

Petitions Panel

Dorset County Council



Date of Meeting	29 March 2019
Officer	Michael Potter
Subject of Report	Procedure for Petitions – Petition entitled ‘Campaign to reduce speed on Rylands Lane’
Executive Summary	<p>A petition has been received (in accordance with the County Council’s published petitions scheme) in relation to Rylands Lane, Weymouth. The petition states:</p> <p><i>Rylands Lane has traffic calming with humps and a chicane neither have been effective.</i></p> <p><i>The chicane creates regular road rage incidents.</i></p> <p><i>There is a busy entrance to a school on the lane and a very busy scout hut. The location of the lane and the frequent hold-ups on Portland Road encourage use of Rylands Lane as a ‘rat-run’.</i></p> <p><i>Petition signed requesting further investigation of traffic calming with the possible introduction of 20mph speed limit.</i></p>
Impact Assessment: <i>Please refer to the protocol for writing reports.</i>	Equalities Impact Assessment: Not applicable
	Use of Evidence: Stats 19 Road Traffic Collision Data
	Budget: Not applicable
	Risk Assessment: Having considered the risks associated with this decision using the County Council’s approved risk management methodology, the level of risk has been identified as: Current Risk: LOW

Procedure for Petitions – Petition entitled ‘Campaign to reduce speed on Rylands Lane’

	Residual Risk: LOW
	Other Implications: None identified
Recommendation	The Panel is invited to note the receipt of this petition and decide how to respond to it.
Reason for Recommendation	In order to comply with the County Council's published scheme for responding to petitions and so as to enable local people to connect with local elected decision makers.
Appendices	Appendix A – Plan of Rylands Lane Appendix B – Plan of Hillcrest Road and Southdown Road
Background Papers	Dorset County Council Petitions Scheme Department for Transport Circular 01/13 – Setting Local Speed Limits
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1. Background to the Petition Scheme

1.1 The County Council's Petitions Scheme was adopted on 29 April 2010 and came into effect on 15 June 2010. The Scheme was subsequently updated by the County Council on 21 July 2016 and 15 February 2018.

1.2 If a petition is supported by 50 or more signatories then it will be dealt with by a small customer focussed panel. If a petition is supported by 4,250 or more signatories it will be scheduled for a debate at the next meeting of the full County Council.

2. Petition – Campaign to reduce speed on Rylands Lane.

2.1 The County Council received a petition organised by Ms Leah Ahmed on 6 March 2019 with 136 signatures. A copy of the petition is at Appendix A. This reads as follows:

Rylands Lane has traffic calming with humps and a chicane neither have been effective.

The chicane creates regular road rage incidents.

There is a busy entrance to a school on the lane and a very busy scout hut. The location of the lane and the frequent hold-ups on Portland Road encourage use of Rylands Lane as a 'rat-run'.

Petition signed requesting further investigation of traffic calming with the possible introduction of 20mph speed limit.

2.2 As this petition contains more than 50 signatures, the Panel are invited to note and discuss this.

2.3 This discussion should conclude with a decision as to how to respond to the petition. This may include one or more of the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- referring the petition for consideration by the council's audit and governance committee
- calling a referendum
- writing to the petition organiser setting out our views about the request in the petition.

2.4 Alternatively, the Panel may determine a combination of the options above, or decide on another course of action as appropriate.

3. Context

- 3.1 Rylands Lane is predominantly residential road with traffic calming measures in place. These measures include speed cushions and two priority chicanes. A map at Appendix A shows the location of Rylands Lane and highlights the calming measures in place.
- 3.2 Rylands Lane is approximately 0.4 miles long. Rylands Lane begins/ends at its junction with the A354 Buxton Road continuing into Doncaster Road which leads into Merley Road which ends at its junction with the A354 Portland Road.
- 3.3 There is access to playing fields on either side of Rylands Lane as well as a pedestrian access to the rear of All Saints C of E Secondary School. There is also scout hut, a small garden centre and access to allotment gardens at the northern end of Rylands Lane.
- 3.4 As has been mentioned in the petition, the Merley Road, Doncaster Road and Rylands Lane route is used by people trying to avoid congestion on the A354 Portland/Buxton Road.
- 3.5 No recent traffic flow or speed surveys have been carried out on Rylands Lane.
- 3.6 A 20mph zone begins/ends on Hillcrest Road at its junction with Rylands Lane continuing onto Southdown Road ending at its junction with the A354 Buxton Road. Traffic calming in the form of raised tables are present throughout this route and the road is narrower than Rylands Lane. A map at Appendix B shows the location of Hillcrest Road and Southdown Road and highlights the calming measures in place.
- 3.7 The A354 corridor to/from Portland is subject to a feasibility study. The main focus of this study is to identify ways to improve traffic flow on the route for economic and environmental benefit.
- 3.8 The County Council adopts Department for Transport (DfT) guidelines for setting speed limits as policy. There are various criteria that need to be satisfied in order for a speed limit to be reduced. Key points to consider in the underlying principles of local speed limits are set out in paragraphs 3.6 to 3.12.
- 3.9 The Highways Agency is responsible for determining speed limits on the trunk road network. Local traffic authorities are responsible for determining speed limits on the local road network.
- 3.10 It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.

- 3.11 The full range of speed management measures should always be considered before a new speed limit is introduced.
- 3.12 The underlying aim should be to achieve a ‘safe’ distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:
- **History of collisions;**
 - **Road geometry and engineering;**
 - **Road function;**
 - **Composition of road users** (including existing and potential levels of vulnerable road users);
 - **Existing traffic speeds;** and
 - **Road environment.**
- 3.13 While these factors need to be considered for all road types, they may be weighted differently in urban and rural areas. The impact on community and environmental outcomes should also be considered.
- 3.14 The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.
- 3.15 Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.
- 3.16 Table 1 shows DfT explanation of speed limits for urban roads.

Table 1 – Speed limits in urban areas – summary

Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

- 3.17 Reduced speed limits are prioritised to roads and areas where there is a history of personal injury collisions.
- 3.18 During the latest available five year period (December 2013 to November 2018) there have been no (zero) injury collisions reported on Rylands Lane. There were also no (zero) injury collision reported on Merley Road during the same period.
- 3.19 One slight injury collision was recorded on Doncaster Road in September 2015 at approximately 21:50. The description recorded by the police was as follows: *V1 was passing parked cars on the offside when it collided head on with V2.*
- 3.20 Changes to speed limits require a Traffic Regulation Order (TRO). There are currently over 100 outstanding TRO requests with budget and resource available to process in the region of 10 requests per year.
- 3.21 The TRO programme for 2019/20 has been agreed.
- 3.22 It is not likely that a 20mph speed limit on Rylands Lane would rank highly compared to other priorities.
- 3.23 The DfT state that speed management measures should always be considered before a new speed limits is introduced. Something that has already been done on Rylands Lane in the form of traffic calming measures.
- 3.24 Without evidence of traffic flow and speed data making an assessment on the viability of further traffic calming measures is not possible.
- 3.25 On street parking is frequent on Rylands Lane. Vehicles parked close to or at the priority chicanes could increase conflict between vehicles travelling in opposite directions as there is insufficient space for vehicle to pass easily.
- 3.26 It is unknown whether parking restrictions at the priority chicanes have been investigated.

4.0 Next Steps

- 4.1 The Panel is invited to note the receipt of this petition and decide how to respond to it, possible options are available in paragraph 2.3.

Matthew Piles

Strategic Director for Environment, Infrastructure and Economy

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