

HAMPSHIRE COUNTY COUNCIL**Report**

Committee	River Hamble Harbour Board
Date:	28 January 2011
Title:	Marine Director's Current Issues
Reference:	2419
Report From:	Director of Culture, Communities and Rural Affairs

Contact name: David Evans

Tel: 01489 576387

Email: david.evans@hants.gov.uk

1. Summary

- 1.1. The purpose of this report is to provide updates on three issues, as requested by members of the Management Committee and/or Harbour Board, specifically: progress on Asset Enhancement Fund projects, car parking near the River Hamble, and a new Safety Plan for Marine Operations.

2. Asset Enhancement Reserve

- 2.1. At its meeting of 16 July 2010, the Harbour Board selected four possible 'project themes' for expenditure of the Asset Enhancement Reserve. Rough orders of cost have been prepared for each of these themes and are set out at Appendix 1. A number of assumptions have been made, as noted in the Appendix.

3. Car and Trailer Parking

- 3.1. As a follow up to correspondence with the Association of River Hamble Yacht Clubs, the Chairman of the Harbour Board and Marine Director have met with Councillors and officers of Eastleigh and Fareham Borough Councils and Hamble Parish Council to discuss the car parking issues around the River Hamble.
- 3.2. Fareham Borough Council felt that there is currently adequate, free parking on the eastern bank of the River, although they accept that parking for more than seven days could be a problem. Provision has been made for trailers in the Passage Lane car park and this seems to be working well. The idea of using school parking facilities during holidays was discussed, and this will be followed up. It was felt that a web-based drive sharing scheme has some potential.

- 3.3. Eastleigh Borough Council has conducted extensive research and consultation regarding parking in Hamble. Amongst other things, this has resulted in the formalisation of about 100 free 'on street' spaces. Free parking is also available at additional times at the Roy Underdown pavilion. It was agreed that consideration should be given to allowing some limited trailer parking at the same site. It was acknowledged that long term parking could be a problem, and it was felt that using parking at school sites during school holidays may not be straightforward because of access and security problems. There may be scope for using business park sites at weekends. A web-based scheme for driveway sharing is already in use in the Hamble area, although it is not widely publicised and take-up has been low. It was suggested that the Association of River Hamble Yacht Clubs may wish to consider setting-up, managing and publicising a dedicated driveway-sharing web site covering both banks of the Hamble.
- 3.4. Hamble Parish Council acknowledged that long-term parking and trailer parking were the major issues and were supportive of the ideas discussed with Eastleigh, and the drive-way sharing scheme in particular. Some longer term ideas for parking sites away from the immediate riverside area were also discussed.

4. Safety Plan for Marine Operations

- 4.1. The most recent review of the Port Marine Safety Code (October 2009) requires that, in order to 'demonstrate the authority's commitment to maritime safety and ensure the involvement of harbour users, all harbour authorities prepare and publish a Safety Plan for Marine Operations at least once every three years. The plan should illustrate how the policies and procedures will be developed to satisfy the requirements under the Code. It should commit the authority to undertake and regulate marine operations in a way that safeguards the harbour, its users, the public and the environment. It should also refer to commercial activities in the harbour; the efficient provision of specified services and the effective regulation of shipping. It should also explain how commercial pressures would be managed without undermining the safe provision of services and the efficient discharge of its duties.
- 4.2. The duty holder (ie the Harbour Board) must also publish an assessment of the harbour authority's performance against the Plan. Information gathered from the monitoring and auditing of the marine safety management system should be used to support the analysis and conclusions.
- 4.3. Following discussion with the Designated Person, a draft Safety Plan for Marine Operations has been produced for the River Hamble, at Appendix 2. It is recommended that it should be formally adopted and published.

5. Recommendation

It is recommended that the River Hamble Harbour Board:

- a. Notes the cost estimates for each theme;**
- b. Notes the position on car and trailer parking, and;**
- c. Approves the Safety Plan for Marine Operations.**

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

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

APPENDIX 1

Rough Order of Costs for Asset Enhancement Themes

Project 1 'Improved safety signage on public slipways'

Based on 4 major slipways and assuming 2 signs per slipway at £500 per sign (including metal posts, concreted in).

Total cost £4,000

Planning authority permission may be required – assume £200 per site = £800

Total project cost: about **£4,800**

Project 2 'Tender storage and associated jetties and access, including improved disabled access'

New tender storage pontoon (with vertical toast rack storage) at Hamble. About £30,000 (assume about 34 tenders) (diagram attached). As an illustration, a charge of £100 per tender per year would generate an annual income to the Harbour Authority of £3400 – a return of over 10% per annum on the capital investment.

Jetty extension at Hamble - about £80,000 (source: Marina Projects Ltd) (diagram and aerial photograph attached). The layout and size depicted is purely for illustration of what might be feasible.

New 'Lobster Quay' style bridge and jetty for launching and recovering dinghies at Hamble - about £120,000 (source: Solent Marine). Additional groundwork ashore about £30,000. Total £150,000.

New tender storage pontoon (with vertical toast rack storage) at Warsash. £30,000 (assume about 34 tenders) (layout similar to that for Hamble). See comments on potential income above.

Disabled hoist at Warsash - depending on specification: £6,000 - £10,000.

An alternative to providing storage spaces for tenders would be for the Harbour Authority to operate a comprehensive launch service for mid-stream mooring holders, during daylight hours, 364 days per year. If this were sufficiently reliable, many who currently use tenders to get to their boats may be tempted to use the launch service instead. The Management Committee may wish to consider and consult upon the feasibility of this and, if deemed appropriate, a business case could be prepared, including a comparison of costs and anticipated income against the provision of additional tender storage capacity set out above.

Project 3 'An expansion of school and/or youth group visits to the river'

Assuming that there is sufficient demand, the best way of delivering this theme may be to appoint consultants to design, develop and produce resource packs for children of different ages and abilities. These could then be made available at no cost to visiting groups. Estimated cost - £20,000 in year one, with £3,000 - £5,000

per annum in subsequent years. If required, schools could rent a room from local sailing clubs as a base for their study day (about £150 per day). If parties of children wish to go afloat, boat hire is available at about £100 per hour. It is assumed that most of these activities would take place during the day, during school terms. An assessment of likely demand would need to be carried out before proceeding further with this scheme.

The cost of providing Harbour Office staff to support these activities would be significant, involving additional training, CRB checks, staff costs (overtime etc.), or even additional staff.

Project 4 ‘Funding for SSSI enhancements and/or footpath improvements’

Proposals and costing for footpath improvements:

To bring the surface of the path from Warsash to Universal up to a standard using path gravel – about £65,000 (source: HCC Countryside Service)

To bring the revetments from Warsash to Universal to a standard by re-dressing, maintaining and replacing as necessary – about £400,000 (source: HCC Countryside Service)

{Note: It would be counter-productive to re-surface the path until the revetment work is completed.}

Some suggestions for improvements to SSSIs are set out in the table below:

SSSI	Suggestions	Cost	Comments	Benefits
Lee-on-the-Solent to Itchen Estuary	Remove/relocate intertidal moorings between Warsash Jetty and the Nautical College.	<£50,000 Cost of removing/relocating ground tackle	Removing and re-locating these moorings for nature conservation would represent a significant benefit for this site.	Direct improvement to internationally designated habitat Removes moorings from Mooring Restricted Areas in FBC local plan
Oysters are not a	Oyster reseedling in	Approx £5000	The European oyster (<i>Ostrea</i>	Simple scheme

SSSI	Suggestions	Cost	Comments	Benefits
<p>SSSI feature but are classified as being a priority species in the UK Biodiversity Action Plan (BAP).</p>	<p>River Hamble</p>		<p><i>edulis</i>) is classified as a priority species in the UK Biodiversity Action Plan and is also classified as being a Feature of Conservation Interest (FOCI) species in the current establishment of Marine Conservation Zones. It is not a feature of any SSSI in the Solent. The number of Oysters is decreasing throughout the Solent. It is likely to be due to a number of reasons but the main reason is thought to be that oyster densities are too low to allow for successful reproduction. The scheme is very simple and is already being trialled in Chichester Harbour. The scheme involves purchasing oysters from local fisherman (they then</p>	<p>Low risk – not expensive if unsuccessful</p> <p>Relatively easy to manage as consent required from RHHA for any fishing with dredge</p> <p>Immediate and longer term economic benefit to Hamble fishermen</p> <p>Positive conservation action for a threatened species</p>

SSSI	Suggestions	Cost	Comments	Benefits
			match what is bought) these are then re-laid on the seabed in a suitable area which is not dredged.	
Lee-on-the-Solent SSSI Upper Hamble Estuary and Woods SSSI	Seagrass survey of Hamble Estuary	Approx £5000-£10000	Seagrass is one of the most important habitats in the Britain. There are historical records (1934) of seagrass in the Hamble as far up the estuary as Bursledon. With the exception of some recent survey at work at Hamble Point (which found none) there have been no other surveys for seagrass in the Hamble. Sea grass is present in other estuaries in Solent. Proposal is to fund Hampshire Wildlife Trust to extend their current survey work to include the River Hamble. Sea grass only likely to be in the shallower margins of the River away from	Provide a baseline of distribution in Hamble – if absent, then this information is useful as well Relatively low cost Survey work and methodology well established Knowledge of presence/location would aid management decisions.

SSSI	Suggestions	Cost	Comments	Benefits
			other moorings so discovery (if present) is unlikely to lead to problems.	
N/a	Photographic survey of the Hamble banks	Approx £500 - cost of a decent camera. Staff time to pilot patrol boat and to take the photos	By taking photos of the entire shoreline, RHHA can establish a baseline which can be used to document changes over time.	
N/a	Printing of Hampshire and Wight Trust for Maritime Archaeology leaflet – previously well received	£500	Promotion of River Hamble heritage is a policy of the Hamble Estuary Partnership and should be encouraged.	

River Hamble Harbour Authority

Safety Plan for Marine Operations - Draft

Background

The River Hamble is a municipal port, governed by Hampshire County Council. The Harbour Authority operates as an independent business unit of the County Council. The 'duty holder' for the Port Marine Safety Code is the Harbour Board which receives advice from the Management Committee, the Hamble Estuary Partnership, an independent Designated Person and officers of the County Council.

Safety management

The Harbour Authority is committed to discharging all its statutory duties and to remaining open, accountable and fit for purpose. Its plan to manage the safety of marine operations is to comply with all of the requirements of the Port Marine Safety Code and to follow the guidance in the Guide to Good Practice on Port Marine Operations.

In discharging its responsibilities, the Harbour Authority will, despite commercial pressures,

- Take reasonable care so that all who may choose to navigate in the River may do so without danger to their lives or property.
- Conserve and promote the safe use of the River.
- Have regard to efficiency, economy and safety of marine operations
- Take such action as is necessary or desirable for the maintenance, operation, improvement or conservancy of the River.

The Harbour Authority will base its powers and policies on a formal assessment of hazards and risks and it will maintain a formal Safety Management System which will ensure that all risks are managed so that they are as low as reasonably practicable. Risk Assessments are kept under regular review and all significant incidents and accidents are reported and analysed so that lessons can be learned from them. A full consultation with harbour users is carried out every three years, in order to ascertain their views on safety matters, and to identify any safety concerns which they may have. The Harbour Authority will employ and engage competent and qualified staff and contractors. It has appointed an independent Designated Person who will bi-annually audit the Harbour Authority's compliance with the Port Marine Safety Code and who will report directly to the Board. The Designated Person shall assess in his reports the Harbour Authority's performance against its plan of complying with all the requirements of the Port marine safety Code and to following the guidance in the Guide to Good Practice

on Port Marine Operations. The reports of the Designated Person and the three-yearly safety consultation will be fully reported to the Management Committee and Harbour Board, and published on the Harbour Authority's website.

A Safety Committee, consisting of all members of staff with individual safety responsibilities, meets regularly to consider safety concerns in the harbour.

Event management

Events held in the harbour are subject to a Code of Conduct which is signed in advance by the event organiser. Event organisers are also required to submit their risk assessments to the Harbour Authority in advance of the event. Events are promulgated by Notices to River Users, which are distributed by email and posted on notice boards and the Harbour Authority website.

Governance

Hampshire County Council is the River Hamble Harbour Authority. For administrative purposes, the Harbour Authority is part of the Department of Culture, Communities and Rural Affairs. Decision-making powers are formally delegated to the Harbour Board which meets up to six times per year. A Management Committee provides advice to the Board and fulfils a scrutiny function. It meets at least four times per year. The Harbour Board has approved a Strategic Plan which is reviewed regularly, and an annual Business Plan which, in turn, informs the annual budget. Meetings of the Management Committee and Harbour Board are held in public (although the public may be excluded for confidential items), and members of the public are entitled to make deputations. The intention is that all decisions made by the Harbour Board should be open and transparent, and taken after due consultation with stakeholders. Reports and minutes are published.

The Chairman of the Hamble Estuary Partnership, the Designated Person and the Harbour Master have the right of unfettered access to the Board. It is a standing agenda item for the Harbour Board and Management Committee to consider safety matters (in the form of a report on incidents and accidents from the Harbour Master).

Harbour Works

No works may take place within the jurisdiction of the Harbour Authority without Harbour Authority Works Consent. The Harbour Master has delegated powers to grant consent in simple cases where no other consenting body is involved. All other decisions are made by the Harbour Board and are considered on the grounds of their potential impact on navigational safety, ease of navigation and the environment of the harbour.

Consultation

The Harbour Authority consults widely with stakeholders, other interested parties and harbour users on matters affecting the safety and management of the harbour. This consultation takes many forms: informal discussions, discussions at meetings of the Hamble Estuary Partnership, an annual public Forum, regular 'Meet the Harbour Board' evenings, and attendance at meetings of the Association of River Hamble Yacht Clubs and the Hamble River Marina and Boatyard Operators Association.

Provision of specified services

Specified services provided by the Harbour Authority include:

Mid-stream moorings management on behalf of The Crown Estate (including waiting list and temporary licences).

Provision of visitor berths (inc electricity, water and sewage pump out where available).

Towing (in response to emergencies, and for routine boat moves).

Regular patrols of the harbour, including mooring and pontoon checks, checking berthing lines, fenders etc and replacing where necessary).

Removal of debris from the harbour.

Maintaining a Tier 1 oil spill response capability and a comprehensive Oil Spill Response Plan.

Maintaining port waste reception facilities and producing a Port Waste Management Plan for the whole harbour.

Carrying out routine inspections of fuel berths.

Facilitating public access to the Harbour Office (open 7 days per week) and to the water by public slipways and jetties.

Consulting with harbour users on the safety implications on works consent proposals.

Providing support to the Hamble Estuary Partnership

Regulation of shipping

Shipping in the River Hamble includes a wide range of vessels – yachts, motor cruisers, Rigid Inflatable Boats, sailing dinghies, canoes, kayaks, windsurfers, fishing vessels, sight-seeing boats, dredge barges, tugs etc.

Shipping is regulated by a series of Bye-Laws and two 'Harbour Master's General Directions (which impose a 6 knot speed limit (and minimum wash), and require compliance with the International Regulations for the Prevention of Collisions at Sea)

It is also regulated by the use of:

Regular patrols

CCTV coverage

The issue of Harbour Dues stickers to those who have paid Harbour Dues

Information and warning signage
Hamble Harbour Radio on VHF channel 68
The issue of Notices to River Users
Provision of navigation piles, buoys and lights

In addition:

Patrol boats, jetties and other structures are surveyed regularly to ensure that they are safe and fit for purpose.
Spot checks are carried out on privately owned pontoons.
Lights and other Aids to Navigation are audited regularly to ensure that they are working and effective.
Annual hydrographic surveys are carried out on a 5-year rolling programme
Close liaison is maintained with local Police, Marine Police, Special Branch and Immigration Service, UK Borders Agency and Southern Sea Fisheries

Commercial pressures

The Harbour Authority itself carries out very little in the way of commercial activity (apart from the provision of visitor moorings), but there is a great deal of commercial activity on the River and in the surrounding area (marinas, boatyards, The Crown Estate, yacht clubs, contractors, fishing vessels, commercial vessels, sailing schools etc.). Thus, there are few direct commercial pressures on Harbour Authority which is funded principally by harbour dues.