

Andy Coles

From: Transportation
Sent: 01 September 2014 09:23
To: Thomas Hayward
Subject: FW: Tom Hayward - RE: Harts lane 30mph Restriction PEV10273/TH
Attachments: traffic leaving A37.jpg

From: Kate Dalglish [<mailto:katemoving@hotmail.com>]
Sent: 28 August 2014 17:58
To: Transportation
Subject: Tom Hayward - RE: Harts lane 30mph Restriction PEV10273/TH

Further to my previous email, this picture demonstrates how as the A37 gets busy the traffic exits left down East Court Lane and onto Harts Lane as a 'rat run' and quicker alternative. On these days the lane is particularly dangerous.

With the building of 70 houses in Temple Inn lane there will be again more traffic using Harts Lane.

From: katemoving@hotmail.com
To: transportation@bathnes.gov.uk
Subject: Harts lane 30mph Restriction PEV10273/TH
Date: Thu, 28 Aug 2014 16:58:39 +0100

Harts Lane and Marsh Lane, Hallatrow (30M.P.H. Speed Limit) Order 201-Reference PEV10273/TH.

We welcome the above Draft Order to increase the stretch of Harts Lane in which speeds are restricted to below 30m.p.h.

a. We have children of school age who use Harts Lane as pedestrians and occasionally on bicycle or scooter. Living in a residential area the children like to walk to each others houses in the lane. In the future they will need to walk along the lane from the bus, which will drop them on the A39 in Hallatrow. Drivers from Paulton leave the existing 30mph zone just outside Hart Lane Cottage and are able to get up to quite a speed by the time they approach our house on the brow of a rise in the road. Such speed puts my family in danger every time we venture onto the Lane.

b. Additionally at peak traffic times, drivers leave the A37 and use either Marsh Lane or Eastcourt Lane to enter Harts Lane. This "rat-run" traffic moves unreasonably fast further increasing our risk of being on the Lane.

c. We have also seen incidents on the Lane caused by speed, some at the humped bridge just outside The Mill.

Reduced speed along the Lane will be safer for everyone.

We have several friends living along Harts Lane who also have young children and would welcome a speed restriction, but being August they are away on school holidays and are therefore unable to add their support to this Draft Order.

Mrs K Dalgliesh
The Court



Andy Coles

From: Transportation
Sent: 01 September 2014 09:24
To: Thomas Hayward
Subject: FW: Tom Hayward - Residents Comment - Harts Lane and Marsh Lane, Hallatrow (30m.p.h Speed Limit) - PEV10273/TH.

From: Mark [<mailto:eden.house@hotmail.co.uk>]
Sent: 28 August 2014 15:41
To: Transportation
Subject: Tom Hayward - Residents Comment - Harts Lane and Marsh Lane, Hallatrow (30m.p.h Speed Limit) - PEV10273/TH.

Harts Lane and Marsh Lane, Hallatrow (30m.p.h Speed Limit) Order 201-Reference PEV10273/TH.

Once again, thank you all at the Transport Team for what you do to make our roads safer.

I am writing with regard to the above Draft Order to lengthen the stretch of Harts Lane in which speeds are restricted to below 30m.p.h.

My wife and I are in favour of this proposal for the following reasons:

1. An increasing number of cars and lorries are using Harts Lane since the development of the Polestar Works at Paulton for residential use.
 - a. A good number outbound round the corner into Harts Lane from the A39 and seeing the existing derestricted sign outside Hart Lane Cottage "put their foot down". This has resulted in a number of recent "Near Misses" at the junction with the Lane and The Grove, including one car leaving the road at speed and coming to grief in the ditch opposite the junction.
 - b. At peak traffic times, especially on a Friday afternoon, drivers leave the A37 and use either Marsh Lane or Eastcourt Lane to access Harts Lane and so "miss out" the traffic lights at White Cross on A37 and the traffic chicanes on A39 in Hallatrow. This results in pulses of traffic moving at a speed which is only checked as they encounter the 30mph restriction at Hart Lane Cottage.

Obviously whichever direction the traffic is flowing in excessive speed threatens the safety of other vehicles and, in particular pedestrians (including schoolchildren) who have to use the Lane for large sections without a footway.

2. Everytime we drive, push a wheelchair from, or step out of our property onto Harts Lane we are at risk from fast traffic. We are grateful for the "virtual footpath" outside our house which has been most helpful in keeping vehicles just that little bit further away from the gates. (This undoubtedly recently saved me from being hit -incident recorded on on-board traffic cam owned by a passing motorist). (Some months ago I was struck a glancing blow by a Camberley Auto Factors van speeding toward the junction with A39 -- incident reported to the firm, more care taken since.)

We believe that a longer length of 30mph restriction will reduce speed in narrow areas of the Lane, especially that close to the A39 junction, and this will make matters safer for us and for all.

A.M. Hannan
Eden House

Andy Coles

From: Transportation
Sent: 01 September 2014 09:25
To: Thomas Hayward
Subject: FW: Tom Hayward - Resident Comment - Harts Lane, Hallatrow : PEV10272/TH.

From: Mark [<mailto:eden.house@hotmail.co.uk>]
Sent: 28 August 2014 15:09
To: Transportation
Cc: info@highlitleton.org.uk
Subject: Tom Hayward - Resident Comment - Harts Lane, Hallatrow : PEV10272/TH.

Harts Lane, Hallatrow (Prohibition of Goods Vehicles Exceeding 7.5 Tonnes Maximum Gross Weight) Order 201- Reference PEV10272/TH.

Thank you all at the Transport Team for what you do to make our roads safer.

I am writing with regard to the above Draft Order to prohibit the use of Harts Lane for vehicles over 7.5te

My wife and I are in favour of this proposal for the following reasons:

1. Several times a year we have had to stop excessively large vehicles from attempting delivery to Trident Industrial Estate in Marsh Lane. There have been incidents in the last 4 years, with one demolishing a portico on The Court, another getting stuck under the bridge by the Mill (soaking up a lot of police and residents time), and about four which I have personally had to supervise in reversing back along the length of the Lane and back onto the A39 (at some risk to myself).
2. Various Skip Lorries (Towens, Norton, Roberts and Biffa) have been using the Lane frequently at speeds which have threatened the safety of other vehicles and, in particular pedestrians (including schoolchildren) who have to use the Lane for large sections without a footway.
3. The road surface has started to deteriorate and various small potholes outside are property cause passing heavy vehicles to “judder” and vibrate the walls of our house. One in particular now has cracks to the rendering which have let in water and which I am now starting to repair. This part of the house was built in 1770, long before the lorries started operation, and it was not designed to cope with such resonance (being of lime mortar and rubble wall construction on minimal foundations).

Oakus are to be commended for their voluntary embargo on HGV use of Harts Lane.

Clearly the width of the Lane is not conducive to its use by larger vehicles, “Near Misses” are not uncommon, neither are “jams”. Simply put the Draft Order will bring some welcome relief.

A.M. Hannan
Eden House
Harts Lane
Hallatrow
BS39 6EA

Andy Coles

From: kenneth neil perkins <kennethperkins@btinternet.com>
Sent: 01 September 2014 11:35
To: Thomas Hayward
Subject: Re: Harts Lane Hallatrow

Dear Tom

Thank you for the maps and explanation of the scheme.

Country lanes throughout the land have their difficulties, but those in Harts Lane are aggravated by its use as a rat run for commuters avoiding the traffic lights at White Cross, by its use as a diversion with emergencies on the A37, and by vehicles large and small visiting the badly sited industrial units in Marsh Lane. These demands do not sit comfortably with those of pedestrians, cyclists or horse riders. They clash too with the expectations of residents, especially those with young children, who live in this rural, but increasingly noisy, housing zone.

The extension of the 30 mph limit should help in highlighting the dangers inherent in the narrow steep-banked parts, and I support this, though I expect some enforcement/driver education will still be needed.

The 7.5 ton limitation will still allow essential goods and service vehicles to reach houses this side of the railway bridge. The restriction should eliminate the problems of articulated lorries having to reverse for long distances to correct navigation errors. As the figure applies to *gross vehicle weight* it should also ensure that skip lorries also use the recommended approach route. You have indicated sign changes on the maps, but presumably further signs will be placed on the approach roads. I support this proposal and hope that Trading Standards and /or the Vehicle Licensing Authority will supervise this implementation.

Yours sincerely

K N Perkins

On 28 Aug 2014, at 16:54, Thomas Hayward wrote:

Thanks you both for your contact today. Please find TRO details attached.

Kind Regards

Tom Hayward

Project Engineer

Bath & North East Somerset Council
