

Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport	
DECISION DATE:	On or after 22nd September 2014	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2683
TITLE:	New 7.5T Weight Limit and 30mph Speed Limit extension - Harts Lane, Hallatrow	
WARD:	High Littleton / Clutton / Mendip	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1 - Drawing Nos. TC3069S/14/1 "Proposed new weight limit Harts Lane Hallatrow" & TC3069S/14/3 "Proposed extension to 30mph speed limit, Harts Lane Hallatrow.		
Appendix 2 - Draft Order 7.5 tonne weight limit + Draft Order 30mph speed limit		
Appendix 3 - Informal consultation summary table		
Appendix 4 - Formal consultation summary table		
Appendix 5 - Equality Impact Assessment / Equality Analysis		
Appendix 6 - Copy of objection		
Appendix 7 - Copy of supporting documents		

1 THE ISSUE

The aim of the scheme is to introduce a 7.5 tonne weight limit on Harts lane Hallatrow to prevent HGV's from using it to access the Trident Industrial Estate or as a through route from the A39 to A37 and to extend the existing 30mph speed limit.

The scheme was requested by High Littleton Parish Council and local ward member Les Kew as the local residents have expressed major concerns over road safety when HGV's seeking the Trident Estate use this unsuitable lane for access to their depots. There is an existing verbal agreement that HGV's from the Trident Estate should use Temple Inn Lane from Temple Cloud to access the site, so a weight restriction will formalise this existing agreement and allow enforcement should HGV's over 7.5 tonnes continue to use Harts Lane.

High Littleton Parish Council have also requested that the existing 30mph speed limit in Hallatrow is extended to incorporate more of the village which will help to ease road safety fears in a road which has no footway provision.

2 RECOMMENDATION

The Traffic Regulation Orders (**HARTS LANE, HALLATROW**) (**PROHIBITION OF GOODS VEHICLES EXCEEDING 7.5 TONNES MAXIMUM GROSS WEIGHT**) **ORDER 2014** & (**HARTS LANE AND MARSH LANE, HALLATROW**) (**30 M.P.H. SPEED LIMIT**) **ORDER 2014** should be approved.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The cost of carrying out the works to implement this scheme is estimated to be £10k. This is included within the approved 2014/15 capital budget within the Integrated Transport Block, which is funded by DfT grant.
- 3.2 In addition to the capital costs, the revenue maintenance costs associated with the project, consisting of additional signs and road markings will be incorporated within the existing highways maintenance revenue budget.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 A proportionate Equalities Impact Assessment has been carried out. No discriminatory factors have been identified. The Equalities Impact Assessment is included as Appendix 5.

5 THE REPORT

- 5.1 Following its inclusion on this years capital schemes programme; work started in April 2014 to prepare the plans and required Traffic Regulation Orders (TRO) to progress a 7.5 tonne weight restriction, a 6ft 6inch Width restriction and an extension of the existing 30mph speed limit on Harts Lane Hallatrow.
- 5.2 The proposals were consulted upon informally on Wednesday 11th June 2014. Those consulted included the emergency services, Bath & North East Somerset Council Officers, the Freight Transport Association, Ward Members, Parish Councils (Camely, High Littleton & Clutton) and the Cabinet Portfolio holder for Transport.

Informal Consultation

- 5.3 In response to the informal consultation objections were made by 2 parish councils however no other statutory consultee raised an objection and the Police supported the scheme. Extra effort was put into consulting with the three Parish Councils involved. Their comments have been summarised on the informal consultation summary table in Appendix 3 and detailed below in paragraphs 5.4 & 5.5. High Littleton Parish council supported the scheme as they requested it.
- 5.4 **Comment** – Camely Parish Council stated they did not object to the proposed 7.5 tonne weight limit or the 30 mph speed limit as it would have little impact in

Temple Inn Lane. However they objected to the addition of a 6ft 6 inch Width restriction being placed on Harts Lane.

Response – The 6ft 6 inch Width limit was withdrawn from the TRO proposal.

- 5.5 **Comment** – Clutton Parish Council objected to the 7.5 tonne weight limit initially as they felt that we should accompany any restrictions in Harts Lane with further restrictions in Clutton Village.

Response –We do not feel additional HGV traffic will begin using Marsh Lane through Clutton village all of a sudden as it is so narrow. The budget does not permit looking at additional restrictions in Clutton village however we have agreed to improve the HGV route signing at the Temple Inn Lane/Marsh Lane junction which Clutton PC requested and suggested that it would go some way to appease their objection.

Formal Consultation

- 5.6 The formal consultation commenced on Thursday 7th August 2014 with all affected parties being informed of the advertisement of the Traffic Regulation Orders detailed in 5.7 & Appendix 2.

Notices were advertised in the local press and erected on all affected roads and locations of specific interest for a 21 day period to ensure that affected stakeholders and the public had the opportunity to take part in the formal consultation into the proposed Traffic Regulation Orders.

The consultation period formally ended on 28th August 2014, but responses received after this date have been included within this report.

- 5.7 Traffic Regulation Orders were advertised for the following:

- To install a 7.5 Tonne weight limit on Harts Lane Hallatrow
- To Extend the existing 30mph speed limit from its current position in Harts Lane Hallatrow to a point in Marsh Lane beyond the Trident Industrial Estate.

- 5.8 A number of comments in support and one single objection were received in response to the advertised Traffic Regulation Orders.

Details of the objection and comments in support are set out in paragraph 5.9 below, and are summarised in Appendix 4 in the Formal Consultation summary table.

- 5.9 The following objection was made by a member of the public:

- **Objection** – Is a waste of public money, there is not a speeding or HGV issue on Harts Lane.

Response – The speed limit extension meets DFT guidance in setting local speed limits. Evidence suggests HGVs are using Harts Lane and we should be encouraging them to use Temple Inn Lane (the agreed freight route) to access the Trident Estate.

6 RATIONALE

6.1 In accordance with Section 1 of the Road Traffic Regulations Act 1984, the proposals are designed to ‘avoid danger to persons or other traffic using the road or to prevent the likelihood of any such danger arising’ & to ‘prevent use by unsuitable traffic’.

7 OTHER OPTIONS CONSIDERED

7.1 As mentioned in paragraph 5.1 a 6ft 6inch width limit was also previously consulted upon but withdrawn after objections were received by Camely Parish Council.

8 CONSULTATION

8.1 Cabinet Members; Parish Council; Town Council; Overview & Scrutiny Panel; Staff; Other B&NES Services; Local Residents; Community Interest Groups.

8.2 Consultation was carried out by e-mailing internal and external contacts. Notices were also advertised in the local press and erected on all affected roads and locations of specific interest for a 21 day period. All affected people had the opportunity to participate in the consultation process, and to make their opinions known.

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Tom Hayward Project Manager
Background papers	
Please contact the report author if you need to access this report in an alternative format	