

NOTICE OF MEETING

Meeting	River Hamble Harbour Board
Date and Time	Friday, 15th November, 2019 at 10.00 am
Place	Warsash Sailing Club
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

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

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

To confirm the minutes of the previous meeting held on 12 July 2019.

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES (Pages 9 - 40)

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

7. INCOME ADJUSTMENT OPTION PAPER (Pages 41 - 52)

To consider a report of the Director of Culture, Communities and Business Services setting out options for income adjustments.

8. FORWARD PLAN FOR FUTURE MEETINGS (Pages 53 - 56)

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

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

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

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

Agenda Item 3

AT A MEETING of the River Hamble Harbour Board of HAMPSHIRE COUNTY COUNCIL held at the RAF Yacht Club, Hamble on Friday, 12th July, 2019:

Chairman:
p. Councillor Keith Evans

p. Councillor Peter Latham
a. Councillor Keith House
p. Chris Moody
p. David Jobson
p. Nikki Hiorns
p. Jason Scott

85. APOLOGIES FOR ABSENCE

No apologies had been received.

86. 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 2 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 including memberships of the Royal Southern Yacht Club; RAF Yacht Club; Royal Yachting Association and as a midstream mooring holder. Chris Moody declared a personal interest as a member of Warsash Sailing Club.

87. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 5 April 2019 were agreed as a correct record and signed by the Chairman.

88. DEPUTATIONS

There were no deputations.

89. CHAIRMAN'S ANNOUNCEMENTS

There were no announcements.

90. **MINUTES OF THE MEETING OF THE RIVER HAMBLE HARBOUR MANAGEMENT COMMITTEE - 7 JUNE 2019**

The Board received and noted the draft minutes of the River Hamble Harbour Management Committee meeting held on 7 June 2019.

Matters arising:

- The Board queried any progress with the Hamble Lifeboat station shower facilities and how their £70,000 contribution, made in the financial year 2015/16, had been utilised. It was reported, from both the Hamble Lifeboat and from Hamble Parish Council, who had jointly agreed to progress the building of the new lifeboat station, that no progress had been made to date with installing new, accessible shower facilities. It was agreed that the Chairman would formally write to the Hamble Lifeboat and to the Parish Council, on behalf of the Board, to seek an explanation.
- It was confirmed that the progress was underway with the Riverview Interactive map. An aerial photography layer was available and the data to inform the moorings layer was being worked through by ETE officers.

91. **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.

An addendum was distributed at the meeting which outlined those events which had occurred since the publication of the papers.

Members noted that seasonal swimming activity had begun near to the Hamble Jetty but had not been as frequent as in previous years. Swimmers had been responding positively to advice from patrol officers.

It was agreed that a graphical representation of the pattern of incidents on the River would be provided at the next Board meeting.

RESOLVED:

That the River Hamble Harbour Board notes the content of the report.

92. **ENVIRONMENTAL UPDATE**

The Board considered the report of the Director of Culture, Communities and Business Services.

Members were pleased to hear that, following extensive discussion with Highways England, it had been confirmed that the ongoing M27 smart motorway project would incorporate works to re-route drainage pipes which currently drain directly into the River. The Board praised the work of the Harbour Office for their perseverance and thanked them for achieving a positive outcome.

RESOLVED:

That the River Hamble Harbour Board notes the content of the report.

93. **HARBOUR WORKS CONSENT APPLICATION – INSTALLATION OF A HOIST DOCK PONTOON AT UNIVERSAL MARINA**

The Board considered the report of the Director of Culture, Communities and Business Services setting out an application for Harbour Works Consent.

RESOLVED:

That the River Hamble Harbour Board approves the Harbour Works Consent for the proposal set out in paragraph 4 of this report and subject to the following conditions:

- i. The proposal is to be built in accordance with the details, plans and method set out in paragraph 5.
- ii. 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.
- iii. 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.
- iv. The development must be completed within 3 years from the date of the approval granted by the Harbour Board.

94. **RIVER HAMBLE FINAL ACCOUNTS 2018/19**

The Board considered the report of the Directors of Corporate Services – Corporate Resources and Culture, Communities and Business Services outlining the final accounts for 2018/19.

The Board discussed the £13,000 payment to the Crown Estate for turnover rent accumulated in the last three years. It was explained that the Harbour Authority received a 10% share of the overall Crown Estate rent for collecting the dues. Some members felt that the existing process for receiving the 10% was not overly efficient. It was noted that the renewal of the Crown Estate contract was due shortly and that consideration would be given to the process for obtaining the 10% payment for future years.

RESOLVED:

- i. That this report, the statutory accounts and management accounts be approved by the River Hamble Harbour Board.

- ii. That the Board notes the level of the General Reserve as at 31 March 2019 of £16,170, and that the balance remains below the level of no more than 10% of the gross revenue budget, as set out in the reserves policy.
- iii. That the Board notes that without any changes to the budget for 2019/20, the expectation is that the General Reserve will reduce to £2,170 at the end of 2019/20.
- iv. That the Board notes the potential pressures on the 2019/20 budget based on the final position for the 2018/19 financial year.

95. REVIEW OF HARBOUR DUES

The Board considered the report of the Director of Culture, Communities and Business Services in setting the annual rate of Harbour Dues.

Members reviewed the historical pattern for setting Harbour Dues over the previous 10 years and noted that the current level of Harbour Dues was 7% lower than in 2009. The Board discussed how increasing Harbour Dues at a steady rate since 2009 could potentially have created a more favourable financial position in 2019 but that this could not be certain. It was noted that, at the time, each decision had been fully justified both financially and contextually.

RESOLVED:

That the River Hamble Harbour Board approves an increase in Harbour Dues of 5% for 2019.

96. PROCEEDINGS OF THE ANNUAL FORUM

The Board considered the report of the Director of Culture, Communities and Business Services detailing the proceedings of the Annual Forum.

RESOLVED:

That the River Hamble Harbour Board notes the report.

97. 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.

It was agreed that an agenda item be added for the November 2019 Board meeting to review any possible options for increasing income, commercial incentives and management of some of the vacant smaller moorings with a view to inform future budget planning if necessary.

RESOLVED:

That the River Hamble Harbour Board notes the report and adds the additional item as outlined above.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Board
Date:	15 November 2019
Title:	Marine Director and Harbour Master's Report and Current Issues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

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

Recommendation

2. It is recommended that the River Hamble Harbour Board notes 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.

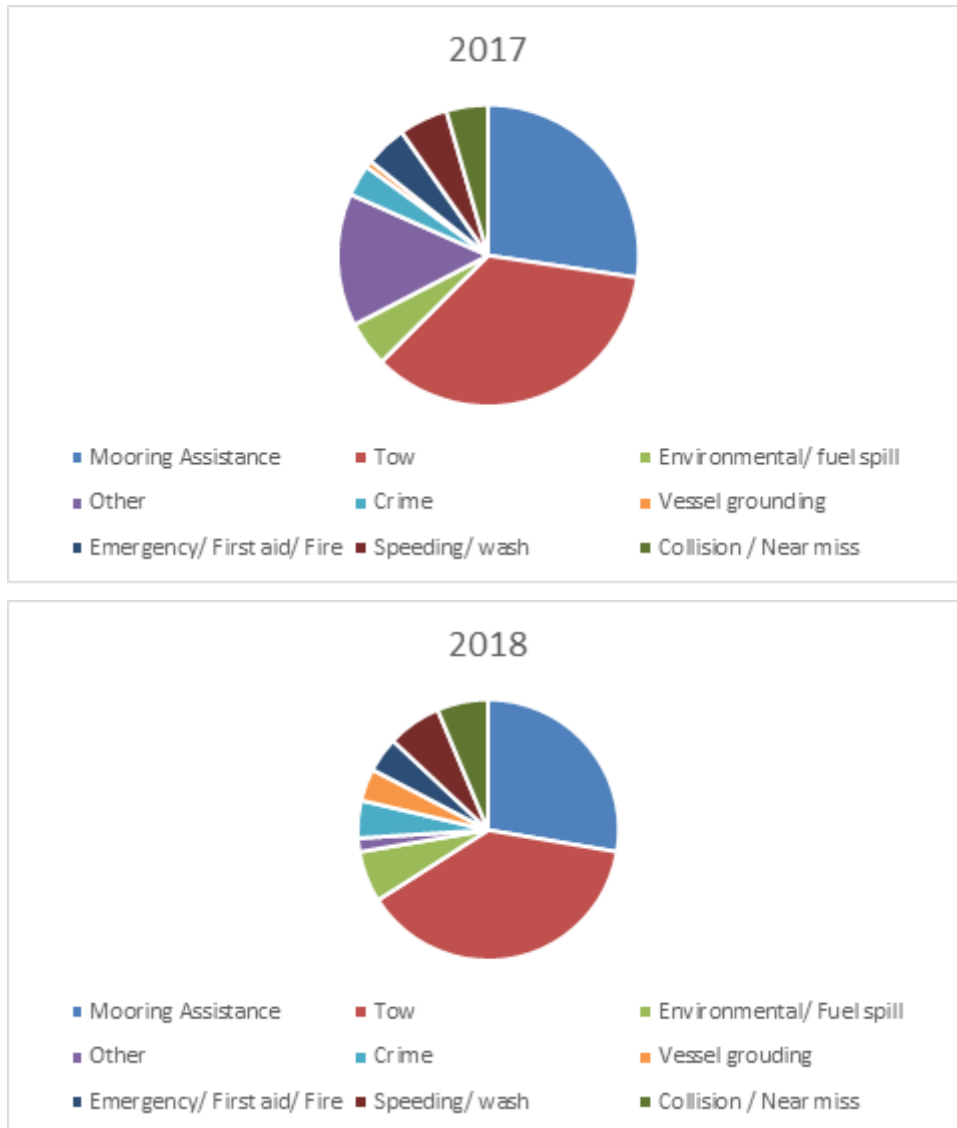
Contextual Information

Patrols

4. The harbour has been patrolled by the Duty Harbour Master at various times between 0700 and 2230 daily.

Incidents and Events

5. The following graphical representations illustrate trends over the past 2 years.



- 5.1. 09 Jul. Patrol conducted mooring and pontoon checks. Patrol attended Hamble Jetty on two occasions to disperse swimmers.
- 5.2. 10 Jul. Patrol conducted mooring and pontoon checks. Slipway clearance work. Environmental stakeholder River familiarisation. Attended Hamble Jetty to disperse swimmers. Compliant. Attended River Hamble Country Park Jetty to advise swimmers on water safety following a report from a member of the public. Attended Hamble Jetty to disperse a large group of swimmers jumping from the bridge. Compliant.
- 5.3. 11 Jul. Patrol conducted mooring and pontoon checks. Routine RIB maintenance. Liaison with yachts engaged in berthing training on the mid-

stream Visitors' Pontoon. Patrol attended Hamble Jetty to disperse swimmers and those jumping from the Bridge. Non-compliant. Police called and attended. Patrol then responded to a call from a River User regarding an unoccupied tender trapped (and in danger of sinking) under a mooring line. Attended Hamble Jetty in response to a further report of anti-social behaviour. Police on scene. Patrol stopped and warned the skipper of a motor vessel creating excessive wash. Responded to a further call from a member of the public reporting ongoing criminal damage to a moored tender at Hamble. Patrol attended and witnessed a regularly non-compliant individual who had allegedly been involved. Patrol reported the matter to Hedge End Police who dispatched a unit to intervene. Patrol later returned to Hamble Jetty in response to a report of further disorder from a member of the public. Patrol then attended M27 bridge and a River boatyard following a report from a member of the public. A group of 11 youths attempting to access (via a rope) and jump from a gantry under the North West span of the M27 Bridge. Police informed but unable to attend because of other duties.

- 5.4. 12 Jul. Patrol conducted mooring and pontoon checks. Routine marina and boatyard liaison. Rope removed from M27 Bridge gantry to prevent further access (5.3). Patrol attended Hamble Jetty to engage with and disperse swimmers. Initially non-compliant but withdrew.
- 5.5. 13 Jul. Patrol conducted mooring and pontoon checks. Patrol rendered assistance to a RIB launching in cross-tidal conditions off Warsash Slipway. Attended Hamble Jetty to disperse swimmers. Compliant. Gave assistance to a RIB owner who had run out of fuel. Re-briefing given.
- 5.6. 14 Jul. Patrol conducted mooring and pontoon checks. Attended Hamble Jetty to disperse swimmers and liaise with Hampshire Police. Report of youths climbing on a moored RIB.
- 5.7. 15 Jul. Patrol conducted mooring and pontoon checks. Gave assistance to a visitor at Warsash reporting a stolen tender. Routine equipment checks. Liaison with a visiting school yacht moored on a private mooring. Attended Hamble Jetty to disperse swimmers. Initially non-compliant. Later returned to Hamble Jetty to prevent swimmers climbing on the Pink Ferry.
- 5.8. 16 Jul. Patrol conducted mooring and pontoon checks. Liaison with Hampshire Highways regarding inspection of the A27 Road Bridge. Patrol stopped and warned a PWC regarding speeding and excessive wash. Liaison with HMCG regarding a Mayday call involving a yacht which had become fast on a buoy and apparently taking on water. Four persons on board. Supported Calshot and Hamble Life Boats. Vessel taken under tow by a commercial company to a River Marina for examination and defect rectification.
- 5.9. 17 Jul. Patrol conducted mooring and pontoon checks. Boat coding work. Liaison with UK Border Force regarding suspicious activity involving a RIB. Assisted a RIB with propulsion failure alongside Hamble Jetty for defect rectification. Moved a visiting yacht from a private mid-stream mooring. Re-briefed and moved a small motor boat made fast to Crableck beacon.

- 5.10. 18 Jul. Patrol conducted mooring and pontoon checks. Towed a yacht with intermittent propulsion from the mouth of the River to Warsash HM Pontoon for defect rectification. Re-positioned visiting craft on the link span at Warsash. Attended Hamble Jetty to move a fisherman fishing from the Pink Ferry. Intercepted two swimmers off Warsash HM Jetty swimming between Warsash Sailing Club jetties. Removed from the water and re-briefed. Sailing Club contacted.
- 5.11. 19 Jul. Patrol conducted mooring and pontoon checks. Liaison with Hampshire Police and a Marina regarding a stolen tender at Swanwick.
- 5.12. 20 Jul. Patrol conducted mooring and pontoon checks. Responded to a call from a marina berth holder near the A27 Bridge reporting a swan apparently caught in fishing tackle. Reported to RSPB and attended. Swan not located. Re-briefed sailing club RIBS speeding unnecessarily in the mouth of the River. Assisted a RIB with propulsion failure alongside at Warsash HM Jetty for defect rectification. Support to a visiting sailing club rally.
- 5.13. 21 Jul. Patrol conducted mooring and pontoon checks. Assisted a vessel in coming alongside the scrubbing piles at Warsash. Liaison with HMCG regarding a DSC alert. Warned a speeding tender in the upper River. Warned a number of PWC for excessive speed and wash in the mouth of the River. Recovered a paddleboard adrift in a Marina. Owner not immediately apparent.
- 5.14. 22 Jul. Patrol conducted mooring and pontoon checks. Moved two visiting yachts from allocated mid-stream moorings. Gave assistance to a visiting French yacht. Commercial tow of a yacht from the mid-stream Visitors' Pontoon to HM Jetty Warsash. Commercial assistance given to a yacht owner on a sailing club's scrubbing piles. Responded to a call from a sailing club regarding anti-social behaviour at Hamble Jetty. Additionally advised to register the call on 101. On attendance, discovered a number of youths on the Pink Ferry apparently filling the engine bay with water. Police called. Recovered and replaced HM Life Buoy floating off Hamble Jetty. Police informed.
- 5.15. 23 Jul. Patrol conducted mooring and pontoon checks. Assistance and advice given to a visiting paddleboarder. Liaison with a Marina near Land's End regarding a known individual and his sons swimming from Land's End and climbing on vessels. Police had already been on the scene but left. Patrol deployed to North of the M27 Bridge in response to complaints from marina berth holders of swimmers from the West bank climbing on their vessels. Attended and faced personal abuse. Police called. Gig rowers threatened by some swimmers. Patrol remained between Swanwick and RHCP jetties for 6 hours to deter, surveil and report on activity for subsequent Police use, if needed. Simultaneously, a further patrol was despatched to Hamble Jetty to deter and disperse swimmers for the same period of 6 hours. Both units carried body-worn cameras and were under a clear brief to deploy to other navigational-safety incidents if the need arose. Re-briefed the rider of a PWC creating excessive wash off Crableck.

- 5.16.24 Jul. Patrol conducted mooring and pontoon checks. Owner of a visiting yacht at Hamble Jetty requested to be moved as a result of anti-social behaviour at Hamble Jetty. Moved to Warsash. Patrol remained at Hamble to disperse a crowd of youths engaged in anti-social behaviour. Experienced considerable verbal abuse. Youths climbing onto visiting and moored craft. Police called. Unable to attend owing to other duties. Patrol responded to a report from a commercial pleasure vessel on transit to the Upper River of further persons accessing and jumping from the M27 Bridge. Reported to the police. Further responded to a call from a Marina owner near the M27 Bridge of youths swimming across the River and climbing on pontoons and moored vessels. Advised to register the incident via 101. On attendance, patrol received considerable verbal abuse and threats of violence from those swimming. Body-worn cameras carried and incident reported to the police.
- 5.17.25 Jul. Patrol conducted mooring and pontoon checks. Liaison with the Crown Estate Mooring Contractor. Attended Hamble Jetty to deter a small group of youths from swimming from the Jetty. Compliant. Later returned following a call regarding increased numbers (around 50) at Hamble Jetty. Liaison with the police, in attendance. Patrol officers were faced with significant verbal abuse. Police called and attended. Body-worn cameras carried in accordance with SOP. Separately, patrol attended Land's End to deter further anti-social behaviour there. Again, BWC deployed. Individuals non-compliant, refusing to desist from climbing on to privately owned vessels and pontoons. Reported to Police. Having returned to Warsash, Patrol took a further call from a member of the public regarding youths jumping from the A27 Bridge. Advised to call 101 and record the incident.
- 5.18.26 Jul. Patrol conducted mooring and pontoon checks. Routine liaison with Hampshire Marine Police Unit. Collected an abandoned tender from Land's End and returned to HM Jetty at Warsash. En route, when conducting moorings checks on the 'L', 'V' and 'U' runs, discovered that at least 5 vessels had been broken into. Information passed to the police and owners contacted. Attended the A27 road bridge following a report from a member of the public that persons were jumping from the bridge. On arrival around 8 youths were present. When advised not to, they moved on. Liaison with the owner of the tender abandoned at Land's End, who reported that it had been stolen and also the Police, who were interested in undertaking a forensic examination.
- 5.19.27 Jul. Patrol conducted mooring and pontoon checks. Further investigation into the theft at 5.18 revealed that a further 14 vessels in the vicinity had been broken into. Further liaison with the police and owners to both secure the vessels and furnish evidence. The common factor in the theft appeared to be the search for valuable tools.
- 5.20.28 Jul. Patrol conducted mooring and pontoon checks. Routine liaison with Hamble Life Boat. Patrol boat routine maintenance. Commercial tow of a yacht to her proper mooring. Patrol gave advise to a small craft engaged in private fishing in the centre of the Main Channel in medium traffic. Attended Hamble Jetty to disperse swimmers (compliant). Collected evidence from recent boat thefts for onward transmission to the Police. Stopped a

motorboat towing a small inflatable craft (with 5 persons on board, drinking) near the River Hamble Country Park Jetty and advised of the risks of not wearing life jackets. Compliant.

- 5.21. 29 Jul. Patrol conducted mooring and pontoon checks. Liaison with Police regarding recovery of some tools stolen at 5.18 and 5.19. Forensic examination complete and attempting to return them to their owners. Routine patrol boat maintenance. Patrol towed a small motorboat with propulsion difficulties (2 persons on board) to a marina.
- 5.22. 30 Jul. Patrol conducted mooring and pontoon checks. Further liaison with Hampshire Police regarding thefts. Attended a small motorboat moored off Hamble with her stern down in the water on a snagged mooring line (fore and aft) in high winds. Attempted to free her but unable to do so in time. Vessel taking on water quickly to the extent that she quickly turned and sank by the stern at her commercial mooring. Liaison with mooring contractor to achieve recovery. Vessel bow remained proud of the water and not an immediate threat to the safety of navigation. Gave assistance to a number of vessels in replacing fenders and re-furling flogging sails and covers. Liaison with Southampton Harbour Master regarding a marker buoy from Southampton Water on the beach South East of Hook Spit. Attended a small racing yacht with a parted mooring line off Hamble Jetty in high winds. Moved the vessel and secured it to the mid-stream Visitors' Pontoon. Owner contacted via her commercial mooring contractor.
- 5.23. 31 Jul. Patrol conducted mooring and pontoon checks. Secured flogging sails on a mid-stream moored yacht in high winds. Attended Land's End to discourage swimmers from climbing on to private pontoons and vessels. Replaced and re-positioned a number of fenders on vessels on the 'B' pontoon.
- 5.24. 01 Aug. Patrol conducted mooring and pontoon checks. Liaison with a sailing school regarding practice in the Main Channel off Crableck. Tender signage work. Attended Hamble Jetty to disperse swimmers. Compliant.
- 5.25. 02 Aug. Patrol conducted mooring and pontoon checks. Liaison with police regarding recent theft. Recovered a large branch from the Main Channel off Stachell Marsh. Attended Hamble Jetty to disperse swimmers and those engaged in anti-social behaviour. Reported as climbing on the Pink Ferry. Police in attendance. Attended a Bursledon Marina to investigate the cause of a berthing collision between a yacht underway and a moored craft. A small yacht skipper had misjudged/mis-planned his arrival to time with the strong ebb and collided with a larger motor vessel, causing minor impact damage. There were no injuries. Skipper re-briefed and owners' details exchanged.
- 5.26. 03 Aug. Patrol conducted mooring and pontoon checks. Monitor heavy outgoing traffic before the Fastnet Race. Attended Hamble Jetty to disperse swimmers. 1 minor verbally abusive and others non-compliant. Police called. Incident interrupted in order to respond to a call from a member of the public reporting disorder in the vicinity of a boatyard near the bridges. 6 canoeists allegedly drinking, throwing beer bottles into the River and

tampering with a mooring line of a vessel. On arrival, canoeists refused to co-operate and denied wrong-doing. Canoes on hire from a River company. Subsequent request to the hire company revealed the identity of the perpetrators who were banned from further hire.

- 5.27.04 Aug. Patrol conducted mooring and pontoon checks. Liaison with a visiting troop of Sea Scouts. Liaison with and advice to a number of visiting school yachts regarding mooring practice on the mid-stream Visitors' Pontoon. One in particular, failed to acknowledge that practice in excess of 30 minutes would require payment for a short stay. This, a repeat offender, required follow-up action to the company who acknowledged the shortcoming. Towed a yacht with propulsion failure to an adjacent berth for defect rectification. Responded to a call from a motor vessel reporting an individual in a kayak who had fallen into the water on a strong ebb and was holding on to a pontoon. Patrol attended at best speed and recovered the kayak owner who was cold and tired. First Aid administered and individual monitored. Family of 3 transported to their vehicle at Swanwick and were content to return home without further assistance.
- 5.28.05 Aug. Patrol conducted mooring and pontoon checks. Surveyed CCTV at Warsash following a report of anti-social behaviour at Warsash Fishermen's Jetty. Nothing recorded. Attended Hamble Jetty to disperse swimmers climbing on moored tenders. Compliant. Patrol responded to a call from Hampshire Marine Police Unit, which reported 8 youths swimming from Hamble Jetty across the Main Channel to climb on moored vessels on the 'D' run. Youths recovered by the Police and details taken. Rendered assistance to a Club launch with propulsion failure. Further liaison with Hampshire Marine Police Unit regarding earlier swimming activity.
- 5.29.06 Aug. Patrol conducted mooring and pontoon checks. Patrol stopped and warned a speeding RIB in the mouth of the River. Support to Hamble River Sailing Club Centenary sail past. Liaison with a mid-stream mooring holder reporting damage to his moored yacht. Commercial tow of a yacht to a boatyard for maintenance. Liaison with a Dutch visiting yacht moored on a private mid-stream mooring. Routine marina liaison.
- 5.30.07 Aug. Patrol conducted mooring and pontoon checks. Slipway clearance work. Responded to a report from a member of the public regarding non native oyster mortality on mid-stream piles (NB oyster restoration project not similarly affected). Recovered two large branches from the upper River.
- 5.31.08 Aug. Patrol conducted mooring and pontoon checks. Routine marina and boatyard liaison. Preparations for forecast high winds. Rendered assistance to a RIB with propulsion difficulties.
- 5.32.09 Aug. Patrol conducted mooring and pontoon checks. Checking and re-positioning of fenders, re-securing of lines and looses sails in increasing winds. Patrol towed a RIB with propulsion difficulties to Warsash Slip for recovery.
- 5.33.10 Aug. Patrol conducted mooring and pontoon checks. High winds. Recovered a kayak from Warsash shore. Re-furling of loose sails, re-positioning of fenders and lines.

- 5.34. 11 Aug. Patrol conducted mooring and pontoon checks. Re-checked vessels with loose mooring lines reported on 10 Aug. Commercial tow of a catamaran to the mid-stream Visitors' Pontoon. Routine liaison with Hamble Life Boat.
- 5.35. 12 Aug. Patrol conducted mooring and pontoon checks. Responded to a report of a small diesel spillage off Warsash. No apparent source. Investigated with passing police RIB. Light film broken up with propellor wash.
- 5.36. 13 Aug. Patrol conducted mooring and pontoon checks. Routine liaison with Hampshire Marine Police Unit and Hamble Lifeboat.
- 5.37. 14 Aug. Patrol conducted mooring and pontoon checks. Recovered a large branch from the River at the railway bridge.
- 5.38. 15 Aug. Patrol conducted mooring and pontoon checks. Routine liaison with Hampshire Marine Police Unit. Attended A27 bridge to disperse youths climbing on a mid-stream moored yacht. Observed a small motor boat towing three males adjacent to Mercury Marina – suspicious behaviour. Monitored. Police and Mercury marina office informed.
- 5.39. 16 Aug. Patrol conducted mooring and pontoon checks. Liaison with the Crown Estate mooring contractor. Heavy rain. Cowes week firework support.
- 5.40. 17 Aug. Patrol conducted mooring and pontoon checks. Replaced a parted line on a mid-stream moored yacht. Routine liaison with the Crown Estate mooring contractor. Moved on a sailing school yacht from a private mid-stream mooring. Liaison with a mid-stream mooring holder regarding the poor state of mooring chains.
- 5.41. 18 Aug. Patrol conducted mooring and pontoon checks. Gave assistance to a motor vessel with a discharged battery. Gave assistance to a motor vessel with a hull leak. No danger to navigation.
- 5.42. 19 Aug. Patrol conducted mooring and pontoon checks. Enforcement of sailing school mis-use of mid-stream moorings and the mid-stream Visitors' Pontoon.
- 5.43. 20 Aug. Patrol conducted mooring and pontoon checks. Gave support to a PhD student from Plymouth University. Responded to a report of a small diesel spillage opposite the Harbour Office. On attendance, no obvious source found and light sheen broken up with propellor wash. Work experience training. Responded to a report from a member of the public of a possible dead animal in the vicinity of the 'J' Run. No trace found. Towing in support of the Bursledon Regatta.
- 5.44. 21 Aug. Patrol conducted mooring and pontoon checks. Routine patrol boat maintenance work. Responded to further call from a member of the public reporting a dead animal in the River near Swanwick Bend. Possible link to 5.43. On attending, found no trace.
- 5.45. 22 Aug. Patrol conducted mooring and pontoon checks. Cleaned tide gauges. Boat coding work. Gave assistance to a RIB in recovering from

Warsash. Advised a visiting yacht crew not to swim at Hamble Jetty approaches. Further towing operations in advance of the Bursledon Regatta Fireworks. Assisted a yacht alongside the scrubbing piles at Warsash.

- 5.46. 23 Aug. Patrol conducted mooring and pontoon checks. Warsash slipway clearance work. Liaison with Fareham Borough Council regarding a broken board on the Shore Road car park platform. Routine marina liaison. Further boat movement in advance of the Bursledon Regatta. Joint attendance with Hampshire Marine Police Unit at Hamble Jetty to disperse swimmers.
- 5.47. 24 Aug. Patrol conducted mooring and pontoon checks. Early patrol attended a motor vessel reported to be low in the water on the 'L' Run. On attendance, 4 feet of water in bilge and after cabin via a leaking stern gland. Gland sealed and vessel pumped out over two hours. Owner contacted and watch placed to ensure integrity of repair. Bursledon Regatta. Final boat movement prior to racing and fireworks. All three patrol craft afloat in support. Patrol witnessed a berthing collision at a sailing club between a manoeuvring motor boat and a moored yacht. On approaching, the motor vessel's engine cut out on a moderate ebb tide and the vessel made light contact with the yacht, causing scuffing damage. Owners' details exchanged. Evening support to the fireworks in maintaining clearance of the fall-out zone.
- 5.48. 25 Aug. Patrol conducted mooring and pontoon checks. Returning vessels to their proper moorings following the Bursledon Regatta. Liaison with HMCG, Hamble Lifeboat and Hampshire Ambulance to recover a casualty with a back injury to Warsash. Assistance given to a yacht which had run over a mooring pick-up line. Recovery of the affected vessel for defect rectification and liaison with the mooring's contractor (not CE).
- 5.49. 26 Aug. Patrol conducted mooring and pontoon checks. Further tow of vessels to their proper moorings following completion of the Bursledon Regatta. In warm weather attended Hamble Jetty to disperse swimmers. Liaison with UK Border Force.
- 5.50. 27 Aug. Patrol conducted mooring and pontoon checks. Routine patrol boat maintenance. Responded to a call from a member of the public regarding anti-social behaviour at Lands End. On arrival, groups identified swimming to mid-stream pontoons and climbing on vessels. Individuals dispersed. Patrol returned to Hamble Jetty to disperse swimmers, one of whom threw a firework into the River off the Jetty. Police informed. Swimmers dispersed.
- 5.51. 28 Aug. Patrol conducted mooring and pontoon checks. Liaison with the Pink Ferry regarding an incident involving youths removing mooring lines from a moored ferry. Ferry held alongside by a locked chain. Encouraged to report the matter to the Police. Litter pick at RHCP. Routine patrol boat maintenance.
- 5.52. 29 Aug. Patrol conducted mooring and pontoon checks. Fine weather. Patrol assisted the movement of a Dutch barge between marinas. Attended Hamble Jetty to disperse swimmers. Patrol removed a moored vessel from the 'hatched area' at Warsash HM Pontoon. Day into night monthly light audit.

- 5.53. 30 Aug. Patrol conducted mooring and pontoon checks. Warsash Slipway clearance work. Liaison with Hampshire Marine Police Unit. Routine liaison with Warsash fishermen. Jetty maintenance at Warsash. Patrol gave assistance to a yacht which had become foul on her picking-up line.
- 5.54. 31 Aug. Patrol conducted mooring and pontoon checks. Recovered a dead deer from the water near Swanwick, possibly the animal reported the previous week. Attended Hamble Jetty to disperse swimmers.
- 5.55. 01 Sep. Patrol conducted mooring and pontoon checks. Received a report from the owner of a yacht that he had collided with another moored yacht in fine weather, causing the latter a broken stanchion. Skipper's admission of own error. Owners' details exchanged. Gave assistance to a paddle boarder off Swanwick slip.
- 5.56. 02 Sep. Patrol conducted mooring and pontoon checks. Pile survey prior to Crown Estate maintenance programme meeting. Work experience. Liaison between two River users over disagreement in interpretation of the Collision Regulations.
- 5.57. 03 Sep. Patrol conducted mooring and pontoon checks. Further pile survey work. Liaison with the Crown Estate mooring contractor. CCTV work at Warsash Jetty.
- 5.58. 04 Sep. Patrol conducted mooring and pontoon checks. Further pile survey work with the crown Estate mooring contractor. Preparation for a visiting rally.
- 5.59. 05 Sep. Patrol conducted mooring and pontoon checks. Further pile survey work with the crown Estate mooring contractor. Slipway clearance work at Warsash. Liaison with a mooring holder reporting the theft of his tender. Review of CCTV in support.
- 5.60. 06 Sep. Patrol conducted mooring and pontoon checks. Required a small vessel anchored and fishing in the Main Channel to weigh. Reminded of Bye Laws. Liaison with HMCG and Hamble Life Boat regarding a report of a yacht aground on Hamble Spit on an ebb tide. 5 persons on board safe and skipper elected to wait and re-float, which it did at 0235 the following morning.
- 5.61. 07 Sep. Patrol conducted mooring and pontoon checks. Liaison with Southampton Patrol and HMCG. SP bringing an abandoned and lightly damaged but watertight RIB into the River for inspection by HMCG teams.
- 5.62. 08 Sep. Patrol conducted mooring and pontoon checks. Responded to a call from a River User reporting a yacht apparently low in the water. On arrival, no evidence of water ingress found. Liaison with Hamble Life Boat. Patrol gave assistance to a yacht reporting engine cooling problems in the Main Channel.
- 5.63. 09 Sep. Patrol conducted mooring and pontoon checks. Patrol recovered an abandoned tender from Warsash Slipway – the tender had previously been reported as stolen. Owner and Police informed. Patrol removed a fishing hook from the bill of a seagull at Warsash.

- 5.64. 10 Sep. Patrol conducted mooring and pontoon checks. Boat coding work. Tow of vessel from her proper mooring pending completion of Crown Estate maintenance work.
- 5.65. 11 Sep. Patrol conducted mooring and pontoon checks. Patrol recovered to Warsash a tender ashore at Crableck Bend. Attempts made to trace the owner. Further boat coding work. Patrol boat maintenance work.
- 5.66. 12 Sep. Patrol conducted mooring and pontoon checks. Patrol slowed down and warned a small motor vessel speeding off Warsash. Review of CCTV in support of Hampshire Police. Patrol boat maintenance. Liaison with HMCG and Hamble Life Boat regarding a developing incident in the Solent.
- 5.67. 13 Sep. Patrol conducted mooring and pontoon checks. Patrol boat maintenance. Installed new pile lines on a mid-stream mooring at the owner's request (commercial). Further CCTV work in support of Hampshire Police.
- 5.68. 14 Sep. Patrol conducted mooring and pontoon checks. Warsash Slipway clearance work. Patrol responded to a report of a berthing collision between two vessels on a sailing club mooring. No injuries and light impact. Support to Hamble Sea Scouts' rafting event at RHCP Jetty. Assistance given to a RIB which had anchored just South of the Harbour and run over her anchor line. Recovered alongside the mid-stream Visitors' Pontoon for defect rectification.
- 5.69. 15 Sep. Patrol conducted mooring and pontoon checks. Liaison with the Pink Ferry. Assistance given to a tender owner reporting the theft of his vessel from Lands End. Assisted a new mooring holder onto his mooring. Agreed to fit new pile lines.
- 5.70. 16 Sep. Patrol conducted mooring and pontoon checks. Attended Hamble Jetty to liaise with the pink Ferry and disperse swimmers. Returned a recovered stolen tender to her proper owner. Liaison with Hampshire Marine Police Unit regarding recent spate of tender thefts. Towed a motor vessel with propulsion difficulties in the Upper River alongside for defect rectification.
- 5.71. 17 Sep. Patrol conducted mooring and pontoon checks. Observe and report on cockle pickers on Hamble Spit. Towed a motor boat with propulsion difficulties from the mouth of the River to a sailing club for defect rectification. Recovered a buoy secured to No 3 pile to Warsash. Routine liaison with UK Border Force.
- 5.72. 18 Sep. Patrol conducted mooring and pontoon checks. Further observation of cockle pickers on Hamble Spit.
- 5.73. 19 Sep. Patrol conducted mooring and pontoon checks. Recovered to Warsash an abandoned tender moored alongside at a marina. Owner contacted to recover.
- 5.74. 20 Sep. Patrol conducted mooring and pontoon checks. Inspected a non-Crown Estate mooring which had apparently dragged, closing the gap between it and adjacent yachts. Mooring contractor contacted. Two PWC

stopped off Hamble and warned for excessive speed and wash. Warned a RIB off Hamble Point for excessive speed and wash.

- 5.75.21 Sep. Patrol conducted mooring and pontoon checks. Liaison with Hampshire Marine Police Unit regarding evidence of recent theft. Escorted a yacht reporting a fouled propellor to the mid-stream Visitors' Pontoon for defect rectification.
- 5.76.22 Sep. Patrol conducted mooring and pontoon checks. Liaison with a marina and Hampshire Police regarding a group of young men acting suspiciously on the 'H' Run. Liaison with a boatyard regarding a requirement to tow a large yacht prior to maintenance work. Support to vessels arriving for a large sailing regatta. Responded to a report from a mooring holder regarding a large motor vessel creating excessive wash off the 'G' Run. Vessel warned.
- 5.77.23 Sep. Patrol conducted mooring and pontoon checks. Responded to a report of a diesel fuel spillage off Hamble. Absorbent mats deployed on light spillage and remainder broken up with propellor wash. No obvious source.
- 5.78.24 Sep. Patrol conducted mooring and pontoon checks. Attended a vessel with a MOB marker activated. MOB marker extinguished and owner contacted. Pumped out a vessel with an ill-fitting cover on the 'B' pontoon. Re-secure the loose bow-line on a mid-stream moored yacht. Owner contacted. Pumped out two inundated RIBs on the HM pontoon at Warsash. Liaison with HMCG regarding a report of a collision between two vessels in the Solent. No action required.
- 5.79.25 Sep. Patrol conducted mooring and pontoon checks. Liaison with Hampshire Marine Police Unit regarding recent thefts.
- 5.80.26 Sep. Patrol conducted mooring and pontoon checks. Recovered two large logs from the Upper River. Warned a sailing school yacht for improper use of a private mooring. Recovered a large plastic sheet from the River near the 'G' Run. No obvious origin. Liaison with a boatyard reporting that the buoy marking the wreck of the Grace Dieu had come adrift. Buoy recovered to Warsash pending replacement of the riser.
- 5.81.27 Sep. Patrol conducted mooring and pontoon checks. High winds. Light traffic. Liaison with Hampshire Police regarding recent spate of thefts. 3 persons had been detained to assist Police enquiries at Swanwick. Liaison with a boatyard regarding tidal predictions in the light of sequential low pressure systems. Boat coding work.
- 5.82.28 Sep. Patrol conducted mooring and pontoon checks. Liaison with HMCG, Hampshire Ambulance and Hamble Life Boat regarding a casualty vessel bound for the Hamble from Calshot. One member of the crew had sustained an injury to her eye. Casualty recovered to the Ambulance at Warsash for onward transportation to Southampton Hospital.
- 5.83.29 Sep. Patrol conducted mooring and pontoon checks. Liaison with a mooring holder reporting the theft of an outboard engine. Recovery of

various items from the foreshore on exceptionally high tides. Liaison with Fishery Patrol Vessel 'Watchful'.

- 5.84. 30 Sep. Patrol conducted mooring and pontoon checks. Attended a sailing club pontoon suspended following the fall in tide. Club and contractors informed. No immediate danger to other River Users. Pontoon returned to its proper position on next rise and inspected for damage. Modification made to prevent re-occurrence. Commercial tow of a yacht to a boatyard for lift-out. Gave assistance to a vessel recovering ashore at Warsash.
- 5.85. 01 Oct. Patrol conducted mooring and pontoon checks. Inspected pontoon at 5.84. Correct. Three-yearly oil spill exercise at Swanwick. Exercising command and control as well as tactical boom deployment.
- 5.86. 02 Oct. Patrol conducted mooring and pontoon checks. Responded to a call from a mooring holder reporting an adjacent vessel dragging her mooring. On arrival, vessels seen to be closer but not overly so. Liaison with the Crown Estate mooring contractor to investigate. Recovered a large branch from the Main Channel between the bridges.
- 5.87. 03 Oct. Patrol conducted mooring and pontoon checks.
- 5.88. 04 Oct. Patrol conducted mooring and pontoon checks. While on patrol, observed possible evidence of break-in on vessels on the 'U' Run. Further investigation confirmed that forced entry had been made on six vessels. Patrol secured the vessels' cabin entry (weather), preserving evidence. Reported to Police and owners. Immediate investigation showed that a tender and outboard had been stolen from separate vessels. Warsash slipway clearance work. Re-furled flogging mainsail on a mid-stream moored vessel. Liaison with the Pink Ferry.
- 5.89. 05 Oct. Patrol conducted mooring and pontoon checks. Patrol took a VHF call from a yacht reporting a collision between a departing vessel and another Crown Estate moored vessel, causing damage to the latter's pushpit. The vessel causing the damage had continued down river. Patrol intercepted the vessel. The skipper was compliant and in the process of telephoning the office to report the incident. Details taken and passed to the owner of the affected yacht. The incident took place in good visibility, light winds and on a light (neap) flood). Skipper error determined to be the cause. Further liaison with mooring holders regarding the previous day's thefts. Gave assistance to a motor vessel with engine control difficulties near the mouth of the River.
- 5.90. 06 Oct. Patrol conducted mooring and pontoon checks. Liaison with Southampton Patrol. Boat coding work. Liaison with HMCG and Hampshire Ambulance regarding a casualty inbound to Warsash from the Solent. Casualty met and treated by Ambulance responders.
- 5.91. 07 Oct. Patrol conducted mooring and pontoon checks. Water quality meeting with Natural England and British Marine. Routine marina liaison. Observation and reporting of bait diggers off Crableck.
- 5.92. 08 Oct. Patrol conducted mooring and pontoon checks. Boat coding work. Recovery of a yellow wind-surfing board (no sail) from Swanwick shore.

- 5.93. 09 Oct. Patrol conducted mooring and pontoon checks. Patrol boat maintenance. Bail out of inundated tender at Warsash.
- 5.94. 10 Oct. Patrol conducted mooring and pontoon checks. Routine patrol boat maintenance. Pontoon towage.
- 5.95. 11 Oct. Patrol conducted mooring and pontoon checks. Strong winds. Commercial tow of a yacht. Patrol discovered another run of break-ins of yachts, again on the 'U' Run. 10 vessels, some of which had previously also suffered theft. Owners and Police informed. Recovered a tender, possibly associated with the theft from Swanwick slipway. Routine patrol boat maintenance.
- 5.96. 12 Oct. Patrol conducted mooring and pontoon checks. Patrol took a report from a marina of a stolen tender. Advised to contact the police. Patrol took a further call from a mid-stream mooring holder regarding tender theft. Again, advised to report the matter to the police.
- 5.97. 13 Oct. Patrol conducted mooring and pontoon checks. Liaison with Hamble Life Boat. Recovered a tender (with the land-owner's permission) from a shed at Land's End. Tender not the property of the owner. Reported to the police. Tender believed to be placed in the unlocked shed for later use by thieves. Rendered assistance to a yacht with propulsion failure off Hamble Village. Patrol boat maintenance.
- 5.98. 14 Oct. Patrol conducted mooring and pontoon checks. Fitted new pile lines for a mid-stream mooring holder. Liaison with mooring holders regarding recent episode of thefts.
- 5.99. 15 Oct. Patrol conducted mooring and pontoon checks. Meeting with Marine Police Unit regarding recent spate of thefts. Analysis of evidence.

Issues

6. Port Marine Safety Code Inspection. The Harbour Authority's 6 monthly inspection of its Marine Safety Management System took place on 15 August. All previous actions have been completed and the report is at Appendix 1.
7. Anti-Social Behaviour. Incidence to date of anti-social behaviour increased by a third compared with last year. It has also prevailed more regularly at a larger number of locations. The effect has been that Patrol Officers have been diverted routinely from other normal patrol activity. While this has not impacted on the delivery of the mandated safety service, it has reduced the time available to officers in undertaking essential activity such as fee payment and wider engagement. In attending these incidents, Patrol Officers have continued to support the proper authorities in the execution of their duties. Two police dispersal orders have been put in place and enforced at Hamble. Other incidents, often taking place simultaneously at Lands End, the M27 bridge and at the River Hamble Country Park Jetty have seen Patrol Officers deployed for considerable periods of time. Presence has on occasion been effective but the aggressive nature of the

response from some has meant that police support has been required. The safety of Patrol Officers has been a primary consideration.

8. Hamble Showers. The Chairman of the Harbour Board has written to Hamble Lifeboat to ascertain the reason for the continued delay in the availability of the shower facility at Hamble. The response has confirmed that the showers are functional and also that work with the Parish Council to make them available is underway. The Harbour Master met with the Parish Clerk and Operations Manager of the Hamble Life Boat to resolve four outstanding issues on 30 Oct:
 - a. the installation of a pin lock system to the door;
 - b. the installation of a flow meter;
 - c. agreement on a charging method for hot water with HPC and HLB;
 - d. outline agreement on the codification of the arrangement into the current sub-lease to Hamble Parish Council.

An update on this work will be provided verbally.

9. Three-yearly Oil Spill Exercise. The RHHA conducted its three-yearly Oil Spill Exercise on 01 Oct at Swanwick. Our contractors, Adler and Allen, attended along with the Regulator (the Maritime and Coastguard Agency) and observers from British Marine and Cowes Harbour. The exercise explored options for protecting the River in the event that a spill were to migrate further upriver. The standards achieved were favourably commented upon by the Regulator and the Harbour Authority remains certifiably compliant with the requirement.
10. Financial Position. The Board has met to discuss the forward-look financial position in the light of this year's increase in Harbour Dues. A report will be issued separately including formal recommendations.

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

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

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

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Hamble Harbour Authority

Port Marine Safety Code Audit

15 August 2019

Author:	ARL	Checked by:	MB	Authorised by:	ARL
Date:	3 Sep 19	Date:	3 Sep 19	Date:	3 Sep 19

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1 Background

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

We audit Hamble Harbour Authority's compliance with the Port Marine Safety Code twice a year. Andy Langford of this office attended Hamble Harbour Authority's Office on 15 August 2019.

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

2 Executive Summary

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

We have the following recommendations from this audit:-

8/18 Recommendation 1

Open a collaborative dialogue with Beaulieu River with the intent to deconflict VHF radio interference on Ch 68 by adhering to normal radio communication discipline.

3 Close-out of previous recommendations

7/18 Recommendation 1: Incident Reports and Near Miss Reports

Incidents and Near Misses are now recorded on the “Pink” forms and separated from the day to day operational reports as we previously recommended. However, the documentation could now be further improved by separating “Incidents” from “Near Misses” preferably in different systems and on a different coloured paper.

Incidents and near-misses continue to be reported on the ‘pinks’, however, there is no differentiation between ‘near-miss’ which is a proactive form of safety management and ‘incident’ which is of course reactive.

We discussed during the audit possible ways in which the form could be revised to improve the workflow, and while ultimately a matter for the HM and staff, we suggest in particular the addition of the following form fields:-

Report type (near-miss or incident)

Root cause analysis (by the reporting person)

Suggested preventative/corrective action (by the reporting person)

Confirmation of root cause analysis /follow-up action by the HM.

Form closure by the HM.

Update 8/19: The Incident form continues to evolve as a ‘living document’ - we are satisfied that the Harbour staff continues to iterate and improve its SOPs.

Status: Closed.

7/18 Recommendation 2: Signage

Clear, concise and up-to-date signage should be installed in all public areas of the Harbour Authority’s jurisdiction for the purposes of advising the public on safety precautions that are to be taken in that

area to avoid risk to themselves and others and advising the public on the Harbour Authority's rules (Byelaws and General Directions) and the penalties for not abiding by those rules.

In some areas adjacent to the water there are signs placed by Hampshire County Council, Fareham Borough Council, and Hamble Le Rice Parish Council, possibly others, as well as some signs from Hamble Harbour Authority.

We recommend that the Harbour Authority consults with these other authorities to review the signage to enable clarity for the public.

The HM showed a number of draft informational and water safety signs which have been drawn up for intended display at primary points of access to the water. Branded with both HCC and RNLI logos, the signs are a valuable way of disseminating information on safety afloat and their incorporation is welcomed. We discussed placement of warning signs as well as informationals, and the need to inspect the installed signage periodically. We will review the placement of signs at the next audit.

Update 8/19: During this audit we took a trip upriver to Bursledon and Hamble Jetty to view the updated riverside signage, particularly at Hamble Jetty.

We are of the opinion that there is currently sufficient signage to inform river users of dangers, limitations and the requirements of the Harbour Authority.

*Status: **Closed.***

7/18 Recommendation 3: Slipways and Maintenance Piles

The Harbour Authority has a number of slipways within its jurisdiction, some appear rarely used and neglected. A few have little or no signage.

We recommend that the Harbour authority reviews its requirement for all slipways and provides adequate safety signage and signage outlining the rules for use of the slipway including any charges that are payable at each slipway it retains.

Similarly, there are three sets of maintenance piles and at least one other area where boats can be safely moored for underwater maintenance.

We recommend that these are clearly marked on maps in the Harbour Guide and on the website, and that the rules for their use are displayed both at each site and in the Harbour's publications, including the website.

See comments for recommendation 2, above.

Status: Closed

12/18 Recommendation 1:

Maintain ongoing review and consideration of operational requirements pertaining to antisocial behaviour, as impacts river users and staff.

Update 8/19: This continues to be a current topic which is being addressed and is discussed elsewhere in this report.

Status: Ongoing

12/18 Recommendation 2:

Make scheduled, documented visual checks (where possible) of areas frequented by swimmers so as to minimise risk of injury from seabed debris (as part of wider inspection of quayside furniture etc.)

Update 8/19: Scheduled checks are made, however, are not yet documented. We recommend that this is done, even if by simple means so as to ensure that a systematic record exists.

Status: Ongoing

4 Incident reports

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

There is therefore adequate evidence to show that the analysis of incident reports continues to inform development of the MSMS.

We note also the Harbour Master's production of 'Pie Chart' statistics against categorised Incident Reports to show incident trends – a useful KPI which future goals may be set against.

5 Swimming / Antisocial Behaviour

We reviewed Harbour Patrol reports for the summer to date and noted that the frequency of Patrol Officers attending an instance of antisocial behaviour is on approximately 40% of patrol days.

This shows an increasing impact on the operational tempo of the Authority, whether measured by 'man hours' used in direct attendance (with consequent drain upon available staff resources elsewhere in the river) and in both procedural planning and stakeholder engagement.

The Harbourmaster has continued to concentrate efforts in the areas we identified in the previous audit:-

Stakeholder/public facing:-

- Social Media engagement.

- Direct community engagement – school visits.

- River Hamble Users Handbook.

- Signage.

- Regattas and other group events obliged to risk assess for presence of swimmers during their events. It is noted that the HM has (Correctly) adopted a robust approach to ensure that event organisers consider the risks sufficiently.

Standard Operating Procedures:-

SOPs relating to River Patrol and antisocial behaviour have been further revised to provide terms of reference on:-

- Retention of evidence.

- Staff guidance on abusive behaviour.

- Robust enforcement policy.

We find adequate evidence that the HM and his staff continue to both proactively and reactively work with Stakeholders to minimise the effect on the Authority. It is acknowledged that this is a social

problem which will not 'go away' of its own accord and that continued and ongoing attention will be required.

We have no further recommendations at this time regarding antisocial behaviour and will continue to monitor the effect on the Authority and steps taken to mitigate these.

We recognise that in the event of increasing incidence in seasons to come, the most appropriate response may be to increase staff numbers to provide enough patrol oversight of the river.

6 Risk Assessment

A sample of risk assessments were examined, specifically those relating to swimming and those referencing risks associated with antisocial behaviour. We note that each has been updated prior to this season and has correctly informed work procedures for the Harbour Patrol, particularly relating to staff conduct when attending antisocial behaviour incidents and the gathering, retention and custody of evidence - which may be used to assist the Police in enforcement action.

At the time of audit, all Risk Assessments had been reviewed in a timely manner as part of the annual cycle per SMS requirement.

7 VHF Use

It was brought to our attention that VHF radio interference caused by traffic from the adjacent Beaulieu River on VHF Channel 68 (A shared Port Operations frequency, or ‘calling channel’ with Beaulieu River) has led to a number of occasions where there has been operational disruption to radio traffic in Hamble River due to inappropriate use of the calling channel by Beaulieu River Authority.

This has purportedly been caused in the main by Beaulieu’s Authority remaining on the calling channel to pass verbose berthing information and instruction to marine traffic on Beaulieu River rather than switching to a working channel if anything more than a brief dialogue is required.

This is contrary to the advice given in MGN 324 in which it is recommended that radio traffic on these port operations channels be limited to those relating to operational handling, movement and safety of vessels and safety of life. Any other traffic (or that likely to be verbose in nature) should be moved to a ‘working channel’, thereby freeing the ‘calling channel’ for other traffic.

We would recommend in the first instance opening a collaborative, constructive dialogue with Beaulieu River with the intent of notifying them of the Authority’s desire to resolve such instances of interference by setting a common policy whereby such radio traffic is moved to a discrete working channel, or in other words to adhere to the principles of normal radio discipline.

It would be of great utility if the working channels for Hamble and Beaulieu were dissimilar and not used within the immediate locale of either (Southampton Water for example.)

8/18 Recommendation 1

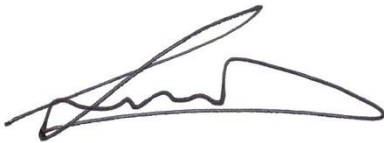
Open a collaborative dialogue with Beaulieu River with the intent to deconflict VHF radio interference on Ch 68 by adhering to normal radio discipline.

8 Key Dates

Last letter of compliance to MCA	12 Jan 2018 (3 years)
Last Tier 2 oil spill exercise <i>(A Tier 2 response exercise is scheduled for 1st October.)</i>	13 th Oct 2016 (3 years)
Latest published Safety Plan for Marine Operations	10 th Oct 2017 (3 years)

With thanks to the Harbour Master and his staff for their assistance.

Respectfully submitted,



Andy Langford

For and on behalf of NautX Ltd

The following forms part of this report:-

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

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

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

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Board
Date:	15 November 2019
Title:	Income Adjustment Option Paper
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

1. The Harbour Board Meeting on 12 July 2019 reviewed future Harbour Authority finances in some detail. It was clear that without specific action, the Harbour Authority would be heading towards a regular annual deficit. The Board gave direction at that meeting that a paper be considered, analysing future financial options for 2020/21 and beyond. Board Members have met to discuss potential options in the light of the ongoing requirement to safeguard the future financial position. The purpose of this report is to formally set out those options as previously discussed by the Board and to formally agree recommendations in order to better balance the forward budget.

Recommendation

2. It is recommended that the River Hamble Harbour Board agrees that the following options are taken forward for incorporation into next year's budget:
 - (i). To apply a flat rate charge for Harbour Dues in respect of all dry-stacked vessel berths at a rate of £100 for each berth per annum, enabling a flexible launching regime and ensuring that Harbour Dues are paid in respect of launches which are not currently captured.
 - (ii). To apply the following annual Harbour Authority mooring rates for permanently moored fishing vessels at Warsash:
 - <8m - £1000
 - >8m - <9.5m - £1100
 - >9.5m - £1200

(iii). To increase daily launching charges, payable according to length overall and power as follows:

- Under 6m and under 10hp – free;
- Under 6m and over 10hp - £5 (formerly £4);
- Over 6m and over 10hp - £8 (formerly £6).

And to increase Visitors' Rates to the following:

- Warsash Jetty.
 - Short stay (up to 4 hours):
 - up to 12 metres length overall - £8 (£6);
 - over 12 metres length overall - £10 (£8);
 - overnight (after 5pm) - £3 (£2) per metre.
 - Weekly - £3 (£2) per metre per night.
- Hamble Jetty.
 - Short stay (up to 4 hours):
 - up to 12 metres length overall - £8 (£6);
 - over 12 metres length overall - £10 (£8);
 - overnight (after 5pm) - £2.50 (£1.75) per metre.
 - Weekly - £2 per metre per night.
- Mid-stream Visitors' Pontoon.
 - Short stay (up to 4 hours):
 - up to 12 metres length overall – £5 (£4);
 - over 12 metres length overall – £8 (£6);
 - overnight (after 5pm) - £2 (£1.50) per metre.
 - Weekly - £2 (£1.50) per metre per night.

(iv). To transfer any additional balance that may be created as a result of these measures to the Asset Enhancement Reserve to take advantage of future opportunities.

Executive Summary

Issue.

3. Financial predictions were examined in some detail at the Board meeting on 12 July 2019 and indicate that the Harbour Authority will move to a position of annual deficit. Considerable and successful work over the past two years has reduced expenditure as much as is reasonable. The need to examine income sources and options to vary these is therefore essential if service levels are to be maintained.

Method.

4. This paper takes into account the comprehensive analysis of income and expenditure made in July and identifies a number of opportunities to better align the services provided with market rates elsewhere. It sets out current arrangements and then offer proposals for prudent review and suggests, without prejudice, what benefit each might realise.

Scope.

5. The Harbour Board agreed at the review on 12 July that all sensible opportunities for reduction in expenditure levels had been taken. A further review at this time is not justified and would not be beneficial. Given the increasing level of other costs and a requirement to balance the accounts, the Board decided to increase Harbour Dues, the Authority's primary controllable means of increasing income. Despite the recent increase for 2019/20, there remains a requirement now to examine other areas with the potential for an increase in overall income. There is also a need to ensure that certain Harbour Authority-controlled berthing is charged at the correct rate, both for a small number of permanent berth holders and visitors. Commercial Charges will be the subject of business-as-usual review at the January Board meeting and will not be considered further here.

Analysis of Income Options

6. Harbour Dues.

- a. Analysis of income and expenditure over the past decade has already been presented in comprehensive terms and resulted in the implementation of a 5% increase in Harbour Dues this year.

- b. When Members met to discuss options, the Board recalled the recommendations made in 2010, when a River Hamble Select Committee convened to examine those to whom Harbour Dues should and should not apply. The Harbour Board judged those recommendations to apply equally today:

- (i). Zero-rated vessels which do not have to pay dues and include:

- sailing dinghies, of less than 6 metres length overall (not keelboats);
- craft powered by oars or paddles, including rowing boats, canoes and kayaks, unless also fitted with an engine of 10hp or more;
- windsurfers;
- craft used in a safety role by sailing clubs or marine protection and prevention agencies.

(ii). There should be a 10% discount for commercial payers, recognising the administrative saving of collection to the RHHA.

c. It is important to recognise that Harbour Dues apply equally to dry-launched vessels at the appointed rate, whether they be launched from a public or private slipway, or from a marina with a dry-stack facility. This matter is addressed next.

d. Dry-launching.

(i). The collection of Harbour Dues in respect of marina afloat meterage from Marinas and Boatyards in accordance with a recognised formula has been acknowledged as a steady and reliable source of income. The 10% discount has been consistent with the Board's wish to acknowledge the important role of marine businesses in the local economy.

(ii). For dry-launching, whereas collection by Harbour Authority staff in respect of slipway launches has been effective, the capturing of launches from the increasing number of dry berths at marinas has not. These launches are entirely separate from the afloat berthing pattern. Marinas and yards with dry-launching facilities recognised the obligation to report on and pay dues for launches in a Memorandum of Understanding of 23 January 2013. This document:

- Differentiated between any calculation made in terms of afloat meterage and dry stack launches and:
- Agreed that all vessels launched from ashore must pay the set level of Harbour Dues in respect of the vessel being launched.

It further set out that:

- Each marina, yard or club shall submit to the Harbour Master a year-end report detailing those launches made where Harbour Dues would apply, accompanied by a payment for those Dues.
- Marinas, yards and clubs would have the autonomy to decide whether to pay for individual launches or pay the appropriate annual Harbour Dues fee in respect of a particular vessel,

whichever was the lower figure with the financial advantage being passed to the marina, club or yard for onward transmission.

(iii). The Memorandum of Understanding has been ineffective. Only one report and payment has been received since the agreement has been in place.

(iv). The Harbour Board collects all Harbour Dues under the authority of a legal instrument¹ in order to ensure that all essential safety services are provided. It has been shown that Harbour Dues apply to certain vessels in terms of length overall and power, into which category dry stacked vessels will fall. Businesses offering dry stack and launch facilities do so on the basis that Harbour Dues are paid as a component. They are not, with the annual commercial Harbour Dues invoice being calculated solely on an established meterage formula, whether or not all berths are fully occupied. As a result, Harbour Dues for dry stack launches are not currently paid at all. This leads to other River Users effectively subsidising dry-stack launches, at no fault of the dry-stack customer who may reasonably believe he or she is paying Harbour Dues as part of the overall annual storage fee.

(v). Given that the MoU has not worked and must therefore be considered as moribund, the options for collecting Harbour Dues in respect of Dry Launches are twofold:

- Require each yard offering a facility to contact the Harbour Authority in advance of every dry launch with payment of Harbour Dues in respect of any vessel being launched;
- To charge an element for Harbour Dues in respect of the number of dry stack berths at each business as part of the annual billing round in January, applying the 10% discount already offered.

The first option is impracticable both for businesses and customers, for whom there would be an inevitable delay in clearing the launch. The associated additional work caused to the Harbour Authority and businesses in collecting payment would also render any discount in respect of dry stack launches inappropriate. The only option remaining which would guarantee that Dues would be paid fairly is to implement a Harbour Dues element charge for each dry stack berth. That charge would need to be set at a rate that reflected the flexible nature required by the customer base.

Given that it is not unrealistic for a single dry stack berth to cost a customer in excess of £5000 a year (for which the renting business in any case claims Harbour Dues are included), a flat figure of £100 per

¹ Section 26 of the Harbours Act 1964.

annum for each boat berth (regardless of length), representing 16 launches each year at current rates, is suggested as being appropriate. As a comparison, annual afloat Harbour Dues for a 7m vessel would cost £113.12.

(vi). Recommendation. To apply a flat rate charge for Harbour Dues in respect of all dry-stacked vessel berths at a rate of £100 for each year, enabling a flexible launching regime and ensuring that Harbour Dues are paid in accordance with the direction given.

With an estimated 340 dry stack berths around the River and awarding a 10% discount to mirror that already offered, this would provide around £24480 (net) of additional annual income.

7. Permanent Berth Holders.

a. The small fishing community based in the River rents currently permanent moorings on the 'B' pontoon under a commercial arrangement with the Crown Estate. At the same time, it also enjoys the benefit of landing its catch from a walk-ashore facility at Warsash on a pontoon owned by the Harbour Authority. The fishermen's landing jetty is ostensibly a temporary facility. In practice, however, fishermen occupy the facility on a permanent basis and make an annual financial contribution for its upkeep that is unrelated to the temporary nature of its designed use. Given the safety considerations, occupation by fishermen and visitors is mutually exclusive. This demands consideration of visiting income opportunity that may be being lost and equal consideration of the need to charge fishermen at a rate that reflects the true benefit of a permanent walk-ashore berth and landing platform and is in greater line with expectations elsewhere in the Solent.

b. Current jetty upkeep charges made to fishermen are modest in relation to the level at which berthing charges might be set. Made to four fishing boats for the purposes of landing catch, the permanent walk-ashore berthing facility that in reality exists is offered at much less than the market rate. The fishing community has also benefited significantly from the substantial recent improvements made. An analysis of similar local charges merits consideration.

c. Rates for facilities elsewhere in the Solent are typified by those at Lymington, which offers mid-stream (not walk-ashore and therefore less attractive) moorings at the following rates:

- 6.5m - <8m - £435
- >8m - <9.5m - £553
- >9.5m - <11m - £675

While a very different port, in Portsmouth, a registered fishing vessel on a walk-ashore Camber mooring is charged currently at £0.57 per metre per

day. This means an annual charge for a day-running registered fishing vessel of 10m in length of £2080.

d. It is therefore reasonable that the charge for these Warsash berths should be made at a rate that sits between the mid-stream offer made by Lymington Harbour Commissioners and the more expensive commercial rates set in Portsmouth. The following annual rates are proposed as being reasonable:

- <8m - £1000
- >8m - <9.5m - £1100
- >9.5m - £1200

e. Recommendation. It is recommended that the rates at paragraph 4d, above, are applied.

Formalising this arrangement would increase income by £3380 (net).

8. Visitors' and Launching Fees.

a. As the number of visitors cannot be relied upon, the level of income from these sources cannot be precisely predicted. It is worth recognising that lower visitors' charges in the Hamble than elsewhere are likely to increase appeal. Nevertheless, fees have remained unchanged since 2006 and an increase to bring charges more closely into line with those made elsewhere is timely, the more so in the current financial context.

(i). Current daily launching charges, payable according to length overall and power are:

- Under 6m and under 10hp – free;
- Under 6m and over 10hp - £4;
- Over 6m and over 10hp - £6.

(ii). Visitors' Rates (payable by craft visiting each of the RHHA jetties). These are set differently to reflect the level of facilities at each of the three berths. These are shown in comparison with other harbours' fees (in respect of a vessel of 10m) in the following table.

10.01m Boat	Hamble VP	Hamble Warsash	Hamble Hamble Jty	Lymington Walk ashore (Av. Summer) ¹	Lymington Buoyed (Summer)	Cowes (Main Hbr & Folly)	Cowes Town Quay	Chichester Fees plus sep. HD Component	Poole	Beaulieu ²	Beaulieu (Buoy)
S/S	£4.00	£6.00	£6.00	£12.10	£8.60	£9.00	£15.00	£17.00	-	£15.00 (marina) £10.00 (mid-river)	£8.00
O/N	£15.00	£20.00	£17.50	£28.16	£20.50	£15.50	£25.00	£34.00	£41.80	£35.00 (marina) £25.00 (mid-river) £20.00 (River)	£15.00
Wk	£105.00	£140.00	£122.50	£124.50	£93.50	£77.50	£175.00	£85.00	£256.50	£245 (marina) £175 (mid-river) £140 (river)	

b. The difference between visitors' fees in the Hamble and elsewhere is clear. Mindful of the need to sustain the attraction to visitors of a value offer, a modest increase as indicated below to align these is timely and merits consideration (current rates, pour memoire in brackets):

(i). Daily launching charges, payable according to length overall and power:

- Under 6m and under 10hp – free;
- Under 6m and over 10hp - £5 (formerly £4);
- Over 6m and over 10hp - £8 (formerly £6).

(ii). Visitors' Rates:

- Warsash Jetty.
 - Short stay (up to 4 hours):
 - up to 12 metres length overall - £8 (£6);
 - over 12 metres length overall - £10 (£8);
 - overnight (after 5pm) - £3 (£2) per metre.
 - Weekly - £3 (£2) per metre per night.
 - Electricity is included.
- Hamble Jetty.
 - Short stay (up to 4 hours):
 - up to 12 metres length overall - £8 (£6);
 - over 12 metres length overall - £10 (£8);
 - overnight (after 5pm) - £2.50 (£1.75) per metre.
 - Weekly - £2 per metre per night.
 - No electricity available.
- Mid-stream Visitors' Pontoon.
 - Short stay (up to 4 hours):
 - up to 12 metres length overall – £5 (£4);
 - over 12 metres length overall – £8 (£6);
 - overnight (after 5pm) - £2 (£1.50) per metre.
 - Weekly - £2 (£1.50) per metre per night.

- No electricity available.

(iii). Recommendation. It is recommended that these new rates are adopted, retaining as they do the competitive visitors' offer.

Although it will always be difficult to predict the number of visitors in a given year, it is reasonable to assume that an increase in annual income of £2000 (net) might be achieved.

Summary

9. The immediate financial position has been made stronger by this year's increase in Harbour Dues. There remains a requirement to ensure that increasing costs continue to be met. Pressure remains on the General Reserve, in particular to make good the commitment to support the Asset Replacement Reserve. It is therefore important that steps are taken now to ensure balance.
10. Each of the three options examined is reasonable. The benefit of only one cannot be predicted with accuracy. It is right that dry launch charges are paid. It is also unfortunate that the Memorandum of Understanding has not delivered the income it should have. Its failure has brought about the need to consider a workable option to recover payable Harbour Dues. Recovery as part of the Annual billing round is, in the light of the administrative burden that would otherwise exist, the only workable option. With customers' expectation being that Harbour Dues are paid as a component of an annual invoice, payment in advance (with a discount that mirrors that offered for afloat meterage) will allow continued launching flexibility – a key part of the offer. The fishing community recognises the benefits of the facility at Warsash and understands the need to increase charges.
11. Taken together, these measures will ensure that chargeable income is properly collected and reduce future pressure on the budget. With the primary focus of the Harbour Authority being the delivery of a suitable Marine Safety Management System, it may also in time allow a modest amount to be set aside to bolster the Asset Enhancement Reserve whenever possible.
12. Considered against current figures, the three recommendations, if approved, would increase total annual income by around £31,500 (representing just over 5%).

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

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

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	River Hamble Harbour Board
Date:	15 November 2019
Title:	Forward Plan for Future Meetings
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

Purpose of this Report

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

Recommendation

2. That the report be noted.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
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Management Committee Date	Agenda Item	Harbour Board Date
N/A	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings 	15 November 2019
6 December 2019	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • River Hamble 2019/20 Forecast Outturn and 2020/21 Forward Budget • Review of Fees and Charges • Forward Plan for Future Meetings 	10 January 2020
13 March 2020	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings • Asset Register Review • Annual Review of Business Plan • Briefing (Man Cttee only) 	3 April 2020