

BOROUGH OF POOLE

TRANSPORTATION ADVISORY GROUP – THURSDAY 8 DECEMBER 2005

REPORT OF HEAD OF TRANSPORTATION SERVICES

OBJECTIONS TO TRAFFIC REGULATION ORDERS – STERTE BRIDGE, CASTLE STREET AND STRAND STREET

1. Purpose of the Report

- 1.1 To consider the response to the advertisement of the proposed weight limit on Sterte Bridge and the loading ban in Castle Street and Strand Street.

2. Recommendations

- 2.1 It is recommended that:

- a) the 7.5T weight restriction on Sterte Bridge be confirmed subject to the agreement by Network Rail to fund the sign amendments shown on Appendix A and an exemption for buses.
- b) the loading ban in Strand Street and Castle Street be approved as advertised apart from the inclusion of a loading bay as shown on Appendix B.

3.0 Sterte Bridge

- 3.1 On 13 October 2005, this Group considered an urgency item on Network Rail's request for a 7.5T restriction on Sterte Bridge and agreed that the order be advertised. One representation has been received in response to the advertisement. The resident does not object to the restriction itself, but feels that this limit will increase the number of large vehicles that use Tatnam Road in having to avoid the ban, or turn in the junction with Well Lane. He asks that a weight limit be extended along Stanley Green Road to prevent lorries getting to the bridge.
- 3.2 There are a number of commercial premises along Stanley Green Road, and there would need to be an exemption for access vehicles. In practice this would allow lorries to continue to use the bridge to get access to these commercial premises. Enforcement of the ban would also be much more difficult. Nevertheless, the resident's concern is recognised and it is suggested that improved signage should be introduced to warn lorries of the weak bridge in sufficient time for them to take an alternative route. The existing signs will need to be amended if the new weight limit is to be imposed and improved signage should be included in the scheme.
- 3.3 Network Rail have investigated the structural implications more fully and they are prepared to allow buses and emergency vehicles to continue to use the bridge.

3.4 Ward Members have been consulted over these proposals.

4 Castle Street and Strand Street

4.1 On 13 October 2005 this Group approved a package of improvements to the Quay Visitors Car Park. The improvements involve alterations to allow traffic to enter the car park directly from Strand Street and a loading restriction was advertised to facilitate two way traffic in part of Castle Street alongside the car park.

4.2 An objection has been received from Raglan Housing Association who occupy offices opposite the car park entrance. They point out that they receive deliveries throughout the day and the service vehicles would have nowhere to stop. There would be scope to allow a loading bay just to the south of the office entrance (shown on Appendix B) to allow their deliveries to continue.

JIM BRIGHT

Head of Transportation Services

Appendix A – Sterte Bridge Traffic Panel Recommendation and Plans

Appendix B – Castle Street / Strand Street orders

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