

TELFORD & WREKIN COUNCIL

CABINET – 25 JUNE 2015

REQUEST FOR DELEGATED POWERS UNDER THE TRANSPORT ACT 2000 TO DESIGNATE SECTIONS OF HIGHWAY AS QUIET LANES OR HOME ZONES

REPORT OF THE ASSISTANT DIRECTOR OF NEIGHBOURHOOD AND CUSTOMER SERVICES

LEAD CABINET MEMBER – CLLR ANGELA McCLEMENTS

PART A) – SUMMARY REPORT

1. SUMMARY OF MAIN PROPOSALS

- 1.1 Under the Transport Act 2000 and The Quiet Lanes and Home Zones (England) Regulations 2006, Highway Authorities are able to formally designate rural lanes as 'Quiet Lanes' to protect their rural character from expected increases in traffic growth. Home Zones aim to improve the quality of life in residential roads by making them places for people instead of just being thoroughfares for vehicles.
- 1.2 At present the Council's Constitution does not state who has the delegated power to designate a road as a 'Quiet Lane or Home Zone' and Cabinet are requested to approve delegated powers to the appropriate Cabinet Member and Assistant Director to enable the formal consultation and legal processes to commence.

2. RECOMMENDATION

- 2.1 **That Cabinet delegate powers to the Assistant Director for Neighbourhood & Customer Services in consultation with the Cabinet Member for Communities, Regeneration and Transport for the designation of Quiet Lanes and Home Zones in accordance with powers given to the Council by the Transport Act 2000 and the Quiet Lanes and Home Zone (England) Regulations 2006.**

3. SUMMARY IMPACT ASSESSMENT

COMMUNITY IMPACT	Do these proposals contribute to specific Co-operative Council priorities?	
	Yes	Contributes to providing safe, clean and well maintained neighbourhoods
	Will the proposals impact on specific groups of people?	
	Yes	The proposals will help encourage sustainable access and activities in communities.
TARGET COMPLETION/DELIVERY DATE	This report will be relevant to all future requests to designate roads as a Quiet Lane or Home Zone.	
FINANCIAL/VALUE FOR MONEY IMPACT	Yes/No	There is no direct financial impact of approving the recommendations within this report. However, the designation of a Quiet Lane or Home Zone scheme will require expenditure on signage and possibly other traffic management measures. This expenditure will be funded through the existing Highways Capital Programme, other approved budgets, and/or contributions from external bodies such as Parish Councils. There is currently no provision set aside from existing budgets for such works, so any requests will have to be considered against other programmed highways projects. JAC 210515
LEGAL ISSUES	Yes	Section 268 Transport Act 2000 allows a local traffic authority to designate any suitable road for which they are the traffic authority as a Quiet Lane or a Home Zone. Designated roads should be recognised as places where prescribed local activities may be carried out, as well as being public thoroughfares. The Quiet Lanes and Home Zones (England) Regulations 2006 set out the processes and procedures required before a highway can be designated as a Quiet Lane or Home

		<p>Zone.</p> <p>Associated 'use' and 'speed' Orders can be implemented once a Quiet Lane or Home Zone has been established but not before. The powers to be delegated to the Cabinet Member and Assistant Director of Neighbourhood and Customer Services will include the power to create associated use and speed orders.</p> <p>It will be the responsibility of the Council to ensure that all of the legal requirements connected with any such road designations and creation of associated orders are complied with.</p> <p>The Use Orders may not permit a person to wilfully obstruct the lawful use of a road by others, or to use a road in a way which would deny reasonable access to premises situated on or adjacent to the road.</p>
OTHER IMPACTS, RISKS & OPPORTUNITIES	Yes	<p>Quiet Lane and Home Zone schemes will help meet key goals and objectives from the Council's Local Transport Plan, these include;</p> <ul style="list-style-type: none"> • Reducing carbon emissions by promoting sustainable travel • Improving accessibility by promoting equality of opportunity for all
IMPACT ON SPECIFIC WARDS	Yes	<p>The objective is to promote sustainable travel and improve and maintain the quality of life for residents in the area where a Quiet Lane or Home Zone is designated.</p>

PART B) – ADDITIONAL INFORMATION

4. INFORMATION

The Campaign to Protect Rural England (CPRE), now known as Nature England campaigned in the late 90's to protect country lanes from the adverse effects of traffic growth and as part of a wider strategy to promote

environmentally sustainable transport and lower speed limits on rural country lanes and in villages.

The Transport Act 2000 gave Local Authorities the legal framework to designate Quiet Lanes, however many Local Authorities remained reluctant to do this in the absence of any formal regulations. The Quiet Lanes and Home Zones (England) Regulations 2006 gave greater guidance on how to establish the concept of Quiet Lanes.

It is recommended that designated Quiet Lanes should have no more than 1000 motor vehicles per day and vehicle speeds should be kept to levels appropriate to the mix of uses and activities expected. Usually this is reflected in an 85th percentile speed of 35mph (the highest speed recorded by 85% of the traffic surveyed). Quiet Lanes do not have to have physical traffic calming measures to achieve these conditions and their designation will centre on minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. Quiet Lanes are characterised by Quiet Lane entry and exit signs to remind drivers that they are entering or leaving a Quiet Lane, a place where they may expect people to be using the whole of the road space for a range of activities.

Home Zones can be designed as part of new residential developments or retrofitted into existing residential areas by redesigning the streets. Traffic flows within Home Zones should be low; no more than 100 motor vehicles during the afternoon peak is recommended, with little or no through traffic. The intention should be to ensure that, for example, children can play games or that people can stand and talk in safety, even though they may need to move occasionally to allow vehicles to pass. Home Zone entry and exit signs remind drivers that they are entering or leaving a Home Zone, a place where they may expect people to be using the whole of the road space for a range of activities, including children playing.

In the same way that consideration is currently given for instance to changes to speed limits and the introduction of traffic calming, the merits of any application for the designation of Quiet Lane or Home Zones status will be carefully considered in light of the guidance given in the Quiet Lanes and Home Zones (England) Regulations 2006, including the requirement to consult with communities and those likely to be affected by proposals and having regard to the benefits likely to be achieved from introducing a scheme. Similarly, proposals would only be taken forward where appropriate funding can be identified, whether from approved Council budgets and/or external sources.

5. IMPACT ASSESSMENT – ADDITIONAL INFORMATION

None

6. **PREVIOUS MINUTES**

None

7. **BACKGROUND PAPERS**

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