

2012 No. 870 (W.117)

HIGHWAYS, WALES

The Denbighshire County Council
(Construction of Foryd Harbour
Walking and Cycling Bridge)
Scheme 2011
Confirmation Instrument 2012

EXPLANATORY NOTE

(This note is not part of the Order)

This Confirmation Instrument confirms the Denbighshire County Council (Construction of Foryd Harbour Walking and Cycling Bridge) Scheme 2011, made by Denbighshire County Council on 25 August 2011. The Scheme makes provision for the construction of a bridge over the River Clwyd estuary at Foryd Harbour, Rhyl.

of, and paragraph 30 of Schedule 11 to, the Government of Wales Act 2006.

Commencement

4. The Scheme will become operative on the date on which notice that it has been confirmed is first published in accordance with paragraph 1 of Schedule 2 to the Highways Act 1980.

FRANCES DUFFY

Director, Transport under authority of the Minister for
Local Government and Communities,
one of the Welsh Ministers

15 March 2012

**THE SCHEDULE TO THE
DENBIGHSHIRE COUNTY COUNCIL
(CONSTRUCTION OF FORYD HARBOUR
WALKING AND CYCLING BRIDGE)
SCHEME 2011
CONFIRMATION INSTRUMENT 2012**

**The Denbighshire County Council (Construction of
Foryd Harbour Walking and Cycling Bridge)
Scheme 2011**

Denbighshire County Council (hereinafter referred to as "the Council") makes this Scheme in exercise of its powers under Section 106(3) of the Highways Act 1980 and of all other enabling powers:-

1. The Council is authorised to construct over the navigable waters of the River Clwyd the bridge specified in the Schedule to the Scheme as part of the highway which it is proposing to construct between the north east bank and the south east bank of the River Clwyd estuary at Foryd Harbour, Rhyl.
2. The Scheme may be cited as the Denbighshire County Council (Construction of Foryd Harbour Walking and Cycling Bridge) Scheme 2011.
3. The Scheme is made with the consent of Conwy County Borough Council being the Local Highway Authority for the south east bank of the River Clwyd estuary.

THE SCHEDULE TO THE SCHEME

**PLANS AND SPECIFICATION OF THE FORYD
HARBOUR WALKING AND CYCLING BRIDGE**

The location and general design of the bridge are shown on the plans numbered 15621/BR/PL/001 and 15621/BR/PL/006 and marked "The Foryd Harbour Sustainable Transport Bridge".

Points of commencement and termination

From a point on the north east bank of the River Clwyd estuary at OS grid reference 299621.14E, 380855.24N in the County of Denbigh to a point on the south east bank of the River Clwyd estuary in the County Borough of Conwy at OS grid reference 299668.67E, 380798.80N. Ordnance survey Map reference SH98.

Span

Two 32m spans plus a central landing platform of 4m in length. Each span can be lifted up about the central pier.

Width

The North Deck width varies from 4m wide at the bank support to 10.5m wide at the central pier support. The South Deck varies from 4m wide at the bank support to 10.5m wide at the central pier support. The bridge carries pedestrians and cyclists.

Headway – South Deck

The South Deck spans over the main navigable channel which is 26m wide. When the decks are in the closed position there is a minimum headway of 3.00 metres and a maximum head way of 4.45 metres. When the decks are in the open position there is a minimum headway of 15.25m and the maximum headway is unrestricted. All headway heights are based on the water level at mean high water springtide (MHWS).

Headway – North Deck

The North Deck spans over a narrower secondary navigable channel which is 13m wide. When the decks are in the closed position there is a minimum headway of 3.00 metres and a maximum headway of 4.45 metres. When the decks are in the open position there is a minimum headway of 15.25m and the maximum headway is unrestricted. All headway heights are based on the water level at mean high water springtide (MHWS).

Waterway – The River Clwyd Estuary

The main navigable channel at the bridge is 26m wide. Upstream of the Bridge this widens into the Harbour. Downstream of the bridge the channel is 38m wide at its narrowest point at mean high water. A central bridge pier (which has a diameter of 8.4m) is located within the channel. The river bed will be dredged so the channel has an increased cross section and hydraulic capacity so peak flood and ebbs flows are reduced in the vicinity of the bridge.

Operation of Bridge

The bridge will be operated remotely via a hard wired system by an operative based in the CCTV office. The bridge will be opened on request (via VHF radio or a dedicated phone number) and priority will be given to boat users over pedestrians and cyclists. During peak

summer months an attendant will be based on site to ensure prompt clearance of pedestrians and cyclists from the bridge. A traffic light system will be in place to communicate to boat users when the bridge is open and closed and whether it is safe to proceed.

If the bridge cannot be opened for a specific reason, the bridge operator will contact vessels by VHF radio. Incoming vessels will have the option to wait beyond the end perch located at the end of the training wall or seek an alternative harbour.

The procedures will be notified to local harbour users, a notice to the mariners issued and detailed in the nautical journals where considered appropriate.

Given under the common seal of the Council on the 25th of August 2011

THE COMMON SEAL of the COUNCIL
was hereunto affixed in the presence

CHAIRMAN

Authorised
Signatory