

REPORT TO: PLANNING AND TRANSPORT COMMITTEE, 11 JUNE 2007

REPORT ON: WEIGHT LIMITS ON BRIDGES

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 212-2007

1 PURPOSE OF REPORT

1.1 The purpose of this report is to seek Committee approval to promote a Traffic Regulation Order to vary the terms of the relevant weight limit orders following reassessment of the various weight limits on bridges.

2 RECOMMENDATION

2.1 It is recommended that a Traffic Regulation Order be prepared to vary the maximum gross weight restrictions on various bridges following their reassessment.

3 FINANCIAL IMPLICATIONS

3.1 As the weight limits have been controlled by Temporary Traffic Regulation Orders the necessary signing is in place therefore there are no financial implications.

4 SUSTAINABILITY POLICY IMPLICATIONS

4.1 The reduction of the weight limit is necessary to preserve safety for all.

5 EQUAL OPPORTUNITIES IMPLICATIONS

5.1 None

6 BACKGROUND

6.1 Magdalen Green Bridge

6.1.1 Carries Riverside Approach over the Dundee-Perth railway line. The current permanent weight limit of 17 tonnes was introduced in February 1998.

6.1.2 Following structural assessment a temporary weight limit of 3 tonnes was introduced on 19 March 2001. A recent assessment recommends that an exemption is made for ambulance purposes of up to 3.6 tonnes.

6.1.3 Due to limited financial resources and the availability of alternative routes it is proposed to make the current temporary weight limit permanent with the above exemption.

6.2 Ninewells Railway Bridge (Vernonholme)

6.2.1 Carries Riverside Drive over the Dundee-Perth railway line. The current permanent weight limit of 25 tonnes was introduced in November 1993.

6.2.2 Following structural assessment a temporary weight limit of 3 tonnes was introduced on 19 March 2001. A recent reassessment recommends that an exemption for ambulance purposes of up to 3.6 tonnes is now applied.

6.2.3 Due to limited financial resources and the availability of alternative routes it is proposed to make the current temporary weight limit permanent with the above exemption.

6.3 Bridge Street Bridge, Barnhill

6.3.1 Carries Bridge Street over the Dundee-Aberdeen railway line. The current permanent weight limit is 3 tonnes with an exemption for ambulance purposes in an emergency of 3.6 tonnes. It is proposed to make this exemption for ambulance purposes apply in non-emergency situations also.

6.4 Fort Street Bridge, Broughty Ferry

6.4.1 Carries Fort Street over the Dundee-Aberdeen railway line. The current permanent weight limit of 7.5 tonnes was introduced in 1999.

6.4.2 The current exemption for Fire Brigade emergency purposes is 12 tonnes. Following reassessment, it is proposed to increase this exemption to 40 tonnes, again for emergency uses only.

6.5 Church Street Bridge, Broughty Ferry

6.5.1 Carries Church Street over the Dundee-Aberdeen railway line. The current temporary weight limit of 3 tonnes was introduced in 1999.

6.5.2 Due to limited financial resources and the availability of alternative routes it is proposed to make the weight limit permanent with an exemption for ambulance purposes of up to 3.6 tonnes.

6.6 Balmossie Mill Weir Bridge

6.6.1 Carried the former North Balmossie Street over the Dighty Burn. North Balmossie Street was realigned as part of the adjacent housing developments and a new bridge provided.

6.6.2 Although the original bridge still exists it merely serves as a footbridge and therefore the requirement for a weight limit is superfluous. It is proposed to delete reference to this bridge from the Order.

7 CONSULTATIONS

7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance) and Assistant Chief Executive (Community Planning) have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

8.1 None

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AL/DA/EB

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