

**MINUTES OF THE POOLE HARBOUR BRIDGES OPERATING BOARD  
HELD AT 3PM ON WEDNESDAY 27<sup>TH</sup> JANUARY 2010  
AT THE HARBOUR OFFICE, POOLE**

**Present:**

Brian Murphy – Chairman (BM)	Poole Harbour Commissioners
Lynda Bourne (LB)	Poole Harbour Association
Jon Eads (JE)	MDL Cobbs Quay
John Rice (JCR)	Poole Borough Council

**ACTION**

**1. Apologies**

Scott Oliphant, Dorset Police

**2. Minutes of the Last Meeting**

The Minutes of the meeting held on 24 November 2009 were approved.

**3. Matters Arising**

All actions from 24<sup>th</sup> November meeting not included in this meeting agenda were discussed. All actions have been completed unless mentioned further on.

**4. Twin Sails Update**

JCR reported the project is awaiting final signoff by the DfT, which it is hoped will be received by the end of this week. A number of tenders which are within budget have been received. Once DfT approval has been received a contract can be let. All necessary MFA licences are in place.

Once the approval is signed off, there will be a 10 day “standstill period and a four week mobilisation period. Therefore the project could start on site in mid-March.

JE asked if it was just a matter of rubber stamping by the DfT, but JCR confirmed that this is not the case. JE requested the members of BOB be given prior information on the success or otherwise of the approval so they can disseminate the information to their stakeholders before it appears in the newspapers. JCR to provide.

**JCR**

LB enquired whether the stopping off order for Wilkins Way had been issued as a number of people had indicated they would refuse to take any notice until the order was officially in place. JCR confirmed this is an outstanding action and will follow up.

**JCR**

BoP traffic surveys show that, of the 187,000 vehicles using Poole Bridge on an average day, about 4,000 are to and from New Quay Road. However, there are only about 200 lorries using the Ro-Ro ferry on an average day representing 1% of the traffic using Poole Bridge. Based on information supplied by PHC, BoP have estimated that the removal of the Barfleur will result in a reduction of 0.6% in traffic on Blandford Road, and a reduction of 1.2% across Poole Bridge. JCR to try to obtain copies of the relevant data for BM.

**JCR**

It was noted, however, that the main traffic justification for the Twin Sails Bridge was the regeneration of the Town Centre and Lower Hamworthy, and therefore any small reduction in port related traffic should have no effect on the project. Although major development on the former power station site is unlikely to start immediately due to the current economic climate, JCR said the developers were keen to get their infrastructure in place so that when the market picks up they can start with minimal delay.

LB asked for a Schedule of Works once the contract has been let. It was agreed this would be a good idea as it would help to keep lines of communication open between all parties.

**JCR**

JE referred to the Cobbs Quay AGM to be held on 27<sup>th</sup> March and suggested it would benefit all concerned if the contractor for the Twin Sails Bridge was able to give a presentation at that meeting. JCR to follow up.

**JCR**

JE reported on concerns of Cobbs Quay berth holders, and said the main issue would be managing the vessels through the two bridges. He has advised the berth holders to allow the new system to run for a season to gauge actual issues. More scheduled bridge lifts could solve traffic build up.

JCR noted that while the second bridge is under construction navigation would be restricted to 25m for a period of months. Agreed controls would need to be put in place over the construction period.

**BM**

The Contractor's Risk Assessment and Method Statements to mitigate the risks associated with the above restricted channel will need to be agreed by the Harbour Master. This will be reported back to BOB

## **5. Unscheduled Bridge Lift Request Form**

Although this form had been approved for use, a recent incident highlighted the need for clarification and a new agreed format will be forwarded before being published by BoP.

It is acknowledged that a new form will be required when both bridges are in operation.

## 6. **Proposed Marine Traffic Signals**

BM has been in discussion with Tony Parfett, BoP Bridge Engineer, and with Trinity House who confirmed that all signals must be IALA recommended compliant. It was agreed that new and existing bridges must have the same lights.

JCR pointed out that there is a lack of specification in the IALA documentation.

JE distributed a paper summarising responses from berth holders at Cobbs Quay on traffic light systems, in response to a request from BM.

BM noted item 6 on the paper was an inaccurate representation of his views and would be issuing a correction to avoid any misunderstanding. BM will respond to all comments made and copy to BOB. **BM**

Discussion followed on the various options of light sequences, and it was confirmed that the new bridge will have clearance signs similar to that on Poole Bridge. JCR and BM stated they would be against using LED messages on the bridges.

JE also circulated a copy of a leaflet distributed at Hythe which clearly shows the marine traffic signals in use there. The leaflet is printed and lightly laminated so it can be kept on board at all times. It was agreed that a similar leaflet would be very useful for Poole. JCR would look into the production and funding. **JCR**

BM asked who had approved the sequence of lights at Hythe. JE to investigate further and report back. **JE**

BM reported that Tony Parfett and a supplier will be meeting him next week regarding the upgrading of marine traffic lights on Poole Bridge.

## 5. **Byelaws**

It was noted that BM cannot proceed with a Byelaw until the new traffic lights sequence has been agreed and that it can take some time to get the Byelaw in place.

## 6. **Moorings Update**

BM reported that the majority of moorings had now been relocated and reorganised in Middle Holes Bay with the remainder still to do

adjacent to the PHC pile moorings.

LB said she understood the relocation would be completed by January, but BM said it would be completed by the start of the new season.

LB asked about the allocation of private and hired moorings. BM confirmed that this process was ongoing and will instruct the Moorings Manager to update LB direct on progress.

**BM**

LB asked if Sandbanks Boatyard's moorings were in the same place. BM replied they were in the same general area although the 12 swinging moorings had been adjusted slightly.

JCR noted there had been a planning application submitted to the Borough for the Sandbanks Boatyard moorings to be replaced with pontoons, and members were invited to check on-line and comment if they so wished. The application would have no effect on the second bridge, and BM said he had no objections although he had pointed out the area was very shallow.

#### **7. Road Traffic Summaries**

JCR confirmed these will be received six-monthly, the next one being due in March/April

#### **9. Complaints and Customer Service**

LB noted the no further information had been forthcoming on the complaint detailed last month and the item should be closed off. BM had dealt with the other two items mentioned.

This being the off season, no new complaints had been received.

JE requested that the BoP website regarding the new bridge be updated to keep interested parties informed. JCR reported that once the project starts a Communications Officer will be appointed and the website will contain more relevant information on the systems in place and advice for mariners.

#### **10. Health & Safety**

No issues raised.

#### **11. Any Other Business**

Both JE and LB reiterated their interest in having either the contractors for the new bridge or the Regeneration Project Manager to do presentations at their upcoming AGMs. If presentations are not possible, up-to-date information should be provided before 18<sup>th</sup>.

**JCR**

March to enable them to report on the project at the AGMs (LB 19<sup>th</sup> March, JE 27<sup>th</sup> March). JCR to follow up

BM reported on the request from Poole Rowing Club for a suitable location for their Boat House. They are currently on BoP land and will have to move when the redevelopment of the land adjacent to West Quay Road goes ahead. BM showed BOB members a plan of where they would like to move to, as part of the West Quay Development. BM does not agree with the proposal for pontoons to be moored against the Poole side of this development but would have no objection if the Rowing Club was located within the 50m 'dead zone' adjacent to each bridge.

JE asked whether vessels could tie up on the Poole side awaiting bridge lifts, but JCR pointed out that the sea walls are currently unsuitable and that there will be a provision on the Hamworthy side only.

JCR enquired if a change in times of bridge lifts was envisaged for this year. BM reported that the Terminal Manager had indicated there was unlikely to be a change in the summer schedule and therefore bridge lift times would not need to be changed.

## 12. **Date of Next Meeting**

Date of future meetings – **3pm** on 3<sup>rd</sup> March 2010 (venue – St Johns House) and **3pm** on 7<sup>th</sup> April 2010 (venue – PHC).

JE offered Cobbs Quay offices as an alternative future meeting venue.