

Recommendation: CCPC support option 2, the works be carried out in Jan 2023.

From: Tom Faulkner <tom.faulkner@dorsetcouncil.gov.uk>

Sent: 18 March 2022 15:01

To: Alison Burnett <corfecastlepc@aol.com>; parishclerk@studlandparishcouncil.org

Subject: FW: B3351 - Studland Road, Corfe Castle - Proposed Road Closure

Good afternoon,

I would appreciate your comments if possible on a proposed scheme due to start later in the year. Wessex Water have had a history of water leaks at Studland Road, Corfe Castle. They've been patching up the problem over the last couple years and have proposed to replace the whole section to prevent water leaks in the future. To carry out the works they will require a 5 week road closure. Obviously given the Traffic Sensitivity of the route during the summer the road would have to be closed after September. My initial thoughts were to tie the works in with the Studland Ferry planned maintenance period, however this has raised some concerns with businesses in Studland including National Trust. Please could you let me know your preference on the following options. I will then liaise with the County Councillor and Portfolio Holder for Highways on the decision.

The options are as follows:

Option 1:

Wessex Water road closure to take place for 5 weeks between 31st October 2022 to 5th December 2022 in conjunction with the Ferry refurbishment. This would mean access to Studland would be via the road closure diversion route via A351, Ulwell Road and B3351 (this diversion is 4 miles longer than using the B3351). This option is the preferred option of Wessex Water, Bus Companies as well as the Ferry Company.

Option 2:

Wessex Water road closure to take place for 5 weeks starting on 3rd January 2023 until 7th February 2023 – access to Studland would be via the signed diversion route or from Bournemouth/Poole via the Ferry. There would be the same issues of access from Bournemouth/Poole during the ferry maintenance period however traffic would be able to take B3351 which is 4 miles shorter. This is the preferred option for National Trust as they have employees who work in Poole and Bournemouth and travel via the Ferry.

In my opinion Option 1 would be the least disruptive option overall for the average road user as access to Studland would still be available via the signed diversion, this route would only add 4 miles on to the journey time, compared to travelling via Studland Road. There would also only be 5 weeks' worth of disruption on the route rather than 10 weeks.

Please could you let me know your thoughts

Kind regards

Tom

Tom Faulkner
Senior Co-ordinator

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WATER MAINS	
Public	Private
Public	Public
Raw Water	Raw Water
Abandoned	Abandoned
Valve X Hydrant	PRV
SEWERS	Public - Section 104 - Private
Full	Full
Combined	Combined
Surface	Surface
Abandoned sewers	Abandoned sewers
OTHER WESSEX PIPES	OTHER WESSEX PIPES
Electricity	Electricity
Gas	Gas
Other	Other
NON-WESSEX PIPES	NON-WESSEX PIPES
Private Rising Mains	Private Rising Mains
Clayware Water Course	Clayware Water Course
Highway Drain	Highway Drain

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If you are considering any form of building works and pipe work is shown within the boundary of your property or a property adjacent to it, you should contact Wessex Water for a copy of the relevant plans. The plans are available for a fee.

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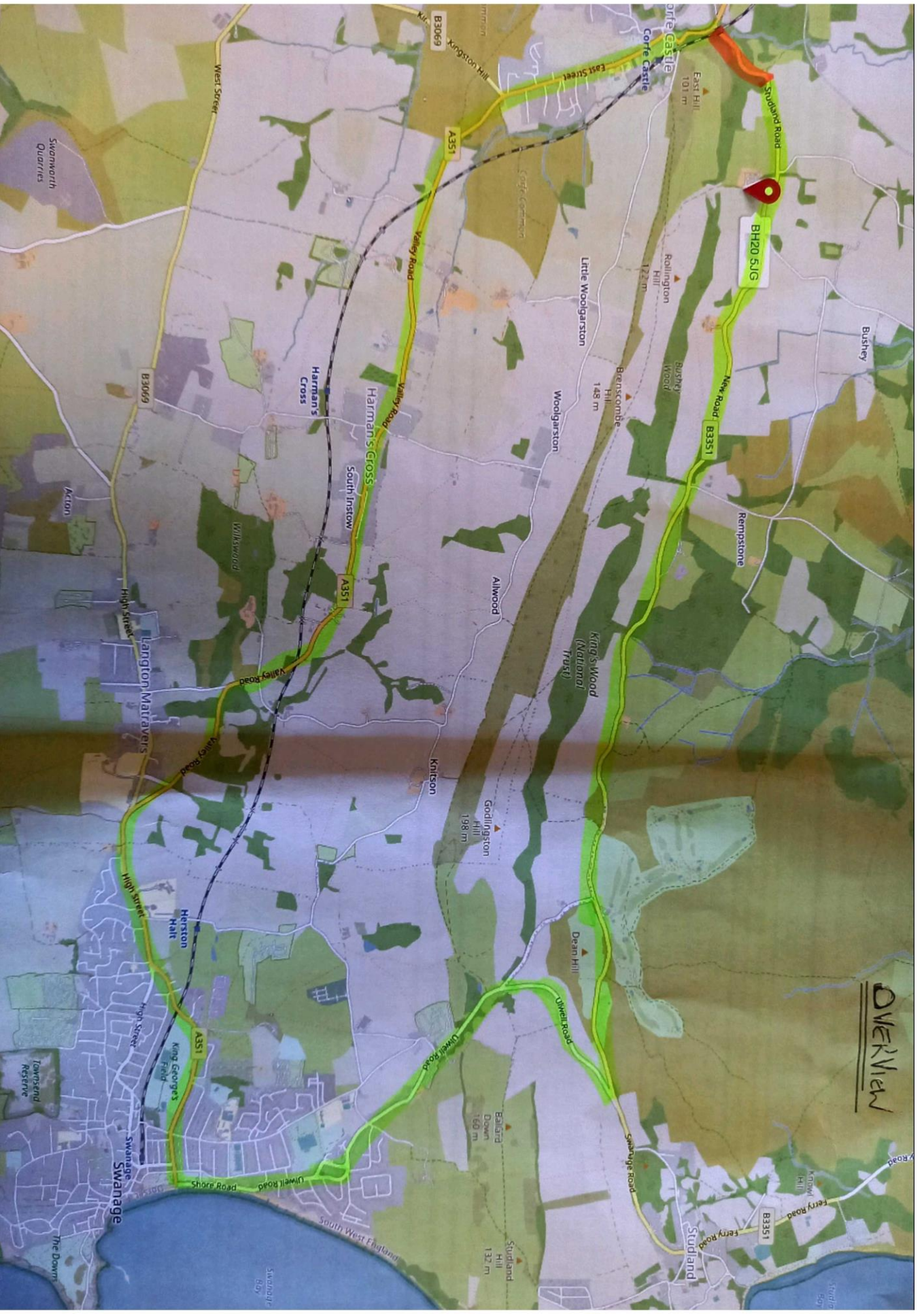
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 Metres 20 40 80



Overview





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A WORK-ZONE SAFETY COMPANY

SIGNING SCHEDULE		Now TO DH20 SJG
Customer: Wessex Water	Site: B3351 Sandhurst Rd - Certe Cross	
Number of standard signs: 60	Number of special signs: 2AW + 13 Signs	
Number of operatives: 2	Number of vehicles: 2	
Chevron Depot Ringwood	Designed By: Nick Kershaw-10/12/2021	

ALL SIGNS ARE TO CARRY CHEVRON LOGO



CLOSED
AHEAD

a.

B

ROAD

c

75.



2

E

DIVERSI
ON

DIVERSION
ENDS



K

Diverted
Traffic

Diverted
Traffic



A WORK-ZONE SAFETY COMPANY

SPECIAL SIGNS

1	2	3	4
THIS ROAD WILL BE CLOSED ON [DATE] FOR [DURATION]	B3351 - Suddend Rd Closed Follow Direction	NO ACCESS TO A351	
5	6	7	8

NOTES

Signs C — F to be used at the beginning of closure

Signs A and R (Full width of carriageway) to be placed at limits of closures

All sign positions indicated on plan are approximate. Sizes are applicable to residential roads.

Sizes to be increased on high-speed roads.

Signing details shown are MINIMUM requirement. (Excludes Chapter 8 signing). Further signs may be required in response to unforeseen site conditions/circumstances.

The TM operative(s) shall ensure all freestanding temporary signs are made secure using sacks filled with a fine granular material (i.e., sand) and coned.

Any signs set in to a sloping verge should also be pegged down or tied in place to prevent it from falling in to the road.