

JCR advised that any necessary closures would be for specific site work and subject to authorisation by the Harbour Master. He further advised that seven days notice would be required and any closure would be as short as possible with minimum disruption. JCR advised that a Notice of Intention would be published in Lloyds List, daily papers and a Notice to Mariners would be promulgated. JCR confirmed that there would be no planned closures of the Backwater Channel in 2010.

JE asked how information would be passed to stakeholders. After discussion it was agreed that the Risk Assessment and Programme of Works would be placed on the PHC website. HM's PA to arrange.

BM

After discussion it was agreed that a question and answer summary should also be placed on the website. Board members to send questions to JCR who would provide the relevant answers. This summary to be brought back to the next meeting for further discussion. All questions to be sent to JCR by the 7th June 2010.

ALL

5. TWIN SAILS - UPDATE BY BOROUGH OF POOLE

JCR confirmed that the contract for the construction of the bridge had been let to Hochtief UK with a start date of 12th April 2010. Since then Hochtief have been undertaking a lot of preparation work such as letting key sub-contracts, ordering materials and preparing risk assessments/method statements. Some site cabins have been delivered and Hochtief are now using the former Poole Boat Park building as temporary accommodation. Construction work, including the first work in the channel will commence in June.

6. BYELAWS UPDATE

BM tabled the draft Byelaws for Harbour Traffic Signals (Poole Bridges). He advised the Board that the Parliamentary Agents had made reference to a 'stop line' which needs to be carefully defined. After a full discussion the Board agreed that this was very subjective and that it was essential that an agreement was reached as to what point a vessel is to stop once the signal is at red. It was also agreed that tides played a crucial part in this decision. It was agreed that this should be kept as simple as possible and that the stop line should in fact be the traffic signal. It was also suggested that notices should be placed to advise stakeholders accordingly. JCR agreed to look at the possibility of signage to mark an exclusion zone.

It was agreed that the term old bridge and new bridge should be changed to 'upstream bridge and downstream bridge'.

7. **COMPLAINTS & CUSTOMER SERVICE**

BM raised his concerns regarding the bridge operators showing a preference for marine traffic stemming the tide. JCR advised that he would be looking into the reasoning behind this decision. LW had also passed on complaints, JCR requested that LW give him all dates and information as to when this has occurred before.

JCR

8. **HEALTH AND SAFETY**

No health and safety issues.

9. **ANY OTHER BUSINESS**

JE raised his concerns regarding control of boat movements during the construction of the new bridge. JCR advised that PBC were looking to combine the control functions of the existing bridge and the navigation signals for the construction works in the new control building on Hamworthy side of Back Water Channel. He further advised that Hochtief would be completing constructing the building for March 2011. JCR advised that he would be working with contractors to prepare a programme of engineering works. He further advised that staff issues such as training would be resolved in time for the new control arrangements to become operational in the Spring/early Summer 2011.

BM reported that he would be working on a schedule to look at the sequence of the traffic lights. JE suggested that the Board look at other Harbours where similar signals are in place. He further suggested Chatham Maritime Marina. Brian Murphy's PA to arrange.

BM

10. **DATE OF NEXT MEETING**

Friday 2nd July 2010 at 2.30 p.m. at St. John's House.