a prohibition on double berthing or 'rafting' on the hammerheads of the outer pontoons (i.e. on the main channel side) and on the inshore 10 metres at the upstream end of the inner pontoon which forms the entrance to the complex.
- That the length of individual boats berthed on the upstream finger pontoons of the RAFYC berthing facility shall not exceed the lengths shown in the diagram at paragraph 8.4 (of that note).

RESOLVED:

That the River Hamble Harbour Board approves Harbour Works Consent for the proposal set out in paragraph 5 of the report and subject to the following conditions:

- a. The proposal is to be built in accordance with the details, plans and method set out in paragraph 5.
- b. A minimum of 7 days advance notice confirming the start of the works must be given to the Harbour Master in order that the Notice to River Users can be issued.
- c. The applicant should ensure that only coatings and treatments that are suitable for use in the marine environment are used in accordance with best environmental practice. All reasonable precautions will be undertaken to ensure no pollutants enter the waterbody.
- d. The applicant should ensure that all equipment, temporary structures, waste and/or debris associated with the licensed activities is removed upon completion of the licensed activities.
- e. The development must be completed within 3 years from the date of the approval granted by the Harbour Board.

#### 57. **FORWARD PLAN FOR FUTURE MEETINGS**

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

RESOLVED:

That the River Hamble Harbour Board notes the report.



# Agenda Item 6

AT A MEETING of the River Hamble Harbour Management Committee of  
HAMPSHIRE COUNTY COUNCIL held at Warsash Sailing Club on Friday, 9th  
December, 2022

Chairman:

\* Councillor Hugh Lumby

- |                            |                                |
|----------------------------|--------------------------------|
| * Councillor Pal Hayre     | Councillor Stephen Philpott    |
| Councillor Graham Burgess  | * Councillor Lance Quantrill   |
| * Councillor Mark Cooper   | * Councillor Steven Broomfield |
| * Councillor Rod Cooper    |                                |
| * Councillor Tonia Craig   |                                |
| * Councillor Barry Dunning |                                |
| * Councillor Rupert Kyrle  |                                |

## Co-opted members

- \* Nicola Walsh, River Hamble Boatyard and Marina Operators Association
- \* Councillor Joanne Burton, 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 River Hamble Yacht Clubs  
Ian Cooke, British Marine

\*Present

## 53. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Graham Burgess, Stephen Philpott and Frank Pearson and from Ian Cooke.

## 54. 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 Lumby declared a personal interest as member of the Royal Southern Yacht Club, a berth holder at MDL and a consultant at a law firm who provide

legal advice to some businesses on the river; Councillor Dunning declared an interest as a member of the Royal Yachting Association; 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; Councillor Rod Cooper declared an interest as a mooring holder and as a non executive Board Director at the RAF Yacht Club.

**55. MINUTES OF THE PREVIOUS MEETING HELD ON 30 SEPTEMBER 2022**

The minutes from the previous meeting held on 30 September 2022 were reviewed and agreed.

**56. DEPUTATIONS**

There were no deputations.

**57. CHAIRMAN'S ANNOUNCEMENTS**

The Chairman had no announcements on this occasion.

**58. 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.

Section 7.49 of the report, detailing the recent oil spill found between Hook Spit and Warsash, was brought to Members' attention. The Marine Director noted excellent joint efforts with Southampton Harbour Authority to notify the relevant authorities and react to the incident. The Committee noted the ongoing investigation and that the outcome would be confirmed once known.

RESOLVED:

That the Committee support the contents of the report to the River Hamble Harbour Board.

**59. ENVIRONMENTAL UPDATE**

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

RESOLVED:

That the Committee note and support the report.

60. **RIVER HAMBLE 2022/23 FORECAST OUTTURN AND 2023/24 FORWARD BUDGET**

The Committee considered the report presenting the 2022/23 outturn forecast as at the end of September 2022 and the proposed 2023/24 forward budget.

Members noted section 8 of the report and that the Revenue Reserve balance was expected to exceed the maximum as per the reserves policy. Members were supportive of the excess being transferred to the Asset Enhancement Reserve.

There was discussion regarding the challenges of managing income (fees, charges, Harbour Dues) and ensuring a fair price to customers alongside the necessary financial outgoings for effective stewardship of the River. Members agreed that a steady rise, if this was required, in costs to River users was preferable over consecutive years rather than a sharp increase. Members also noted the extensive work which was undertaken in financial forecasting and maintaining assets which informed the level of income required.

RESOLVED:

1. That the projected outturn for the 2022/23 financial year is noted.
2. That the proposed forward budget is supported by the River Hamble Harbour Management Committee and submitted to the River Hamble Harbour Board for approval.
3. That the balances held within the reserves and the position on the reserve balances are noted.
4. That the proposal to transfer any actual excess within the Revenue Reserve (RR) at year end to the Asset Enhancement Reserve (AER) be supported by the Management Committee and submitted to the River Hamble Board for approval.
5. That the principle of transferring any actual excess within the Revenue Reserve (RR) at year end to the Asset Enhancement Reserve (AER) as the default position be supported by the Management Committee and submitted to the River Hamble Board for approval.

61. **REVIEW OF FEES AND CHARGES**

The Committee considered the report setting out the proposed fees and charges for the forthcoming year.

Members' attention was drawn to section 4 of the report and the proposed changes to fees for capital dredges of up to 500m<sup>3</sup> and capital dredges of 501m<sup>3</sup> to 2,500m<sup>3</sup>. The Committee noted that the previous charges were not reflective of the significant work required per dredge and heard that the proposed figures were more in line with other consent figures. The Committee's

representative from the Marine Operator's Association noted that the proposed changes represented extremely good value for money alongside other harbours. In response to Members' questions on this change, it was noted that:

- There had been no applications so far this year for either size dredge.
- The capital dredges in question were rarely requested.
- Maintenance dredging was completed by marinas on a rotational basis.
- All dredges, whether maintenance or capital are subject to various assessments by the relevant authorities regarding their environmental impact.

The Committee noted a duplication in the final row of the table under section 6 of the report – namely in relation to 'Re-securing or lashing sails and covers'. It was noted that the proposed figure should show as '£55 per hour + VAT. Minimum charge £27 + VAT'.

RESOLVED:

That the Committee recommends that the Harbour Board approve the fees and charges set out in the report and to advertise them on the Harbour Authority's website.

## 62. **FORWARD PLAN FOR FUTURE MEETINGS**

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

RESOLVED:

That the Committee notes the report.

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	River Hamble Harbour Board
<b>Date:</b>	13 January 2023
<b>Title:</b>	Marine Director and Harbour Master's Report and Current Issues
<b>Report From:</b>	Director of Universal 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 Board supports the contents of this report.

#### **Executive Summary**

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

#### **Contextual Information**

##### **Patrols**

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

## Issues

6. **RHHA Safety Bulletin 2/22** – Analysis of Summer trends has led to the issue of the Harbour Master's second safety bulletin of 2022, sent to all River Users. The bulletin is at Appendix 1. All responses to date have been favourable and endorsed the observations made.

**Appendix 1 To Marine**

**Director Report**

**09 Dec 2022**

**Incidents and Events**

- 7.01. 08 Oct. Support to Bird Aware bird count. Assistance given to a mooring holder reporting attempted theft of a tender.
- 7.02. 09 Oct. Survey of channels towards Botley and Curbridge and potential tree obstructions to navigation. Moved on a visiting yacht from a private Crown Estate mooring.
- 7.03. 10 Oct. Re-furled a loose and flogging jib on a mid-stream moored yacht. Liaison with owner. Recovered two large branches from the Main Channel South of Swanwick to Warsash for disposal. Liaison with the Crown Estate mooring contractor.
- 7.04. 11 Oct. Pre-emptive tree cutting opposite the Bark Store to maintain main channel access.
- 7.05. 12 Oct. Three-yearly Oil Spill Response exercise attended by the Regulator (the MCA) and the Environment Agency.
- 7.06. 13 Oct. Liaison with a mid-stream mooring holder to recover mooring items from a pontoon. Assistance given to a commercial yacht following a minor berthing incident. Maintenance of the mid-stream Visitors' Pontoon.
- 7.07. 14 Oct. Engineering survey of Warsash Bridge supporting piles. Further pontoon board maintenance of the midstream Visitors' Pontoon. Assistance given to two visiting yachts. Routine liaison with UK Border Force.
- 7.08. 15 Oct. Support to a visiting yacht with propulsion failure. Assistance given to a local business reporting a requirement for the RHHA defibrillator. Liaison with Hampshire Marine Police Unit regarding a vessel of interest.
- 7.09. 16 Oct. Liaison with a mid-stream mooring holder reporting damage sustained (but not reported at the time of collision) to his vessel. Assistance given to a yacht having difficulty picking up her mooring. Stopped and warned verbally a small motor vessel off Hamble for excessive speed and wash – compliant.
- 7.10. 17 Oct. Nothing significant to report.
- 7.11. 18 Oct. Pumped out inundated tender at Warsash. Boatyard and Marina liaison.
- 7.12. 19 Oct. Liaison with Warsash Maritime College regarding a missing marker buoy. Tree removal work in the Upper River.

- 7.13. 20 Oct. Replacement decking work on the mid-stream Visitors' Pontoon. Liaison with Hamble Lifeboat.
- 7.14. 21 Oct. High winds. Replacement of fenders on vessels on the mid-stream Visitors' Pontoon. Refurled flogging sails on two yachts off Crableck.
- 7.15. 22 Oct. Defibrillator battery change. Liaison with Hampshire Ambulance to recover and treat a casualty with a head injury incurred while sailing in the Solent.
- 7.16. 23 Oct. Liaison with UK Border Force, Hampshire Police and Lymington Harbour regarding a vessel and person of interest. Stood by a large yacht with propulsion failure entering the River.
- 7.17. 24 Oct. Responded to a call from a member of the public reporting a parted line on a mid-stream moored yacht. Yacht re-secured and owner contacted. Further liaison with Hampshire Police and UK Border Force regarding the vessel of interest at 7.16. Survey of Upper River channels for obstructions.
- 7.18. 25 Oct. Preparations for 'Wetwheels' Hallowe'en event. Advice given to a training yacht making use of a private mid-stream mooring.
- 7.19. 26 Oct. Search in the Upper River for a large branch reported by a member of the public – not located. Liaison with Solent Coastguard and Calshot Lifeboat to recover a small yacht to Warsash for defect rectification. Support to a mooring holder reporting the theft of an outboard motor. Ref-furled a flogging sail on a yacht off Crableck. Liaison with owner.
- 7.20. 27 Oct. Liaison with the owner of a mid-stream mooring holder regarding a missing pile line. Delivery of stores to a mid-stream moored vessel.
- 7.21. 28 Oct. Recovered a large branch from the Main Channel off Crableck to Warsash for disposal.
- 7.22. 29 Oct. Moved on two small fishing vessels fishing off Crableck contrary to Byelaw 7. Assistance given to a motor cruiser with propulsion failure off Crableck.
- 7.23. 30 Oct. Liaison with a yacht owner and Hampshire Police to report an incident of attempted theft from the vessel overnight while the owner was on board. Incident found to be one of several attempts of theft in the vicinity that evening. Assistance given to a mid-stream moored yacht having lost her pile line.
- 7.24. 31 Oct. Further liaison with Hampshire Marine Police Unit over theft attempt at 7.23. Towed a yacht from Warsash to her proper mooring.
- 7.25. 01 Nov. Re-furled a flogging headsail on a yacht moored off Hamble. Owner informed. Re-secured lines on a number of mid-stream moored yacht. Preparations for the arrival of Sea Cadets' vessel. Liaison with UK Border Force regarding a vessel of interest.



- 7.26. 02 Nov. Re-furled a loose headsail on a Crown Estate moored yacht. Owner informed. Re-secured a loose boom on a mid-stream moored yacht. Liaison with a Yacht Club to inform owner.
- 7.27. 03 Nov. Re-furled a loose headsail on a Crown Estate moored yacht. Owner informed. Recovered a yacht seating cushion adrift in the Main Channel off Crableck. Recovered a loose pontoon float from the Main Channel off Bursledon. Re-secured sail covers on two mid-stream moored yachts near the mouth of the River. Routine liaison with Hampshire Marine Police Unit.
- 7.28. 04 Nov. Re-secured loose mooring lines on two mid-stream moored yachts.
- 7.29. 05 Nov. Commercial tow of a yacht to a boatyard for lift out. Secured cockpit cover on a mid-stream moored motor vessel. Re-secured flogging headsail on a mid-stream moored yacht.
- 7.30. 06 Nov. Towing assistance given to a yacht aground on Hamble Spit. Yacht pulled clear and towed to her marina berth for examination. Stood by a returning yacht with propulsion failure and assisted her onto her proper mooring.
- 7.31. 07 Nov. Routine patrol craft maintenance. Re-secured a loose headsail on two mid-stream moored yachts.
- 7.32. 08 Nov. Preparation for the visit of Sea Cadets' vessel. Replaced numerous fenders and re-furled 3 headsails on mid-stream moored yachts. Re-secured a parted mooring line on a mid-stream moored yacht. Tide gauge cleaning.
- 7.33. 09 Nov. Mooring inspection tasking.
- 7.34. 10 Nov. Recovered a mooring buoy and loose tackle from the Main Channel in the mouth of the River. Buoy believed to have originated from the Solent.
- 7.35. 11 Nov. Responded to a call from a River User of a vessel alarm sounding off Crableck. On attendance, no alarm heard but observed a yacht with her main hatch open. Hatch secured and owner contacted.
- 7.36. 12 Nov. Mooring standards inspection on a yacht previously seen to have no pile lines – correct. Yacht tow from her proper mooring to the mid-stream Visitors' Pontoon in preparation for a Marina's dredging programme. Stopped and warned verbally the skipper of a small tender for excessive speed and wash – compliant.
- 7.37. 13 Nov. Further attendance off Crableck following a report of an alarm. Alarm heard and owner contacted. Bailed out several inundated tenders at Warsash following heavy rain. Witnessed a parted mooring line on a mid-stream moored yacht. Liaison with managing agent.
- 7.38. 14 Nov. Pumped out inundated tenders at Warsash. Moorings survey on behalf of the Moorings Officer.

- 7.39. 15 Nov. Emergency planning logging and First Aid training. Furlled a loose headsail on a mid-stream moored yacht. Owner informed.
- 7.40. 16 Nov. Moorings check after strong winds. Warsash HM jetty maintenance. Boat coding work.
- 7.41. 17 Nov. Pile line check. Light traffic.
- 7.42. 18 Nov. Maintenance of Aids to Navigation. Assistance given to a small motor vessel aground on Hook Spit.
- 7.43. 19 Nov. Recovered and returned a loose Club mooring buoy.
- 7.44. 20 Nov. Light traffic.
- 7.45. 21 Nov. Pre-dredge liaison with a marina. Assistance give to two sailors stranded on a mid-stream pontoon. Pumped out an inundated tender at Warsash.
- 7.46. 22 Nov. CCTV maintenance work. HM attendance at Southampton Port User Group meeting. Support to Sea Cadets' visit.
- 7.47. 23 Nov. Visit of CCBS Director. Liaison with Hampshire Marine Police Unit regarding a person of concern.
- 7.48. 24 Nov. Recovered a wooden railway sleeper from the Main Channel.
- 7.49. 25 Nov. Deployed to investigate a smell of oil in the mouth of the River. A thin slick of oil, believed to be crude oil found between Hook Spit and Warsash discovered. Investigation with Southampton HM revealed 5-50 litres of light crude oil accidentally discharged from a tanker alongside at 0430hrs on an ebb tide. Reported volume, prevailing ebb and NW winds at time of spillage had not suggested risk to the Hamble. Evidence reported to Southampton HM, UK Coastguard, the Regulator (MCA), EA and NE for further investigation on reported volume and of other factors. HCC Emergency Planning Team informed as a matter of routine. Spillage commenced exit on ebb tide at 1118. Monitored.
- 7.50. 26 Nov. Patrol craft maintenance. Monitoring for any oil residue – very light sheen in some areas witnessed, dispersing.
- 7.51. 27 Nov. Pump-out of a mid-stream moored yacht at the owner's request. Monitoring for evidence of residual oil from 7.49. Light and localised sheens witnessed, dispersing.

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

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



## River Hamble Safety Newsletter 2/22





Welcome to this second update on safety matters in 2022 which comes at the end of the season in a changed format. The content of previous versions has received some constructive feedback, for which I am grateful. As usual at this time of the year, I aim to reflect on observations made over the Summer and highlight trends which River users may find helpful when planning their time on the water.

It is in the nature of this type of note to focus on what can go wrong – I make no apology for that. For many, the subject matter will seem obvious. For others, regardless of experience or skill, we should all agree there are always lessons to be learned.

This note is not about ‘pointing the finger’. It is my hope that publishing these observations will help everyone enjoy their time on the water more. I would be grateful if you could help me spread the word.

July and August's fine weather saw all activity levels approaching those of last year. Within the volume of traffic experienced, the number of reported incidents has been thankfully relatively low. Some previous trends have been arrested but others have developed. Among the constants in collisions are flaws in both planning and execution. No matter what our levels of experience or currency are, complacency cannot be allowed to set in and we can all benefit from asking ourselves whether we are correctly prepared when venturing afloat and whether those crucial Rules of proper look out and safe speed are being adhered to when under way. As the Chief Inspector of Marine Accidents at the Marine Accident and Investigation Branch repeats every year, time spent planning is never time wasted.

The latest [MAIB Safety Digest](#) is always worth a read. In this edition, there are some useful lessons about swimming, finger entrapment, hull integrity and speeding; all relevant to our community.

## Review of Trends



## Speeding



Speeding incidents last year featured more often than not in the mouth of the River. This year evidence suggests that the pattern has changed. Of formal warnings recorded over the Summer, over 95% were given between Warsash and the M27 Bridge. Of those given official warnings, 9 were riders of Personal Water Craft and 12 were to skippers of Motor Vessels, including RIBS. All these Motor Vessels were River residents. Among the reasons given in mitigation were 'I'm late' and 'I wasn't aware of the speed limit'. Neither is of course justifiable mitigation. Sound planning is the cornerstone of a safe and enjoyable day on the water. Knowing the speed limit and other rules in a managed area of waterspace is fundamentally important. Speeding because of poor planning is unacceptable. A similar conversation with a Police Officer on the road about speeding is an obvious analogy. The unfortunate hubris attached to the explanations of a few is disappointing, the more so when certain qualifications are deployed as apparent justification that the Rules are not universally applicable. For the great majority who adhere to the Rules for the benefit of all, this reminder will be unnecessary, but I would be grateful if we could all reflect on this and spread the word. The Harbour Office has this year also commenced investment in new evidential quality CCTV technology



which will eventually reach to the upper River. Flaunting the Rules believing to be out of sight of Patrol and the Harbour Office will become much more difficult.

## Groundings



Fewer groundings have been recorded this year. The inference is that, at least in part, the word has got round after the issue of our previous Safety Newsletters. It is worth recapping: last year, I mentioned spate of groundings on Hook Spit between numbers 7 and 9 Marks South West of Warsash College Jetty. As many will be aware, it is always worth considering the steepness of the gradient outside the Main Channel that exists beyond the line between the Marks. The strong Spring ebb can mean a loss of 60cm in the height of tide there within 30 minutes.

## Paddleboards and Small Craft



Recent safety newsletters have focused on the mutual responsibilities between small craft and larger vessels in this area to consider and take into account each others' constraints in the prevailing circumstances and conditions. That focus should continue to apply. With the popularity of these craft increasing and accessibility to the River straightforward, it is no surprise that the Hamble becomes very busy and conflicts of interest can and do arise. The number of reported incidents will be surprisingly low to some if not many, particularly in view of this Summer's fine weather. Close quarters situations, as well as capsizing which introduces people into the water, may occur more frequently than reporting levels indicate. It would be helpful to gain more accurate data. I would therefore encourage reporting when appropriate. I would also ask for people to report such incidents wherever they are witnessed, mindful of a developing trend for wind-foiling near Warsash.

## Anti-Social Behaviour



Anti-Social Behaviour has unfortunately taken place again this year in various locations. The centre of Police attention has remained Hamble Village and Quay where large groups of younger people from both the local and greater Southampton areas have continued to congregate between the months of April and September. The impact on River Users during the Summer months is that

legitimate use of Hamble Jetty, a public space, has been made frequently difficult. Joint work with the Police, local and Borough Councils has continued to bear down on swimming unsafely, trespassing on private property, engaging in criminal damage, fighting, theft, and threatening behaviour.

A number of arrests have been made with one potential prosecution. At a routine end of season meeting with the Police, it was revealed that 34 incidents had been reported and that the Police had attended on 11 occasions. 39 young people have been positively identified with follow-up action being taken in the form of letters and visits.

The Police have asked us to reiterate that those witnessing anti-social behaviour should report the matter to them using either the 101 telephone or on-line reporting facility, or, if necessary, by calling 999.

The Harbour Patrol attended the Jetty to disperse swimmers on 67 occasions over 41 days this Summer. It will do so again as necessary next year to make use of Body Worn Camera evidence to help the Police identify and take action against perpetrators.



**If you would like to contact the Harbour Office on these or any other matters, please email on [harbour.office@hants.gov.uk](mailto:harbour.office@hants.gov.uk) or call on 01489 576387. Please visit our website too for further information [The River Hamble | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk)**

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	River Hamble Harbour Board
<b>Date:</b>	13 January 2023
<b>Title:</b>	Environmental Update
<b>Report From:</b>	Director of Universal Services

**Contact name:** Alison Fowler

**Tel:** 01489 576387

**Email:** Alison.fowler@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to summarise activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary between September and November 2022.

### Recommendation

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

### Contextual information

#### Oil Spill Preparedness and Response

3. The required 3-yearly Tier 2 oil spill exercise was held by RHHA on 12th October supported by its contractor, Adler & Allan. Representatives from the Maritime & Coastguard Agency and the Environment Agency were invited to attend, and both contributed advice and challenges to the exercise team.

The objective of the exercise was to test the emergency response capability and Oil Spill Contingency Plan in place for a level Tier 2 response (i.e. requiring the use of resources over that available in the harbour) to a hydrocarbon spill from a pipeline failure.

The Oil Spill Management Team (OMT) was required to address issues involving the containment and removal of the oil, the safety of all people operating within RHHA jurisdiction and the environmentally sensitive areas adjacent to the incident. An additional focus, requested by RHHA, was placed

on the waste recovery and storage aspects of a spill as this aspect can prove particularly challenging.

A post-exercise report is pending from Alder & Allan, and RHHA will include information gained from the day in its update of the RHHA Oil Spill Contingency Plan, which is due its 5 yearly review and consultation in 2023.

4. Members of staff from RHHA received 'Incident Loggist' role training in November. This was kindly provided by the HCC Emergency Planning & Resilience Team.

### **Solent European Marine Sites Management (SEMS) Responsibilities**

5. The Environment & Development Manager (EDM) represented RHHA at the Solent European Marine Sites Management Group (SEMS MG) meeting in September, and the associated Natural Environment Group (NEG) in November. The annual process ensures that relevant authorities such as RHHA are fulfilling duties with regards to monitoring and managing the impacts that activities (as opposed to plans or developments) may be having on the protected SEMS. The annual monitoring survey results are used to produce the Annual Management Report (AMR), and then actions to be taken forward are agreed, with many of these being passed to NEG. The SEMS MG is currently chaired by the RHHA Harbour Master.

The NEG meeting focussed on the disturbance of habitats and species, and on water quality. Updates on management measures relevant to RHHA included microplastic pollution, current trials and techniques for saltmarsh restoration using dredge arisings, and paddle sport disturbance in bird sensitive areas. Minutes and presentations at [http://www.solentems.org.uk/sems/Annual\\_Meeting/](http://www.solentems.org.uk/sems/Annual_Meeting/) and [http://www.solentems.org.uk/natural\\_environment\\_group/NEG\\_Meetings](http://www.solentems.org.uk/natural_environment_group/NEG_Meetings)

### **Maintenance Works**

6. Approvals have been granted for maintenance dredging this winter at Hamble Point Marina, Mercury Marina, Prince Phillip Yacht Haven/Royal Southern Yacht Club, and in the hoist dock at Universal Marina.
7. Approval has been granted for slipway repairs at Fairport House. Consideration of the like-for-like replacement of the fuel berth pontoons at Port Hamble Marina is in progress.

### **Hamble Estuary Partnership**

8. A meeting of the Hamble Estuary Partnership was held on 13 September 2022. Over 20 member organisations gave updates on their work relevant to the estuary. Presentations were also given by:
  - i. Blue Marine Foundation on the Solent Oyster Restoration Project which included a stunning video of their work on the Solent to create native oyster reefs. [Solent Oyster Restoration Film](#)



- ii. Coastal Partners to provide an update on the Hook Lake Coastal Management Study including the shortlist of options being taken forward for consideration and further investigation

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

### **Intertidal Eco-Engineering**

9. The EDM represented RHHA at a workshop 'Ecological Enhancement on Marine Infrastructure'. Interreg funded projects (The Marineff Project, SARCC Project, and 3DPARE Project) showcased their work in the intertidal zone, one of which included the artificial rockpools hosted by RHHA on its sea wall. The ecological design of the RHHA new sea wall was also featured in a short presentation by Bournemouth University highlighting independent research into various intertidal interventions on the south coast of England.

### **'People of the Solent' Exhibition**

10. RHHA staff are featured in an online public exhibition of photos and interviews as part of The Hampshire & Isle of Wight Wildlife Trust's project Secrets of the Solent, see [Online Exhibition](#).

### **Climate Change Impact Assessment**

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

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

### **4. 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.

### **5. Equalities Impact Assessment:**

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

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	River Hamble Harbour Board
<b>Date:</b>	13 January 2023
<b>Title:</b>	River Hamble 2022/23 Forecast Outturn and 2023/24 Forward Budget
<b>Report From:</b>	The Director of Corporate Operations and Director of Universal Services

**Contact names:** Jenny Wadham  
Jason Scott

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### Purpose of this Report

1. The purpose of this report is to present the 2022/23 outturn forecast as at the end of September 2022 and the proposed 2023/24 forward budget to the River Hamble Harbour Board for approval.

### Recommendations

2. That the projected outturn for the 2022/23 financial year is noted.
3. That the proposed forward budget is approved.
4. That the balances held within the reserves and the position on the reserve balances are noted.
5. That the proposal to transfer any actual excess within the Revenue Reserve (RR) at year end to the Asset Enhancement Reserve (AER) be approved.
6. That the principle of transferring any actual excess within the Revenue Reserve (RR) at year end to the Asset Enhancement Reserve (AER) as the default position be approved.

## **Executive Summary**

7. For both the 2022/23 and 2023/24 financial years, it is expected that the revenue surplus will fully meet the £42,000 annual transfer to the Asset Replacement Reserve (ARR) and leave a balance remaining to be added to the Revenue Reserve (RR).
8. With the transfers above, the RR balance is expected to exceed the maximum as per the reserves policy of no more than 10% of the gross revenue budget, and therefore it is proposed that any excess at year end be transferred to the Asset Enhancement Reserve (AER), in line with the approach previously agreed by the Board.
9. For the 2022/23 financial year, the River Hamble is projected to achieve a surplus of £66,000 on revenue funded expenditure, compared to a revised budgeted surplus of £37,000. This would allow for the £42,000 annual transfer to the ARR to be made, an increase of £2,900 to the current balance in the RR, and an increase of £21,100 to the current balance in the AER.
10. In 2023/24 the budgeted surplus on revenue funded expenditure is £46,000. Following the £42,000 annual transfer to the ARR, the planned remaining £4,000 surplus would be transferred to the RR and AER.
11. The detailed revised budget for 2022/23, the 2022/23 outturn forecast and the proposed 2023/24 forward budget are set out in Appendices 1 and 2, with the current and projected reserves balances shown in Appendix 3.
12. The forward budget includes the 1% increase to harbour dues, as approved by the River Hamble Harbour Board on 15 July 2022.

## **2022/23 Forecast Outturn**

13. The outturn forecast for 2022/23 as at the end of September 2022 is detailed in Appendix 1. It is projected that a surplus on standard revenue activity of £66,000 will be achieved, £29,000 higher than the budgeted surplus of £37,000.
14. In April 2022 the Board agreed to increase the annual Asset Replacement Reserve (ARR) contribution to fund the cost of replacing assets in future years from £35,000 to £42,000. This contribution is to be met from the surplus on revenue funded expenditure, supplemented by a transfer from the Revenue Reserve if required.

15. The projected £66,000 surplus therefore allows for the £42,000 transfer to be made to the ARR in full, with £24,000 remaining. Should the remaining £24,000 be added to the RR, the balance in the RR would exceed the maximum as per the reserves policy of no more than 10% of the gross revenue budget, and therefore it is proposed that, subject to confirmation of the actual amounts at year end, up to £2,900 is added to the RR and any balance over that amount (currently projected at £21,100) is added to the AER at year end, in line with the approach previously agreed by the Board.
16. Total gross expenditure is projected at £657,000, £6,000 higher than the budgeted £651,000. There are no major variances to the budget, however it is worth noting that a pressure against the salaries budget relating to the cost of the agreed 2022/23 pay award being higher than the 2% budgeted provision is being fully offset by savings on seasonal staff and overtime costs.
17. The minor budget variances include increased electricity costs (£1,000); higher fuel costs (£2,000); higher credit card income collection costs linked to high income levels (£2,000); spend on public jetties & navigational safety in addition to the budgeted bathymetric survey (£2,000); increased costs this year due to a mid-year change in supplier for the designated person which will result in lower annual charges from 2023/24 (£1,000); an increase to the oil spill response annual charge (£1,000); partly offset by a £2,000 saving from fewer slipway clearances required this year.
18. Income is projected at £723,000, £35,000 higher than the budgeted £688,000 with additional income forecast for both annual Harbour Dues and visitor income, although towing income is expected to be lower than budgeted.
19. Annual Harbour Dues are expected to be £21,000 higher than budgeted, reflecting prior increases to dry stack income and marina meterage in the forecast for Marinas and Boatyards, however the ongoing vacant eight metre moorings with no demand on the waiting list to fill these is impacting River Moorings income.
20. The continuation of popularity and demand following the relaxation of Covid-19 restrictions has resulted in a total forecast for visitor income £18,000 higher than budgeted.
21. Towing charges are forecast to be £7,000 lower than budgeted as there are no pile replacement projects planned this year by the Crown Estate.
22. Spend against the ARR of £398,000 is now anticipated. At the Board meeting on 7<sup>th</sup> October the Board approved the purchase of three replacement patrol vessels. The estimated total cost is £344,000, with the actual cost being subject to exchange rate fluctuations once the final payment is made on delivery expected in February. The cost of remedial work on the Warsash

Bridge is currently estimated to be £50,000, as approved at the 7<sup>th</sup> October Board meeting, however is subject to a final quotation. Costs relating to boat engines total £4,000.

23. Sale proceeds for the three patrol vessels being replaced are expected to total £77,500. This consists of £17,500 for the RIB which has already been sold and an estimate of £30,000 for each of the two Cheetahs.
24. Total interest of £11,000 is expected and based on the average Bank of England interest rate for the year of 1.77% at the end of September.

### **2023/24 Forward Budget**

25. The proposed 2023/24 forward budget is detailed in Appendix 2 and projects a surplus of £46,000 on general revenue activities which will therefore fully meet the agreed £42,000 transfer to the ARR for the cost of replacing assets in future years, and allow for a further transfer to reserves of £4,000.
26. The proposed gross expenditure budget has been set at £674,000, an increase of £23,000 compared with the revised 2022/23 budget, and an increase of £17,000 on the 2022/23 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.
27. The salaries forward budget has been increased by £29,000, which includes a provision for the impact of pay inflation over two years (based on the agreed increase of £1,925 per FTE in 2022/23 and 5.2% for 2023/24); the reversal of the 1.25% increase for national insurance contributions and step progression within salary grades, where applicable. The budget for past pension contributions remains nil (previously costed at £25,000 per annum), as the recent actuarial triennial pension valuation confirmed the annual contribution will not need to be reinstated. The next valuation is planned for 2025.
28. Other minor proposed budget changes include the following increases: -
  - following a review of utility costs, the electricity budget has been increased by £1,000
  - due to the cost of fuel rising the vehicle running expenses budget has been increased by £2,000
  - due to annual inflationary increases the budget for oil spill response has been increased by £1,000



- the rent and rates budget is unchanged, however a change to the revised 2023/24 budget may be required once the impact of the recent business rates revaluation is known.

29. And the following reductions: -

- the training budget has been reduced by £1,000 to bring it in line with expected expenditure levels based on past trends
- the budget for staff travel costs has been reduced to zero to reflect the annual costs being minimal
- a bathymetric survey is not currently planned for 2023/24, therefore the public jetties and navigational safety budget has been reduced by £3,000
- the budget for central department charges has been reduced by £2,000 to reflect past trends relating to Legal Services costs
- following a tender exercise, a three year contract for designated person services has been awarded to a new supplier and the budget reduced by £3,000 to reflect the lower annual costs.

30. The income budget for 2023/24 has been set at £720,000, an increase of £32,000 compared with the revised 2022/23 budget, and a decrease of £3,000 on the 2022/23 outturn forecast.

31. The budget for Harbour Dues has been increased by £20,000 – a £25,000 increase to the Marinas and Boatyards budget reflecting dry stack and marina meterage increases over the past two years and a £5,000 reduction to the River Moorings budget due to the ongoing vacant eight metre moorings. The agreed 1% increase to 2023 charges has also been factored into the budgets.

32. Visitor Income budgets have been increased by £15,000 in total to reflect higher activity following the relaxation of Covid-19 restrictions, which is now considered to be sustainable.

33. As there are no known plans for Crown Estate pile replacement projects, the towing charges budget has been reduced by £7,000.

34. The budget for interest on revenue activities has been increased from zero to £4,000 to reflect the Bank of England base rate of 2.25% at the end of September.

## **Reserves**

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

36. The Harbour Board approved a reserves policy on 18<sup>th</sup> 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.
37. On 1 April 2022 the Harbour Board approved the following changes to the reserves policy in relation to the Asset Replacement Reserve:
- Increase the annual revenue contribution from £35,000 to £42,000, with future increases linked to the Asset Replacement register reporting agreed in principle.
  - Introduction of a £100,000 minimum Asset Replacement Reserve balance policy to improve future resilience.
38. The balance within the Revenue Reserve is currently at the maximum level allowed within the policy above. At the Board meeting on 15 July 2022, it was agreed that the excess within the RR should be transferred to the AER, to keep the RR balance within the maximum allowed under the reserves policy.
39. It is recommended that the Board approves the principle of transferring any excess within the Revenue Reserve (RR) at year end to the Asset Enhancement Reserve (AER) as the default position.
40. Although subject to the Board's approval, based on the previous decision of the Board, this approach has been assumed for the purposes of this report.
41. The balance in the Revenue Reserve is expected to increase to £65,100 by the end of March 2023 following the transfer of the £66,000 surplus from revenue, less the agreed £42,000 annual transfer to the ARR and a proposed £21,100 to the AER to prevent the RR balance exceeding 10% of the gross revenue budget.

42. The budgeted revenue surplus in 2023/24 is £46,000 which would leave a remaining surplus of £4,000 after the annual £42,000 transfer to the ARR. A transfer of £2,300 to the RR would increase the balance to the maximum allowed and therefore it is proposed the remaining £1,700 should be transferred to the AER.
43. As at 31 March 2022, a total of £649,196 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.
44. The balance in the ARR is expected to reduce to £236,502 at 31 March 2023, after £398,000 expenditure less £77,500 expected income as outlined earlier in this report, offset by the £42,000 annual contribution and £7,000 anticipated interest receivable.
45. There is no planned spend from the ARR in 2023/24. Therefore, with the £42,000 annual contribution and £5,000 estimated interest receivable, the balance in the ARR is expected to increase to £283,502 by 31 March 2024.
46. The balance in the AER is expected to increase to £101,094 by 31 March 2023 following the proposed transfer of £21,100 revenue excess surplus and £1,000 interest receivable.
47. Planned spend from the AER in 2023/24 is £1,000 for academic studies. Therefore, with £2,000 interest receivable and the proposed £1,700 excess revenue surplus, the balance in the AER is expected to increase to £103,794 by 31 March 2024.

## **Impact Assessment**

48. 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**

49. 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**

50. 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.

### **51. 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**

52. This report presents the forecast outturn as at 30 September 2022 and proposed forward budget for 2023/24.

53. The forecast for the current year is expected to be more favourable than the budget, allowing for contributions to the revenue reserve, asset replacement reserve and asset enhancement reserve. The proposed forward budget also allows for contributions to the revenue reserve, asset replacement reserve and asset enhancement reserve.

54. 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 Board's attention.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> None	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<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 – 2022/23 Forecast Outturn as at Period 6 (end of September)**

	<b>2022/23 Original Budget £'000</b>	<b>2022/23 Revised Budget £'000</b>	<b>2022/23 Forecast Outturn as at Sept £'000</b>	<b>2022/23 Variance to Budget £'000</b>
<b>EXPENDITURE</b>				
<b>Staff Related</b>				
Salaries	486	486	486	-
Past Pension Contributions	-	-	-	-
Training	3	3	2	(1)
Professional Subscriptions	2	2	2	-
<b>Sub-Total Staff Related</b>	<b>491</b>	<b>491</b>	<b>490</b>	<b>(1)</b>
<b>Premises</b>				
Rent / Rates	35	35	35	-
Electricity	2	2	3	1
Gas	1	1	1	-
Water / Sewerage	1	1	1	-
Repair & Maintenance	3	3	3	-
<b>Sub-Total Premises</b>	<b>42</b>	<b>42</b>	<b>43</b>	<b>1</b>
<b>Transport</b>				
Repair, Maintenance and Boat Refurbishment	4	4	4	-
Vehicle Running Expenses (Fuel)	5	5	7	2
Tools (including Chandlery)	2	2	3	1
Car Allowances / Staff Travel	1	1	-	(1)
Insurance	2	2	2	-
<b>Sub-Total Transport</b>	<b>14</b>	<b>14</b>	<b>16</b>	<b>2</b>
<b>Supplies &amp; Services</b>				
Office Expenses	38	38	40	2
Environmental Maintenance	4	4	2	(2)
Public Jetties & Navigational Safety	5	5	7	2
Central Department Charges	43	43	43	-
Designated Person	10	10	11	1
Oil Spill Response	4	4	5	1
<b>Sub-Total Supplies &amp; Services</b>	<b>104</b>	<b>104</b>	<b>108</b>	<b>4</b>
<b>GROSS EXPENDITURE</b>	<b>651</b>	<b>651</b>	<b>657</b>	<b>6</b>



**Appendix 1 – 2022/23 Forecast Outturn as at Period 6 (end of September)**

	<b>2022/23 Original Budget £'000</b>	<b>2022/23 Revised Budget £'000</b>	<b>2022/23 Forecast Outturn as at Sept £'000</b>	<b>2022/23 Variance to Budget £'000</b>
<b>INCOME</b>				
Harbour Dues	(559)	(559)	(580)	(21)
Crown Estate Funding	(71)	(71)	(71)	-
Visitor Income	(45)	(45)	(63)	(18)
Miscellaneous Income	(3)	(3)	(4)	(1)
Towing Charges	(9)	(9)	(2)	7
Other Funding	(1)	(1)	-	1
Interest	-	-	(3)	(3)
<b>GROSS INCOME</b>	<b>(688)</b>	<b>(688)</b>	<b>(723)</b>	<b>(35)</b>
<b>NET REVENUE FUNDED EXPENDITURE / (INCOME)</b>	<b>(37)</b>	<b>(37)</b>	<b>(66)</b>	<b>(29)</b>
<b>INCOME / EXPENDITURE ON RESERVES</b>				
Asset Enhancement	28	3	-	(3)
Asset Replacement - Projects	-	16	54	38
Asset Replacement - Additions	-	-	344	344
Asset Replacement - Disposals	-	-	(78)	(78)
Revenue Reserve	-	-	-	-
<b>Expenditure from Reserves</b>	<b>28</b>	<b>19</b>	<b>320</b>	<b>301</b>
<b>Interest on Reserves</b>				
Asset Enhancement Interest	-	-	(1)	(1)
Asset Replacement Interest	(1)	(1)	(7)	(6)
<b>Income on Reserves</b>	<b>(1)</b>	<b>(1)</b>	<b>(8)</b>	<b>(7)</b>
<b>NET RESERVES FUNDED EXPENDITURE</b>	<b>27</b>	<b>18</b>	<b>312</b>	<b>294</b>
<b>TOTAL NET EXPENDITURE</b>	<b>(10)</b>	<b>(19)</b>	<b>246</b>	<b>265</b>

**Appendix 1 – 2022/23 Forecast Outturn as at Period 6 (end of September)**

	<b>2022/23 Original Budget £'000</b>	<b>2022/23 Revised Budget £'000</b>	<b>2022/23 Forecast Outturn as at Sept £'000</b>	<b>2022/23 Variance to Budget £'000</b>
<b>RESERVES</b>				
Contribution to Asset Replacement Reserves	35	42	42	-
Transfer To / (From) Revenue Reserves	2	(5)	3	8
Transfer To / (From) Asset Enhancement Reserves	-	-	21	21
	<b>37</b>	<b>37</b>	<b>66</b>	<b>29</b>
Transfer Interest to Reserves	1	1	8	7
Transfers from Reserves	(28)	(19)	(320)	(301)
	<b>(27)</b>	<b>(18)</b>	<b>(312)</b>	<b>(294)</b>
<b>TOTAL TRANSFERS TO / (FROM) RESERVES</b>	<b>10</b>	<b>19</b>	<b>(246)</b>	<b>(265)</b>

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

	<b>2022/23 Original Budget £'000</b>	<b>2022/23 Revised Budget £'000</b>	<b>2022/23 Forecast Outturn as at Sept £'000</b>	<b>2022/23 Variance to Budget £'000</b>
<b>Harbour Dues Income</b>				
Marinas and Boatyards	(446)	(446)	(473)	(27)
River Moorings	(113)	(113)	(107)	6
<b>Total Harbour Dues Income</b>	<b>(559)</b>	<b>(559)</b>	<b>(580)</b>	<b>(21)</b>
<b>Visitor Income</b>				
Mid Stream Visitors Pontoon	(17)	(17)	(24)	(7)
Warsash Jetty	(18)	(18)	(24)	(6)
Hamble Jetty	(3)	(3)	(4)	(1)
Commercial and Pleasure Craft Income	(7)	(7)	(11)	(4)
<b>Total Visitor Income</b>	<b>(45)</b>	<b>(45)</b>	<b>(63)</b>	<b>(18)</b>
<b>Office Expenses</b>				
Equipment	1	1	2	1
First Aid Supplies / Health & Safety	1	1	1	-
Printing & Stationery	2	2	2	-
Catering / General	1	1	1	-
Protective Clothing and Safety Equipment	3	3	4	1
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)	16	16	18	2
<b>Total Office Expenses</b>	<b>38</b>	<b>38</b>	<b>40</b>	<b>2</b>
<b>Central Department Charges</b>				
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	-
<b>Total Central Department Charges</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>-</b>

## Appendix 2 – 2023/24 Forward Budget

	2022/23 Forecast Outturn £'000	2022/23 Revised Budget £'000	Adjust' ments £'000	2023/24 Forward Budget £'000
<b>EXPENDITURE</b>				
<b>Staff Related</b>				
Salaries	486	486	29	515
Past Pension Contributions	-	-	-	-
Training	2	3	(1)	2
Professional Subscriptions	2	2	-	2
<b>Sub-Total Staff Related</b>	<b>490</b>	<b>491</b>	<b>28</b>	<b>519</b>
<b>Premises</b>				
Rent / Rates	35	35	-	35
Electricity	3	2	1	3
Gas	1	1	-	1
Water / Sewerage	1	1	-	1
Repair & Maintenance	3	3	-	3
<b>Sub-Total Premises</b>	<b>43</b>	<b>42</b>	<b>1</b>	<b>43</b>
<b>Transport</b>				
Repair, Maintenance and Boat Refurbishment	4	4	-	4
Vehicle Running Expenses (Fuel)	7	5	2	7
Tools (including Chandlery)	3	2	-	2
Car Allowances / Staff Travel	-	1	(1)	-
Insurance	2	2	-	2
<b>Sub-Total Transport</b>	<b>16</b>	<b>14</b>	<b>1</b>	<b>15</b>
<b>Supplies &amp; Services</b>				
Office Expenses	40	38	-	38
Environmental Maintenance	2	4	-	4
Public Jetties & Navigational Safety	7	5	(3)	2
Central Department Charges	43	43	(2)	41
Designated Person	11	10	(3)	7
Oil Spill Response	5	4	1	5
<b>Sub-Total Supplies &amp; Services</b>	<b>108</b>	<b>104</b>	<b>(7)</b>	<b>97</b>
<b>GROSS EXPENDITURE</b>	<b>657</b>	<b>651</b>	<b>23</b>	<b>674</b>

## Appendix 2 – 2023/24 Forward Budget

	2022/23 Forecast Outturn £'000	2022/23 Revised Budget £'000	Adjust' ments £'000	2023/24 Forward Budget £'000
<b>INCOME</b>				
Harbour Dues	(580)	(559)	(20)	(579)
Crown Estate Funding	(71)	(71)	-	(71)
Visitor Income	(63)	(45)	(15)	(60)
Miscellaneous Income	(4)	(3)	-	(3)
Towing Charges	(2)	(9)	7	(2)
Other Funding	-	(1)	-	(1)
Interest	(3)	-	(4)	(4)
<b>GROSS INCOME</b>	<b>(723)</b>	<b>(688)</b>	<b>(32)</b>	<b>(720)</b>
<b>NET REVENUE FUNDED EXPENDITURE</b>	<b>(66)</b>	<b>(37)</b>	<b>(9)</b>	<b>(46)</b>
<b>INCOME / EXPENDITURE ON RESERVES</b>				
Asset Enhancement - Projects	-	3	(2)	1
Asset Replacement - Projects	54	16	(16)	-
Revenue Reserve	-	-	-	-
<b>Expenditure from Reserves</b>	<b>54</b>	<b>19</b>	<b>(18)</b>	<b>1</b>
<b>Interest on Reserves</b>				
Asset Enhancement Interest	(1)	-	(2)	(2)
Asset Replacement Interest	(7)	(1)	(4)	(5)
<b>Income on Reserves</b>	<b>(8)</b>	<b>(1)</b>	<b>(6)</b>	<b>(7)</b>
<b>NET RESERVES FUNDED EXPENDITURE</b>	<b>46</b>	<b>18</b>	<b>(24)</b>	<b>(6)</b>
<b>TOTAL NET EXPENDITURE</b>	<b>(20)</b>	<b>(19)</b>	<b>(33)</b>	<b>(52)</b>

## Appendix 2 – 2023/24 Forward Budget

	2022/23 Forecast Outturn £'000	2022/23 Revised Budget £'000	Adjust' ments £'000	2023/24 Forward Budget £'000
<b>RESERVES</b>				
Contribution to Asset Replacement Reserves	42	42	-	42
Transfer To / (From) Revenue Reserves	3	(5)	7	2
Transfer To / (From) Asset Enhancement Reserves	21	-	1	1
	<b>66</b>	<b>37</b>	<b>8</b>	<b>45</b>
Transfer Interest to Reserves	8	1	6	7
Transfers from Reserves	(321)	(19)	18	(1)
	<b>(313)</b>	<b>(18)</b>	<b>24</b>	<b>6</b>
<b>TOTAL TRANSFERS TO / (FROM) RESERVES</b>	<b>(247)</b>	<b>19</b>	<b>32</b>	<b>51</b>

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

	<b>2022/23 Forecast Outturn £'000</b>	<b>2022/23 Revised Budget £'000</b>	<b>Adjust' ments £'000</b>	<b>2023/24 Forward Budget £'000</b>
<b>Harbour Dues Income</b>				
Marinas and Boatyards	(473)	(446)	(25)	(471)
River Moorings	(107)	(113)	5	(108)
<b>Total Harbour Dues Income</b>	<b>(580)</b>	<b>(559)</b>	<b>(20)</b>	<b>(579)</b>
<b>Visitor Income</b>				
Mid Stream Visitors Pontoon	(24)	(17)	(6)	(23)
Warsash Jetty	(24)	(18)	(5)	(23)
Hamble Jetty	(4)	(3)	(1)	(4)
Commercial and Pleasure Craft Income	(11)	(7)	(3)	(10)
<b>Total Visitor Income</b>	<b>(63)</b>	<b>(45)</b>	<b>(15)</b>	<b>(60)</b>
<b>Office Expenses</b>				
Equipment	2	1	-	1
First Aid Supplies / Health & Safety	1	1	-	1
Printing & Stationery	2	2	-	2
Catering / General	1	1	-	1
Protective Clothing and Safety Equipment	4	3	-	3
IT Charges	7	7	-	7
Postage	-	1	-	1
Subscriptions	2	2	-	2
Promotional Events / Publicity /Publications	3	3	-	3
Retail (Crabbing Equipment)	-	1	-	1
Credit Card Charges (re Income Collection)	18	16	-	16
<b>Total Office Expenses</b>	<b>40</b>	<b>38</b>	<b>-</b>	<b>38</b>
<b>Central Department Charges</b>				
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	(2)	3
Solent Forum Contribution	1	1	-	1
<b>Total Central Department Charges</b>	<b>43</b>	<b>43</b>	<b>(2)</b>	<b>41</b>

### Appendix 3 – Reserves

	Revenue Reserve £	Asset Enhancement Reserve £	Asset Replacement Reserve £	Total £
<b>Balance as at 31 March 2022</b>	<b>73,705</b>	<b>67,489</b>	<b>508,002</b>	<b>649,196</b>
Approved Transfer to AER	(11,505)	11,505	0	0
<b>Revised Balance as at 31 March 2022</b>	<b>62,200</b>	<b>78,994</b>	<b>508,002</b>	<b>649,196</b>
Transfer to ARR from Revenue	(42,000)	0	42,000	0
Asset Replacement Projects - Boat Engines and Warsash Bridge Remedial Works	0	0	(54,000)	<b>(54,000)</b>
Asset Replacement Additions - Purchase of New Vessels	0	0	(344,000)	<b>(344,000)</b>
Asset Replacement Disposals - Sale of Old Vessels	0	0	77,500	<b>77,500</b>
Annual Interest Receivable	0	1,000	7,000	<b>8,000</b>
Transfer to AER	(21,100)	21,100	0	0
Net Surplus for the year	66,000	0	0	<b>66,000</b>
<b>Balance at 31 March 2023</b>	<b>65,100</b>	<b>101,094</b>	<b>236,502</b>	<b>402,696</b>
Transfer to ARR from Revenue	(42,000)	0	42,000	0
Asset Enhancement - Academic studies	0	(1,000)	0	<b>(1,000)</b>
Annual Interest Receivable	0	2,000	5,000	<b>7,000</b>
Transfer to AER	(1,700)	1,700	0	0
Net Surplus for the year	46,000	0	0	<b>46,000</b>
<b>Balance at 31 March 2023</b>	<b>67,400</b>	<b>103,794</b>	<b>283,502</b>	<b>454,696</b>



## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee</b>	River Hamble Harbour Board
<b>Date:</b>	13 January 2023
<b>Title:</b>	Review of Fees and Charges
<b>Report From:</b>	Director of Universal 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 a review of fees and charges applicable to the River Hamble. It does not cover Harbour Dues for privately owned leisure vessels, which have been reviewed separately and increased by 1%.

### Recommendation

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

### Fees and Charges for Commercial Vessels and Personal Water Craft

3. It is proposed that Harbour Dues for commercial vessels should be adjusted as follows (previous fees in brackets where appropriate). In each case, relevant rationale is given. The principle of a 1% increase has in general been applied.
  - (i) The charge for a commercial vessel visiting Hamble Harbour: to remain at 15.5p plus VAT per Gross Registered Tonne (GRT) per visit. Last year's increase from (15.0p) had represented a 3.22% increase.
  - (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: 61p (60.5p) plus VAT per passenger.
  - (iii) Additionally, the launching fee for Personal Water Craft (PWC) or Jet Skis should remain at £10 in broad alignment with those levied elsewhere in the Solent.

## Fees for Harbour Works' Consents

4. 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 charges in the following table will be implemented from 1 April 2023. Legacy capital dredge charges have undergone review and simplification to bring them into line with those for development, the procedure and effort for which is similar.

Size of project	Size increment	Proposed total charge for 2023/24
Up to and including 100 sq. metres	Nil	£442 + VAT
Over 100 sq. metres up to 500 sq. metres	Nil	£499 + VAT
Over 500 sq. metres up to 2,500 sq. metres	Nil	£668 + VAT
Over 2,500 sq. metres up to 10,000 sq. metres	Nil	£1237 + VAT
Over 10,000 sq. metres	Nil	£1795 + VAT
A reduced fee for applications which fall within the Harbour Master's delegated powers, and consents for maintenance work to structures etc.	Nil	£170 + VAT
Pre-application consultation fee. Attendance at the Streamlined Consents Meeting and one hour of pre-application consultation will be at no charge.	Nil	£55 per hour + VAT (for every hour or part thereof, after the first hour)
Routine maintenance dredge (per dredge campaign)	Nil	£170 + VAT
Capital dredge of up to 500m <sup>3</sup>	Nil	£499 + VAT
Capital dredge of 501m <sup>3</sup> to 2,500m <sup>3</sup>	Nil	£668 + VAT
Capital dredge of 2,501m <sup>3</sup> to 10,000m <sup>3</sup>	Nil	£1237 + VAT
Capital dredge over 10,001m <sup>3</sup>	Nil	£1795 + VAT

5. An additional charge of £55 + VAT is made for each Notice to River Users required in connection with each project.
6. It is further recommended that the Harbour Board adopts the following rates for discretionary services provided by the Harbour Authority for 2023/24:

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)	£90.50 per tow + VAT. An additional hourly rate will apply for operations which take

Service	Rate
	more than one hour.
Use of maintenance piles	£28 (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)	£55 per hour + VAT. Minimum charge £27 + VAT
Replacing broken or missing fenders or warps (at owner's request)	£55 per hour + VAT. Minimum charge £27 + VAT, plus 120% of cost of materials used.
Pumping out (to prevent further damage)	£55 per hour + VAT. Minimum charge £27 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£55 per hour + VAT. Minimum charge £27 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£55 per hour + VAT. Minimum charge £27 + VAT

### Climate Change Impact Assessment

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

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

## **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 no impact on groups with protected characteristics.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

### **3. 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.

### **4. Equalities Impact Assessment:**

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



## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	River Hamble Harbour Board
<b>Date:</b>	13 January 2023
<b>Title:</b>	Forward Plan for Future Meetings
<b>Report From:</b>	Director of Universal 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**

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

**Other Significant Links**

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

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<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.

Management Committee Date	Agenda Item	Harbour Board Date
9 December	<ul style="list-style-type: none"> <li>• Marine Director and Harbour Master's Report and Current Issues</li> <li>• Environmental Update</li> <li>• Harbour Works Consent (if applicable)</li> <li>• Review of Fees and Charges</li> <li>• 2023/24 Forward Budget</li> <li>• Forward Plan for Future Meetings</li> </ul>	13 January 2023
10 March	<ul style="list-style-type: none"> <li>• Marine Director and Harbour Master's Report and Current Issues</li> <li>• Environmental Update</li> <li>• Harbour Works Consent (if applicable)</li> <li>• Asset Register Review</li> <li>• River Hamble 2022/23 Forecast Outturn and 2023/24 Forward Budget</li> <li>• Forward Plan for Future Meetings</li> </ul>	31 March
16 June	<ul style="list-style-type: none"> <li>• Marine Director and Harbour Master's Report and Current Issues</li> <li>• Environmental Update</li> <li>• Harbour Works Consent (if applicable)</li> <li>• River Hamble Final Accounts 2022/23</li> <li>• Review of Harbour Dues</li> <li>• Proceedings of the Annual Forum</li> <li>• Forward Plan for Future Meetings</li> <li>• Annual Familiarisation Boat Trip</li> </ul>	7 July
15 September	<ul style="list-style-type: none"> <li>• Marine Director and Harbour Master's Report and Current Issues</li> <li>• Environmental Update</li> <li>• Harbour Works Consent (if applicable)</li> <li>• Forward Plan for Future Meetings</li> </ul>	6 October