

# Local Highway Panels Members' Guide 11 Quiet Lanes



Image courtesy  
of Ian Dunster

## 1. Introduction

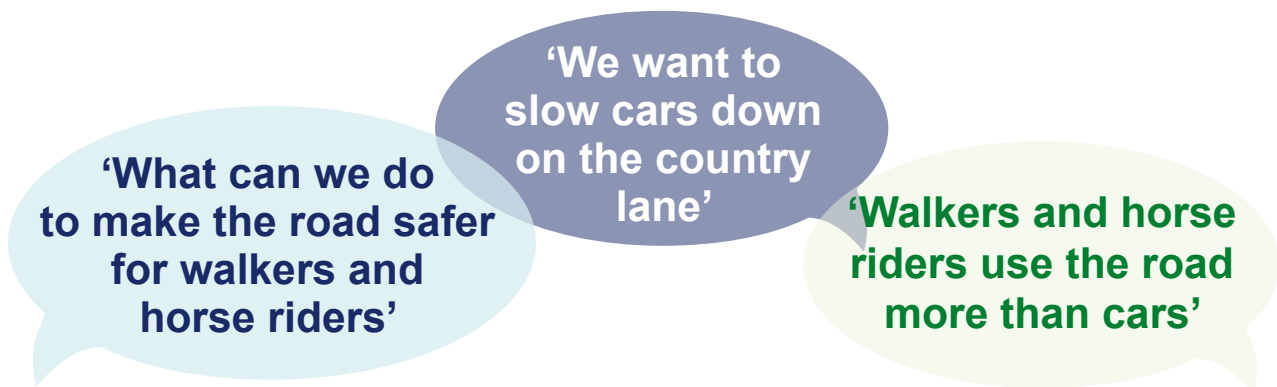
Local authorities are able to designate country lanes as 'Quiet Lanes' in rural areas, under the Transport Act 2000. Country Lanes are an integral part of our rural environment but the volume and speed of traffic, and the presence of heavy lorries can make them uninviting and intimidating.

Quiet Lanes are a positive way of:

- **Providing a chance for people to walk, cycle and horse ride in a safer environment.**
- **Widening transport choice; and protecting the character and tranquillity of country lanes.**

They should be designed to protect and enhance the local character and distinctiveness of the countryside.

## 2. Typical Problems



## 3. Things to Consider

PR1 and PR2 routes cannot be designated as Quiet Lanes.

If the road carries more than 1000 vehicles per day, then it will not be suitable for a Quiet Lane. The speed of the road is also important and normally 85% of vehicles should be travelling at speeds less than 35 mph.

Narrow, single-track roads are the most suitable to be designated as Quiet Lanes. Generally, they should be rural in character, though they do not necessarily have to be in a rural area.

Traffic Regulation Orders will be required to restrict access by HGVs however local traffic, large farm vehicles with legitimate access will still be allowed to use the Quiet Lanes.

Community involvement is required to encourage a change in road user behaviour. It will be important to ask the community to identify possible roads to be designated as Quiet Lanes.

Once the potential quiet lanes have been identified then formal consultation will be necessary with both the local and wider community.

## 4. Typical Measures

A national Quiet Lanes sign has been developed to identify entry into and exit from a Quiet Lane. The entry sign may also include a local name for the road. At the exit, the Quiet Lanes emblem is crossed out.

Local authorities that have introduced Quiet Lanes have tried to ensure that these signs are inconspicuous. Specific DfT authorisation may be required to allow signs to be combined with other restrictions such as speed orders and HGV restrictions.

Fingerpost destinations can be revised so as not to encourage through traffic.

Landscape features, such as hedges, verges, walls and wayside trees can be sensitively managed to improve the landscape, retain local character and make travel easier for cyclists, walkers and horse riders.

Traffic calming and traffic management measures may be required to achieve these conditions; these should be designed to be in keeping with the local environment but must still be effective.



## 5. Scheme Investigation

Speed surveys and traffic counts will be required in order to validate a potential Quiet Lanes scheme as they are really only appropriate for minor rural roads, C or unclassified routes, which are single - carriageway.

It must be possible to position signs in discrete locations whilst indicating clearly to road users that they are in a Quiet Lane.

## 6. Costs and Timescales

The Essex County Council contract with Ringway Jacobs is a target cost contract and not a fixed price contract. This type of contract was chosen as the best type of contract to deliver savings and efficiencies and also to promote partnering between ECC and Ringway Jacobs.

An explanation of the process and indicative costs and timescales can be found in [Appendix 1](#)

## 7. Glossary of Terms

<b>AVL</b>	Automatic Vehicle Location (similar to RTPI)
<b>CMA</b>	Cabinet Member Action
<b>CMB</b>	Cabinet Member Briefing
<b>EA</b>	Environment Agency
<b>ECC</b>	Essex County Council
<b>EH</b>	Essex Highways
<b>LHP</b>	Local Highways Panel
<b>NEPP</b>	North Essex Parking Partnership
<b>PP</b>	Parking Partnership
<b>RTPI</b>	Real Time Passenger Information
<b>S106</b>	Section 106 (Money provided by a Developer to County Council to implement infrastructure as an obligation of the planning permission)
<b>S278</b>	Section 278 (Infrastructure required to be implemented by the Developer as an obligation of the planning permission)
<b>SERP</b>	Safer Essex Roads Partnership
<b>SID</b>	Speed Indicating Device
<b>SEPP</b>	South Essex Parking Partnership
<b>SLO</b>	Speed Limit Order
<b>SSSI</b>	Site of Special Scientific Interest
<b>TRO</b>	Traffic Regulation Order
<b>TSRGD</b>	Traffic Signs Regulations and General Directions
<b>VAS</b>	Vehicle Activated Sign