

CABINET
19 MAY 2026

Quiet Lanes Policy & Pilot Programme

Report by Director of Environment & Highways

RECOMMENDATION

1. The Cabinet is RECOMMENDED to
 - a) Approve the county council's Quiet Lanes Policy statement as attached at Annex 1
 - b) Approve the Assessment criteria for consideration of Quiet Lanes at Annex 2 and the Implementation Toolkit at Annex 3
 - c) Endorse the proposed approach to implementing, and testing, the Quiet Lanes Policy across Oxfordshire through a programme of pilot schemes (to be identified with local county councillors and parish/town councils)
 - d) Delegate authority to Director of Environment & Highways, in consultation with Cabinet Member for Transport Management, to bring into operation Traffic Regulation Orders (both permanent and experimental) for the pilot schemes

Executive Summary

2. This report sets out a proposed countywide Quiet Lanes Policy for Oxfordshire County Council (OCC), as set out in the Policy Statement (Annex 1) and delivery framework (Annex 2), that is to be tested and developed through the implementation of pilot schemes. The intention is to improve coherence and speed up the delivery of a type of scheme which has great potential for encouraging active travel, improving local amenities and road safety whilst using resources more efficiently.

Background & Context

3. A Quiet Lanes Policy would support the county council's wider transport, health and environmental objectives by enabling the safer use of existing rural roads for walking, cycling, wheeling and equestrian travel. By reducing traffic dominance, speeds and through traffic on minor roads, Quiet Lanes create conditions where non-motorised users can share road space more safely and comfortably, helping to address longstanding safety and severance issues in rural areas.
4. The Policy contributes directly to the county council's Healthy Streets ambitions, the Vision Zero commitment to eliminate death and serious injury on the road network, and aligns with our Marmot Place Programme, which

aims to create a fairer and healthier Oxfordshire through increased physical activity, improved air quality and enhanced rural environments, including biodiversity benefits.

5. The proposed Quiet Lanes Policy sits clearly within the strategic direction set by the county council's Local Transport and Connectivity Plan (LTCP), which seeks to achieve a safe, inclusive and net-zero transport system by enabling a significant shift away from private car use towards active travel and public transport.
6. Quiet Lanes provide an important counterpart to this ambition, supporting shorter everyday trips, leisure journeys and local connectivity in areas where conventional active/sustainable travel infrastructure may be neither appropriate nor deliverable.
7. The Policy also complements Local Cycling and Walking Infrastructure Plans (LCWIPs), which identify priority networks for walking and cycling, by offering a practical mechanism to improve the safety and usability of links that connect settlements, rights of way networks and strategic active travel routes, including the Strategic Active Travel Network (SATN).

Quiet Lane definition

8. The term 'Quiet Lane' is generally used across England to refer to a road that has been signed to indicate it is suitable for active travel, where motor traffic volumes and vehicle speeds are low enough to provide a safe environment for active users.
9. However, evidence, from schemes implemented in other authorities, suggests that mixing motor traffic with active modes (walking, wheeling, cycling and equestrian use) through sign only Quiet Lanes has not had the desired impact.

Lessons from Previous Initiatives

10. It is essential that schemes implemented in Oxfordshire provide the maximum benefit to active users. A review conducted by the Transport Research Laboratory (TRL) of several Quiet Lane pilot schemes concluded that: "the best documented UK pilots show little to no systematic reduction in speeds or motor traffic volumes from signs alone; user awareness may improve, but the lanes remain open to general traffic without enforceable restrictions".
11. Evidence from Department for Transport (DfT) evaluating existing Quiet Lane initiatives indicates that signage-only approaches generally have little to no influence on reducing traffic volumes or vehicle speeds.
12. These findings underscore the importance of adopting interventions that go beyond signage, ensuring that Quiet Lane schemes deliver tangible benefits in terms of traffic reduction and enhanced safety for all users.
13. If the objective is genuinely safer, lower trafficked minor roads, physical closures or restrictions are the only reliably effective intervention.

14. Therefore, in this Policy, and in their introduction in Oxfordshire, it is recommended that the term “Quiet Lanes” is used to refer to traffic management schemes using physical measures to restrict motor vehicle traffic on minor roads.
15. While Oxfordshire has seen a variety of Quiet Lane initiatives over the years, these have often been introduced in a fragmented and inconsistent manner. In response, this proposal sets out a cohesive Policy and implementation framework for the county council, designed to accelerate the piloting, evaluation and delivery of locally-led schemes that encourage active travel.
16. Oxfordshire’s experience of locally led initiatives, such as 20mph schemes and night lighting, demonstrates a proven model for delivering a flagship active travel Policy at pace.
17. Early engagement suggests strong parish and town council appetite, with strong potential for co-design and opportunities for collaboration to unlock additional funding and support complementary measures such as placemaking, maintenance and local stewardship.

Proposal

18. The Policy document outlines a clear approach for implementing Quiet Lanes: minor rural roads designated for shared use among walkers, cyclists, wheelers and horse riders.
19. In line with lessons learned from the countywide 20mph programme, the proposed approach to delivering Quiet Lanes is for it to be locally led and evidence based. Schemes would typically be brought forward where there is clear local support, and demand, for example from Parish or Town Councils and local county councillors, and/or where they align with wider network objectives set out in the LTCP and LCWIPs.
20. The Policy provides a consistent framework for assessing, prioritising and delivering such proposals, helping to move away from the historic piecemeal approach while retaining flexibility to respond to local circumstances. This locally driven delivery model is intended to improve transparency, manage expectations and enable the county council to scale delivery over time in a way that is proportionate, efficient and aligned with community priorities.
21. The development and adoption of a Quiet Lanes Policy for Oxfordshire, including a framework for their assessment and implementation as set out in the Policy Statement (Annex A), will follow three guiding principles:
 - a) Quiet Lane schemes should be **supported or proposed by local parish or town councils and county councillors**, whose views will be instrumental through the design and implementation of the schemes. The majority of proposals are expected to be presented to

the county council as a direct result of local concerns with traffic flows, speed and safety.

(This is notwithstanding the potential for the county council to proactively bring forward proposals on its own, when a Quiet Lane may facilitate the development of strategic or county-wide active travel networks or promote valuable enhancements to our network in regard to Vision Zero. Where this approach is taken, local engagement will remain an integral part of the schemes design and delivery).

- b) To ensure the Policy is effective in improving road safety and meeting standards for non-motorised road users Quiet Lanes should **focus on traffic restrictions (e.g. modal filtering) supported by speed limit reductions (typically to 20mph)** as the primary interventions delivered by the county council, across all schemes. The county council will work with Parish or Town councils and local communities to explore opportunities to deliver complementary measures (such as signage, placemaking, wayfinding, biodiversity improvements etc..) particularly where this can align with local plans and funding availability.
- c) The Policy, its benefits and the framework should be first **tested through the implementation of a programme of pilots (through 2026/27)** before being fully adopted and rolled out on wider scale if appropriate.

Delivery framework

- 22. Establishing a consistent delivery framework supports a coherent approach to the assessment, design, delivery and evaluation of Quiet Lane proposals, and formalises the processes already in place. This framework will be used by officers across the council when determining and delivering Quiet Lanes.
- 23. The Assessment Criteria (Annex 2) lists a comprehensive set of criteria to assess all Quiet Lane proposals, including impact on active travel users, suitability of re-routing traffic onto alternative roads, and localised access needs, among others. Some of these criteria should also be used to monitor experimental (or permanent) interventions and their impact over time.
- 24. The Interventions Toolkit (Annex 3) outlines which interventions will be part of a Quiet Lane scheme, including a distinction between the 'core/required' (traffic restrictions and speed limit reduction) and 'complementary/optional', as well as providing implementation considerations. This will provide a common framework for discussion with interested parties and for technical design work providing a consistent approach to delivery across the county.

25. The Implementation Process (included in the Policy Statement – Annex 1) sets out the different steps that will be undertaken in all Quiet Lane projects. This will clarify expectations and responsibilities, increase transparency for interested parties, and provide officers with relevant guidance.

Support for Quiet Lanes

26. Support for Quiet Lane initiatives is not confined to local communities. There is substantial national backing, with organisations such as the British Horse Society (BHS), who play a pivotal role, and the Campaign to Protect Rural England (CPRE), both actively championing the development of Quiet Lanes, advocating for safer and more accessible rural routes for horse riders, walkers, and cyclists.
27. Their efforts have further highlighted the importance of promoting tranquillity and active travel in the countryside, aligning closely with the aims of this Policy to create a coherent and effective approach for rural communities.
28. There is clear interest and cross-party support from local MPs on this issue. This is evidenced by a Westminster Hall debate on 10 December 2024, led by Freddie van Mierlo MP (Henley and Thame), which highlighted the safety risks faced by cyclists on rural roads, the lack of viable alternatives to car travel between villages, and the need for greater and more consistent investment in rural active travel infrastructure. Contributions from multiple MPs reinforced the view that existing national active travel programmes are too urban focused and do not adequately reflect rural conditions, constraints or opportunities. (see [Hansard record](#) and [article by Freddie Van Mierlo MP](#)).
29. As highlighted by Active Travel England's forthcoming rural active travel guidance, which is expected to support measures such as traffic filtering to reduce vehicle volumes and speeds on selected routes, the Department for Transport is increasingly focused on creating safer and more inclusive rural routes, with initiatives that promote walking, cycling and equestrian use as part of a broader push to improve active travel in the countryside. This reflects a shift towards making rural roads more attractive and functional for a wider range of users, not solely motorists, and reinforces the case for Quiet Lanes.
30. Finally, the continued expansion of the National Cycling Network is setting expectations around connectivity, safety and quality that local authorities can build upon.
31. Together, these national developments demonstrate growing recognition of the importance of active travel and provide Oxfordshire with a timely opportunity to align a Quiet Lane Policy with emerging best practice and evolving guidance.

Programme

32. The adoption and implementation of the Quiet Lane Policy is suggested to be undertaken following two successive phases:

Phase 1: Pilot programme (2026-2027)

33. This will test the draft Policy components, along with the rationale for the Policy as a whole, by implementing a programme of pilot schemes, supported by a structured evaluation programme.
34. An early optioneering exercise, supported by a call for expressions of interest and conversations with parish and town councils, and incorporating quiet lane schemes already under development (such as Shepherd's Pits Lane) will lead to a programme of schemes to be assessed as part of this pilot programme.
35. Developing the pilot list will need detailed review to ensure each site is technically feasible from an engineering/ traffic management point of view and, local support for the proposal is secured through engagement with local stakeholders. An equitable geographical spread of pilot schemes will be sought, seeking to deliver up to 10 pilot schemes.
36. A £250,000 capital allocation to support this phase has been allocated as part of OCC's 2026/27 budget-setting process.
37. Following the implementation of the pilot schemes, the main outputs of Phase 1 will include:
- An evaluation of the pilot schemes, along with decisions to make them permanent or not
 - If required, updates to the Policy, delivery framework and toolkit.
38. The phase 1 pilot programme is expected to launch immediately, subject to cabinet's approval, in May 2026. A communication and engagement plan has been developed and working with parish councils a programme of pilot schemes will be identified.
39. The following provides key milestones for launching and implementing that pilot programme.

Date	Project stage
May 2026	PHASE 1: LAUNCH PILOT STAGE
May – September 2026	Pilot site identification, site assessments, informal parish/town -led local engagement
October – December 2026	Design, delivery planning and implementation of Experimental Traffic Regulation Orders (ETROs)

40. Recognising that some schemes may demand more complex solutions while others can be delivered with greater ease, the programme will employ a pragmatic and flexible approach, ensuring that schemes are tailored to the local environment with delivery schedules designed accordingly.
41. An ETRO is required to run for minimum of 6 months and maximum of 18 months with a decision on success being made typically around 12 months after the making of the ETRO and following the statutory consultation on the ETRO. Throughout this period monitoring and evaluation will be undertaken to inform a recommendation in the full adoption of the Quiet Lanes Policy and decisions on making ETROs permanent.

Phase 2: Wider roll-out (Late 2027)

42. Subject to a successful evaluation of the pilot schemes, confirmation of the Quiet Lanes Policy and where funding allows, further Quiet Lanes will be implemented either through a) parish council-led proposals or b) county council-led projects.

Locally-led approach

43. Where a proposal is not identified as a county council priority, but there is a clear local case (promoted by a parish or town council, or local county councillor), proposals may be submitted.
44. Proposals will be assessed to determine whether they meet the criteria for responding to such requests, including suitability, feasibility and alignment with Policy objectives. Where proposals are deemed suitable and feasible these will be then added to the programme for delivery.
45. Where appropriate, this approach may include recovery of costs, with local funding (for example from parish councils) contributing not only to the delivery of works but also to officer time required for assessment, feasibility and design. This would follow established precedents, such as the approach used for speed indicator signs, effectively enabling “parish-funded engineering” where there is strong local support.
46. Where a proposal is deemed unsuitable for Quiet Lane treatment, the request will be further investigated by the Road Safety Team to explore alternative measures to manage traffic and speed.

County council-led approach

47. Proposals may be brought forward by the county council where they align with existing programmes and priorities, such as the Strategic Active Travel Network (SATN), Local Cycling and Walking Infrastructure Plans (LCWIPs) and major infrastructure projects.
48. In these cases, Quiet Lanes may be used as one of a wider package of measures, alongside other complementary interventions, rather than as a standalone solution.

49. Delivery would benefit from experience gained through a pilot programme, providing greater certainty around costs, delivery timescales and implementation issues.

Corporate Policies and Priorities

50. The county council has committed to delivering an inclusive, integrated, countywide active and sustainable travel network that improves choice and reduces car journeys. A Quiet Lanes Policy would support this objective by enabling safer use of existing rural roads for walking, cycling, wheeling and equestrian travel, while contributing to Healthy Streets, Vision Zero, public health, air quality and biodiversity outcomes. The Policy provides a consistent, low-cost mechanism to accelerate active travel delivery and improve connectivity between communities, services and green infrastructure.
51. Success will be assessed using a combination of quantitative and qualitative measures appropriate to the nature of Quiet Lanes. Quantitative monitoring will focus on vehicle speeds, speed reduction and traffic volumes at trial locations and across any wider rollout. Qualitative feedback from parish town councils, residents and users will be used to assess perceived safety, tranquillity and usability, and whether Quiet Lanes are delivering tangible benefits for local travel, access to nature and community wellbeing.

Financial Implications

52. To support the pilot phase of the Quiet Lanes programme, a £250,000 capital allocation was made in the 2026/27 budget setting process to fund the pilots; including development, engagement, statutory consultation, scheme delivery, monitoring and evaluation activities. This funding will enable the testing and refinement of the Policy and delivery framework through a limited number of pilot schemes, prior to any decision on wider roll-out.
53. Subject to the outcomes of the pilot phase and future decisions on wider implementation, funding for subsequent Quiet Lanes schemes would be drawn from a range of sources. These may include existing and future capital programmes for active travel and local transport improvements, external funding opportunities such as Department for Transport and Active Travel England programmes, contributions linked to new development (including developer funding where appropriate), and locally led schemes promoted by parish councils or local members where funding is available. This approach provides flexibility to scale delivery while ensuring that schemes are taken forward in a proportionate and affordable way.

Comments checked by:

Filipp Skiffins, Finance Business Partner, filipp.skiffins@oxfordshire.gov.uk
(Finance)

Legal Implications

54. The County Council has the necessary legal powers to introduce and operate Quiet Lanes through its existing highway and traffic management functions, including powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These powers allow the Council to regulate the use of the highway to secure the expeditious, convenient and safe movement of vehicular and other traffic (which includes pedestrian, cycling and equestrian traffic), introduce traffic management measures where appropriate, and install signing and markings in accordance with national regulations.
55. The Quiet Lanes Policy provides a framework for progressing schemes using established and lawful processes. Where required, individual proposals will continue to be taken forward through the appropriate statutory procedures, including consultation and the making of Traffic Regulation Orders.
56. In implementing the Policy, the county council will continue to have due regard to its statutory duties, including those relating to equality, human rights, highway safety, and environmental considerations, which will be assessed as part of individual schemes.
57. Subject to compliance with these requirements, the proposed Policy framework is considered lawful and capable of delivery within the county council's existing legal powers.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Regulatory)
jennifer.crouch@oxfordshire.gov.uk (Legal)

Staff Implications

58. The adoption of a Quiet Lanes Policy is not expected to require additional staffing resource. The assessment and delivery of Quiet Lane schemes will be managed by existing teams who already process similar traffic management and active travel interventions. The introduction of a standardised Policy framework, design principles and assessment criteria will provide greater consistency and clarity, creating efficiencies in scheme development and decision making.
59. While the formalisation of the Policy may lead to an increase in initial enquiries from parish councils and local communities, these can be accommodated within existing workflows. The use of a clear, standardised approach will help manage expectations, reduce bespoke officer input and improve efficiency over time.

Equality & Inclusion Implications

60. The proposed Policy and new approach have been assessed and are not considered to have negative impacts on protected individuals or groups. As specific schemes are progressed, these will be assessed in detail as they are brought forward.

Sustainability Implications

61. It is considered that the Quiet Lanes Policy and associated programme will deliver sustainability benefits overall. By reducing traffic dominance, vehicle speeds and through movement on selected rural roads, the Policy is expected to support a shift towards walking, cycling, wheeling and equestrian use. It is also anticipated that the approach will lead to decreased noise or air pollution.
62. Signage and physical measures will be kept to the minimum necessary to achieve the intended outcomes, with an emphasis on proportionate, context-led design. Any supporting placemaking interventions will be designed with the local environment in mind, including consideration of landscape character, biodiversity and the use of durable and sustainable materials.

Risk Management

63. The delivery of Quiet Lanes carries a number of manageable risks typical of traffic regulation and place-based interventions. There is a risk that some schemes may not achieve the desired level of speed or traffic reduction, particularly if interventions are limited to sign only solutions, or that expectations differ between communities and the county council regarding outcomes, funding or timescales. These risks will be mitigated through a clear, countywide Policy framework that prioritises evidence-led interventions, sets transparent eligibility and success criteria, and emphasises the trial and reversible nature of ETRO-based schemes.
64. There are also operational and procedural risks, including officer capacity, consistency of application, statutory timescales and potential legal challenge. These will be managed through standardised assessment processes, templates and delivery mechanisms that reduce per-scheme workload, alongside early engagement with county councillors, parishes and statutory consultees. All schemes will be progressed through established TRO procedures, with Legal and Highways input embedded and a clear audit trail maintained. Political and community sensitivities will be addressed through strong framing around safety, access, rural character and local choice, supported by early engagement and clear communication throughout the process.

Consultations

65. At this early stage, a full standalone countywide public consultation on the principles of the Policy is not considered to add meaningful value, as no specific physical interventions are yet being proposed. Experience from previous schemes indicates that consulting on a high-level Policy in isolation is unlikely to generate actionable, place specific insight and risks delaying programme development.
66. Furthermore, the concept of Quiet Lanes is not new in Oxfordshire. A number of Quiet Lane schemes have already been implemented through statutory Traffic Regulation Order processes, and the use of quieter, lower-traffic rural routes is already recognised as a mechanism for delivering the Strategic Active Travel Network (SATN) within Oxfordshire's Active Travel and Local Transport Policy framework. The proposed pilot programme therefore builds on established practice, providing a structured and consistent framework to test, refine, and scale delivery where appropriate.
67. To develop and test the Policy and the accompanying implementation framework, it is proposed that the county council works with a small number of parish councils to deliver pilot sites using Experimental Traffic Regulation Orders (ETROs). These pilots will allow practical testing, evidence collection, and refinement of the Policy before any move toward broader adoption.
68. As part of each ETRO consultation for the individual pilot schemes, consultees will be invited to provide feedback both on the specific scheme being trialled and on the wider principles of the Quiet Lanes Policy. This approach avoids the need for a separate overarching consultation during the pilot period, while ensuring that learning from real world trials, together with targeted engagement with parish councils and relevant user groups such as active travel and countryside access organisations, helps to inform and refine the final Policy.
69. Prior to implementation, each pilot will be supported by locally focused engagement to ensure community awareness, gather feedback, and build support.
70. Statutory consultation will run throughout the experimental traffic regulation order (ETRO) period where an ETRO is the appropriate delivery mechanism, enabling the collection of real-world evidence to inform monitoring, evaluation, and decisions about permanence. It is recognised that not all measures (such as speed restrictions) can be implemented via an ETRO, and in such cases schemes may be progressed directly through a permanent traffic regulation order, with statutory consultation undertaken in line with the relevant process.

Paul Fermer

Director of Environment and Highways

Annex:

Annex 1 - DRAFT - Quiet Lanes Policy Statement

Annex 2 - Assessment Criteria
Annex 3 - Interventions Toolkit

Background papers: NIL

Contact Officer: Daniel McCrory -Technical Lead, Place Planning Central,
daniel.mccrory@oxfordshire.gov.uk;
Quietlanes@oxfordshire.gov.uk

Melissa Goodacre – Sustainable Transport Manager,
melissa.goodacre@oxfordshire.gov.uk

APRIL 2026

ANNEX 1 – DRAFT - Quiet Lanes Policy Statement

The County Council will undertake a pilot phase of selected schemes, developed with Parish and Town Councils to test the robustness and effectiveness of this Policy before making a formal decision on its adoption (expected Summer 2028), and therefore this Policy is considered interim.

1. Overview

Oxfordshire County Council (OCC) is committed to creating safer, healthier and more attractive rural routes for walking, wheeling, cycling and horse-riding. This Policy establishes a consistent countywide framework for assessing, designing and delivering Quiet Lanes. It provides clarity for parishes, town councils, members and officers, and ensures transparent decision-making aligned with wider transport and health objectives.

The Policy itself does not introduce any physical changes; scheme-specific proposals will be brought forward through engagement and statutory consultation before any implementation takes place.

2. What are Quiet Lanes?

Quiet Lanes are minor roads where non-motorised users (NMUs) and low volumes/speeds of motor traffic share space safely. While national regulations provide for formal designation and signage, this Policy adopts a practical approach focused on achieving safe conditions through traffic restrictions (e.g., modal filters) and appropriate speed limits.

3. Why

Quiet Lane interventions in Oxfordshire have historically developed in a piecemeal way, often in response to specific local issues and without a clear delivery framework. A countywide Policy ensures that all proposals are assessed using the same criteria, are supported by a consistent evidence base, and follow a standard delivery process. This reduces officer time, improves transparency, and enables the council to scale delivery more effectively.

Quiet Lanes will also directly support several strategic OCC priorities by improving safety for vulnerable road users, reducing the dominance of motor traffic, and encouraging healthy, low-carbon travel choices. They contribute to Vision Zero aspirations by lowering speeds and removing through-traffic, align with Healthy Streets principles by enhancing the user experience of rural roads, and help reduce transport emissions in line with climate and air-quality goals.

4. Benefits

By reducing speeds and removing through-traffic, Quiet Lanes significantly lower the likelihood and severity of collisions involving vulnerable road users such as pedestrians, cyclists and horse-riders. They create conditions where all users feel confident sharing rural road space, contributing to safer travel for local residents, schoolchildren, and leisure users.

Many minor roads in Oxfordshire experience pressure from navigation-app-driven rat-running. Quiet Lane treatments help redirect unsuitable vehicle trips back to appropriate A and B roads, protecting residential areas, villages and countryside routes from excessive traffic volumes and reducing wear, noise and conflict.

Quiet Lanes help connect communities to local services, bus routes, rights-of-way networks, and nearby settlements. They support active travel for short journeys (such as school trips, recreation, or visiting local amenities) helping residents who do not drive or prefer low-carbon travel options.

Reducing motor traffic improves the tranquillity and environmental quality of local areas. Lower noise and fewer vehicle emissions support public health outcomes, protect wildlife habitats and hedgerows, and enhance the experience for residents and visitors. In some cases, a Quiet Lane treatment can also reduce maintenance demands associated with heavier vehicle use.

5. Policy

OCC, as the Highway Authority, is responsible for the designation of all local roads (including Quiet Lanes) and speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads, under The Transport Act 2000.

In this instance 'road' has the same meaning as in the Road Traffic Regulation Act 1984, where it is defined (in section 142) as meaning any length of highway or other road to which the public has access.

Signage and road markings for Quiet Lanes are not included within this Policy and are covered by the Road Markings & Road Studs Procedure and the Traffic Signs Procedure.

OCC does not enforce speed limits; the responsibility of this function lies with Thames Valley Police.

An effective Quiet Lanes Policy can contribute significantly to the following outcomes:

- To aid road safety and reduce the risk of injury.
- Reduce rat-running and inappropriate use of minor roads by through traffic.
- Improvemobility and access to services.
- Encourage active travel and improve environmental quality of local areas.

Policy: QLP1

Oxfordshire County Council recognises Quiet Lanes as minor roads suitable for modal filtering due to low volumes and will apply a countywide approach to their assessment and delivery.

Policy: QLP2

Quiet Lane schemes will implement traffic restrictions (e.g., modal filters) supported by speed limit reductions (typically 20mph) as fundamental components.

Policy: QLP3

Schemes will only be progressed where supported by the relevant Parish / Town Council(s) and Division Member(s).

Policy: QLP4

All proposals will be assessed using a consistent framework and scores, including recording baseline data for monitoring and evaluation.

Policy: QLP5

Scheme-specific proposals will be subject to statutory TRO consultation and appropriate engagement with residents and stakeholders.

Policy: QLP6

A pilot programme will test and refine the framework prior to a wider roll-out.

6. Assessment Framework

Each proposal will be appraised using the criteria below; data will be collected to establish a robust baseline for future monitoring and evaluation:

Category	Criterion	Description
Network Function	Strategic through-traffic role	Importance for motor traffic (including emergency services and landowner access)
	Alternative routes	Availability of safe alternatives
Traffic	Traffic flow (AADF)	Daily vehicle volume
	Vehicle speeds (85th%)	How fast most drivers travel, indicating danger for Non-Motorised Users.
Safety	Collision history	Recorded incidents/near misses

	Vulnerable user demand	Use by walkers/cyclists/equestrians
Active Travel	Trip generators	Nearby villages/ schools/ employment sites / rights of way
	AT Network continuity	Creates wider connected corridor
Community Support	Parish support	Local parish position
	Member support	County councillor position
Deliverability	TRO feasibility	Ease of implementing TRO
	Filter feasibility	Ease of installing bollard/gate
Environment	Noise/Air quality benefit	Environmental improvements
	Rural/ biodiversity benefit	Impact on rural character / ecology

7. Implementation Process

The Implementation Process below sets out the different steps to be undertaken in all Quiet Lane projects. This will clarify expectations and responsibilities, increase transparency for interested parties, and provide officers with relevant guidance.

Stages	Description
1. Expression of interest	<p>A Parish or Town Council, with support from their local County Councillor, sends a formal request to OCC, including:</p> <ul style="list-style-type: none"> - a description of the road to be designated as Quiet Lane - rationale as to why it is put forward as a potential Quiet Lane - type of interventions expected (and where) - demonstrate local demand and support for the scheme - capacity to support the scheme financially - any other local context that may be relevant in assessing viability <p>Alternatively, if the proposal comes directly from OCC or other stakeholders (for example as part of the development of a new strategic cycle route), then OCC notifies the affected Parish/ Town Council(s) and County Councillor(s) at this stage.</p>

2. Initial assessment	OCC assesses the viability of the proposal according to the set criteria. This will involve the collection and evaluation of additional data (e.g. traffic flow/speed surveys).
3. Initial proposal	OCC details an initial proposal outlining the type of interventions that are recommended along with high-level designs or precedents and high-level costings.
4. Informal engagement	The Parish/ Town Council organises (or facilitates) a local engagement exercise (informal consultation) based on the initial proposal made by OCC – with a focus on understanding local preferences, concerns and needs
5. Formal proposal	Considering results from engagement to date, OCC makes a formal proposal with a detailed list of interventions, costs and plans as appropriate.
6. Approval	An officer recommendation is presented at a public Delegated Decisions meeting where the Cabinet Member for Transport Management decides to approve or reject the scheme and agrees the TRO implementation route.
7. Implementation	Quiet Lane scheme is implemented.
8. Statutory consultation	OCC runs a statutory consultation on either; <ul style="list-style-type: none"> i) an experimental Traffic Regulation Order – for a minimum of 6 months, maximum 18 months, or ii) a permanent Traffic Order.
9. Review & Decision to make permanent	Key data is collected at regular intervals (including pre-implementation) to evaluate effects according to set criteria. Decisions on whether measures either proposed or introduced on a temporary basis (e.g. as part of an ETRO) are either made permanent or reversed.

8. Engagement & Consultation

As part of each ETRO consultation for the individual pilot schemes, consultees will be invited to provide feedback both on the specific scheme being trialled and on the wider principles of the Quiet Lanes policy. This approach avoids the need for a separate overarching consultation during the pilot period, while ensuring that learning from real world trials, together with targeted engagement with parish councils and relevant user groups such as active travel and countryside access organisations, helps to inform and refine the final policy.

9. Policy crossover

It is recognised that there is a large amount of cross-over between other policies which will need to be considered and taken into account when applying the Quiet Lane Policy, these being:

Policy	Content for inclusion
Local Transport & Connectivity Plan	Healthy Streets; Vision Zero; Strategic Active Travel Network (SATN); Local Cycling and Walking Infrastructure Plans; Oxfordshire Greenways
Air Quality Strategy	Transport based emissions
Biodiversity Action Framework	Biodiversity awareness; Nature recovery; Access to nature for all

Annex 2. Assessment Criteria

The suitability of a Quiet Lane proposal will be assessed based on the following criteria. Appropriate metrics will also be recorded to establish a robust baseline, enabling effective monitoring and post implementation evaluation.

Category	Criterion	Description	0	1	2	3
Network Function	Strategic through-traffic role	Importance for motor traffic (including emergency services and landowner access)	Essential route	Some strategic use	Low strategic use	Superseded by new route
	Alternative routes	Availability of safe alternatives	None available	Indirect only	Practical alternatives	High-capacity parallel route
Traffic *Data to be taken from Speed Compliance Tool	Traffic flow (AADF)	Annual Average Daily vehicle volume	>2000/day Not suitable for Quiet Lane treatment.	1000–2000 High for shared use; significant risk persists.	300–1000 Moderate flows; strong case for filtering.	<300 Ideal Quiet Lane conditions.
	Vehicle speeds (85th%)	How fast most drivers travel, indicating danger for NMUs.	<25 mph Safe speeds for mixed-use lane.	25–35 mph Manageable but not ideal.	35–40 mph High speeds; measures likely needed	>40 mph Unsafe without major intervention.
Safety	Collision history	Recorded incidents/near misses	None	Minor	Some incidents	Clear pattern
	Vulnerable user demand	Use by walkers/cyclists/equestrians	Very low	Low	Moderate	High
Active Travel	Trip generators	Nearby villages/schools/employment sites / rights of way	None	One	Several	Strong cluster
	AT Network continuity	Creates wider connected corridor	None	Minor	Useful link	Creates corridor
Community Support	Parish support	Local parish position	Opposed	Neutral	Supportive	Championing
	Member support	County councillor position	Opposed	Neutral	Supportive	Championing
Deliverability	TRO feasibility	Ease of implementing TRO	High risk	Moderate	Manageable	Low risk
	Filter feasibility	Ease of installing bollard/gate	Challenging	Constrained	Achievable	Simple
Environment	Noise/AQ benefit	Environmental improvements	Minimal	Low	Moderate	Significant

	Rural/ biodiversity benefit	Impact on rural character / ecology	None	Low	Noticeable	Strong benefit
--	-----------------------------------	---	------	-----	------------	----------------

Quiet Lane Assessment – Scoring Interpretation

Total Score (out of 42)	Category	Interpretation / Delivery Implication
34–42	Excellent candidate	Strong alignment with Quiet Lane principles. Suitable for pilot schemes or early delivery with high confidence of community benefit and behaviour change.
25–33	Good candidate	Generally, meets Quiet Lane criteria. Appropriate for delivery but will need detailed engagement and design consideration.
15–24	Possible candidate	Some alignment with Quiet Lane objectives, but notable constraints exist. Likely to require significant design interventions and supporting measures.
0–14	Not recommended	Does not meet Quiet Lane criteria. Unlikely to deliver intended outcomes without fundamental changes to route selection or approach.

Quiet Lane Assessment – Scoring Matrix

Theme	Criterion	Score (0–3)	Evidence / Data to be provided by scheme promoter	Suggested data source / method
Network Function	Strategic through traffic role		Short description of route function incl. emergency / land access	OS Open Roads; OpenStreetMap; local highway knowledge
	Availability of alternative routes		Annotated map showing alternative motor routes	OS Open Roads; Google Maps; parish knowledge
Traffic	Traffic flow (AADF)		AADF value or estimate stated	DfT AADF open data; OCC Speed Compliance Tool; short manual count
	Vehicle speeds (85th percentile)		Speed environment described	OCC Speed Compliance Tool; SID data; spot survey
Safety	Collision history (5 years)		Summary of recorded incidents	DfT STATS19; CrashMap
	Perceived safety / near misses		Brief summary of local concerns	Parish feedback; site observation
Vulnerable Users	Walking / cycling / equestrian use		Existing or latent use described	PROW map; site visit; local groups
Active Travel	Trip generators		Nearby villages / schools / RoW listed	OS OpenMap; parish facilities
	Network continuity		Contribution to wider AT network	LCWIP mapping; NCN data

Community Support	Parish Council position		Minute extract or statement	Parish Council resolution
	County Councillor position		Written support / position	Councillor email or note
Deliverability	TRO feasibility		Risks or constraints noted	Officer judgement; precedent TROs
	Filter feasibility		Physical feasibility described	Site visit; photos; street imagery
Environment	Noise / air quality benefit		Expected change described	Defra background maps; traffic reduction
	Rural / biodiversity benefit		Impact on rural character noted	MAGIC Map; local designations

Annex 3. Interventions Toolkit

The implementation of a Quiet Lane scheme will make use of the following interventions:

Type	Intervention	Description
Core/ Required	Traffic filter / restriction	<p>Aimed at preventing the road from being used by through-traffic.</p> <p>Typically achieved by a motor vehicle restriction at either end of the lane – or somewhere in between – enforced by a physical obstacle (gate, bollard)</p> <p>Potential for restricted access and provide exemptions under special circumstances</p> <p>Potential for restrictions to be camera-enforced under special circumstances</p>
	Speed limit reduction	Speed limits for a Quiet Lane, in the entirety of its length, should be 20mph
Complementary/ Optional	Quiet Lane designation	Introduced by means of a Traffic Regulation Order
	Signage	Quiet Lane signage or others (“pedestrians on road” / “Road open to...”)
	Traffic calming	<p>Aimed at reducing the speed of traffic by means of physical measures including:</p> <ul style="list-style-type: none"> • gateway treatments • gates (for livestock) • horizontal deflection (build-outs/ Chicanes) • vertical deflection (speed humps) • lining (centre-line removal, edge-of-road lines offset) • surfacing (buff asphalt, imprints) • junction treatments (start-end of Quiet Lanes, intersection with major roads)
	Wayfinding	Including local PROW network
	Rest points (benches)	Provision of rest stops (benches/ seating) to improve comfort and accessibility, especially for the less mobile.
	Place Making/ Art/ Environmental enhancements	Place making features contribute to creating a welcoming and inclusive environment; it has potential to encourage a sense of ownership, especially if developed by the local community