

Single Member Cabinet Decision

Executive
Forward Plan
Reference

E2683

**New 7.5T Weight Limit and 30mph Speed Limit extension -
Harts Lane, Hallatrow.**

Decision maker/s	Cllr Caroline Roberts, Cabinet Member for Transport
The Issue	<p>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 and A37 and to extend the existing 30mph speed limit.</p> <p>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.</p> <p>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.</p>
Decision Date	22nd October 2014
The decision	The Cabinet Member agrees that 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.
Rationale for decision	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' and to 'prevent use by unsuitable traffic'.
Financial and budget implications	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. 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.

Issues considered	Customer Focus; Sustainability; Property; Equality (age, race, disability, religion/belief, gender, sexual orientation); Health & Safety.
Consultation undertaken	Ward Members; Parish Council; Staff; Other B&NES Services; Local Residents; Community Interest Groups.
How consultation was carried out	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.
Other options considered	A 6ft 6in width limit was also previously consulted upon but withdrawn after objections were received by Camely Parish Council.

Signatures of Decision Makers	
Date of Signature	
Subject to Call-in until 5 Working days have elapsed following publication of the decision	