

Copy of email received from Stuart Jarvis on 2nd February 2021

Dear Mr Trevelyan,

Thank you for your letter, dated 18th November 2020, on behalf of the Pennington and Lymington Lanes Society (PALLS). I would like to extend my apologies for the delay in responding to this correspondence, though I am sure you will appreciate that we have a lot of high priority issues to address at present. I would also like to clarify for future convenience that communications for the Highways department are best directed to roads@hants.gov.uk and marked for my attention if required.

Quiet Lane designation is only appropriate for rural lanes that have a low traffic flow and where traffic speeds are very low, making them very suitable for use by walkers, cyclists and equestrians. The main objective in promoting a Quiet Lane is to raise awareness that the road space is shared between different users through signing. Despite schemes being facilitated by the Quiet Lanes and Home Zones (England) Regulations 2006, they have not been implemented extensively and their success is quite limited, which is largely due to the fact that designation as a Quiet Lane does not bring about any enforceable restrictions nor does designation prohibit use by any types of vehicle or regulate their speed. The County Council proposed a trial of Quiet Lanes a few years ago and worked with some Parish Councils where a suitable rural lane network existed. However, it was concluded that the initiative would not result in any behaviour change and many routes were already being used successfully in line with the Quiet Lanes vision without the additional signing and designation. On this basis the trial project did not result in designations being made and there are currently no designated Quiet Lanes in Hampshire.

Hampshire County Council policy is to support traffic management measures where evidence clearly indicates that it will offer direct benefits in terms of road casualty reduction. Traffic management measures are primarily focussed on those sites where there is a related road casualty collision history and where a treatable pattern or common causation of casualty collisions can be identified. This establishes the basis for the highest priority for funding being given to locations where recurring injury accidents are happening now and where measures are essential to reduce road casualties. I'm afraid this means that the introduction of quiet lanes is a low priority. A link to the County Council's policy can be viewed via the following link, along with further information on associated policy and criteria for specific traffic management measures.

<https://www.hants.gov.uk/transport/roadsafety/makingroadssafer>

We do promote an initiative that enables Parish Council's and community groups to fund minor and straightforward traffic management measures. This Community Funded Initiative is in recognition of the change in County Council policy on prioritising traffic management measures and that measures of a low priority for County Council funding and resource may be of a high value to the community. The scope includes measures such as village gateway enhancements, signing, road marking, informal pedestrian crossing points, enhanced village name signs, sign rationalisation and declutter, and bollards aimed at preventing overrun or to improve driver awareness of road features, but not changes to traffic regulation or

designation. In terms of funding participating Parish and Town Councils, and community groups, will be expected to fund the whole cost of the works, the design and implementation fees, and contribute towards ongoing maintenance of the measures depending on the type of measure implemented. This initiative would offer an alternative, enabling minor signs and road markings to be considered in the areas you have identified. The Safer Roads Team will be happy to provide advice on further options if PALLS wish to explore this further.

Regards

Stuart Jarvis

Director of Economy, Transport and Environment