

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE – 4 JUNE 2001**

**REPORT ON: MAGDALEN GREEN & NINEWELLS BRIDGES WEIGHT LIMITS**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 241-2001**

## **1 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to seek Committee's approval to promote a Traffic Regulation Order in order to impose more stringent weight limits on Magdalen Green and Ninewells Railway Bridges following their assessment.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that a permanent Traffic Regulation Order be prepared to reduce the maximum gross weight restrictions on Magdalen Green Bridge and Ninewells Railway Bridge to 3 tonnes from the current 17 and 25 tonnes respectively.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The estimated cost of replacing the existing signing is £2,000 and provision has been made for this from the Council's 2001/02 Risk Management Budget.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

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

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 There are no equal opportunities implications associated with this report.

## **6 BACKGROUND**

- 6.1 **Magdalen Green Bridge** carries Riverside Approach over the Dundee-Perth railway line. The current permanent weight limit of 17 tonnes was introduced in February 1998.
- 6.2 The bridge has recently been reassessed and found to be in such a condition that a temporary weight limit of 3 tonnes was introduced on 19 March 2001. An exemption for Fire Brigade emergency purposes up to 12 tonnes is recommended.
- 6.3 Due to limited financial resources and the availability of alternative routes it is proposed to make the weight limit permanent.
- 6.4 **Ninewells Railway Bridge (Vernonholme)** carries Riverside Drive over the Dundee-Perth railway line. The current permanent weight limit of 25 tonnes was introduced in November 1993.

6.5 The bridge has recently been reassessed and found to be in such a condition that a temporary weight limit of 3 tonnes was introduced on 19 March 2001. An exemption for Fire Brigade emergency purposes up to 12 tonnes is recommended.

6.6 Due to limited financial resources and the availability of alternative routes it is proposed to make the weight limit permanent.

## **7 CONSULTATIONS**

7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, Legal Manager and the Chief Constable, have been consulted and are in agreement with the contents of this report.

## **8 BACKGROUND PAPERS**

8.1 None.

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Director of Planning & Transportation

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14 May 2001

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