



Quiet Lanes Pilot Programme Introduction & Application process

Parish Transport Reps

July 2026



AGENDA

- Background & Context
- Quiet Lane definition
- Why are we doing this differently?
- How the application process works
- What Parishes are asked to provide
- How applications will be assessed
- What happened if a scheme is selected?
- Engagement Approach
- Formal decision making and implementation
- How the experimental period works
- Pilot sites: Sites coming forward
- Filtered Quiet Lanes
- Role of Local members
- Key Messages



Background & Context

- Quiet lanes policy adopted in May 2026
- Quiet lanes aim to create conditions where non-motorised users can share road space more safely and comfortably.
- Policy sits clearly within the strategic direction set by the Local Transport and Connectivity Plan (LTCP).
- Contributes directly to a number of corporate objectives.
- Policy complements Local Cycling and Walking Infrastructure Plans (LCWIPs), rights of way networks and strategic active travel routes, including the Strategic Active Travel Network (SATN).



Quiet Lane definition

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**.

However, evidence suggests that mixing motor traffic with active modes through sign only quiet lanes has not had the desired impact.

Transport Research Laboratory (TRL) 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”.*

It is essential that schemes implemented in Oxfordshire are designed to maximise effectiveness.

If the objective is genuinely safer, lower trafficked rural lanes - physical closures are the only reliably effective intervention.

Therefore, in this policy, and in their introduction in Oxfordshire, the term “quiet lanes” to will refer to traffic management schemes using **physical measures to prohibit motor vehicle traffic on rural lanes**.



Why are we doing this differently?

- Sign-only quiet lane schemes have limited impact on driver behaviour.
- no safety justification for narrow rural lanes to carry speeding through-traffic, often driven by sat-nav algorithms that deliver minimal or no real journey-time savings in practice.
- Treated as place-making interventions, creating calmer rural routes for communities, not just re-labelling roads.
- Programme focuses on delivering physical measures, alongside engagement, to achieve real safety outcomes.



How the application process works

- Parish and town councils are invited to submit applications for routes they would like to be considered.
- This first stage is about identifying **credible, locally supported** proposals.
- It is **not a commitment to immediate implementation**, but the start of an evidence-led process to determine which schemes are most suitable to progress.
- To ensure applications can be assessed fairly and consistently, parish and town councils are asked to submit a short application form setting out:
 - the route being proposed;
 - the local issues the scheme is intended to address;
 - the expected benefits for walking, wheeling, cycling and horse riding;
 - any wider benefits, such as improved access to nature, rights of way, local services or quieter village environments;
 - demonstrate some initial local engagement has taken place and there is general local consensus for the application.



How applications will be assessed

- Once applications are received, officers will review them against the agreed assessment criteria.
- This will include consideration of:
 - the route's function within the wider network;
 - traffic conditions and road safety issues;
 - suitability for walking, cycling, wheeling and equestrian use;
 - availability of alternative routes for motor traffic;
 - local support;
 - overall deliverability.
- Where required, officers may also gather additional information, such as mapping or traffic data, to help determine whether a scheme is technically feasible.
- Following this review, a small number of the strongest and most deliverable proposals will be identified for progression as pilot schemes.
- Parishes will then be informed of the outcome.

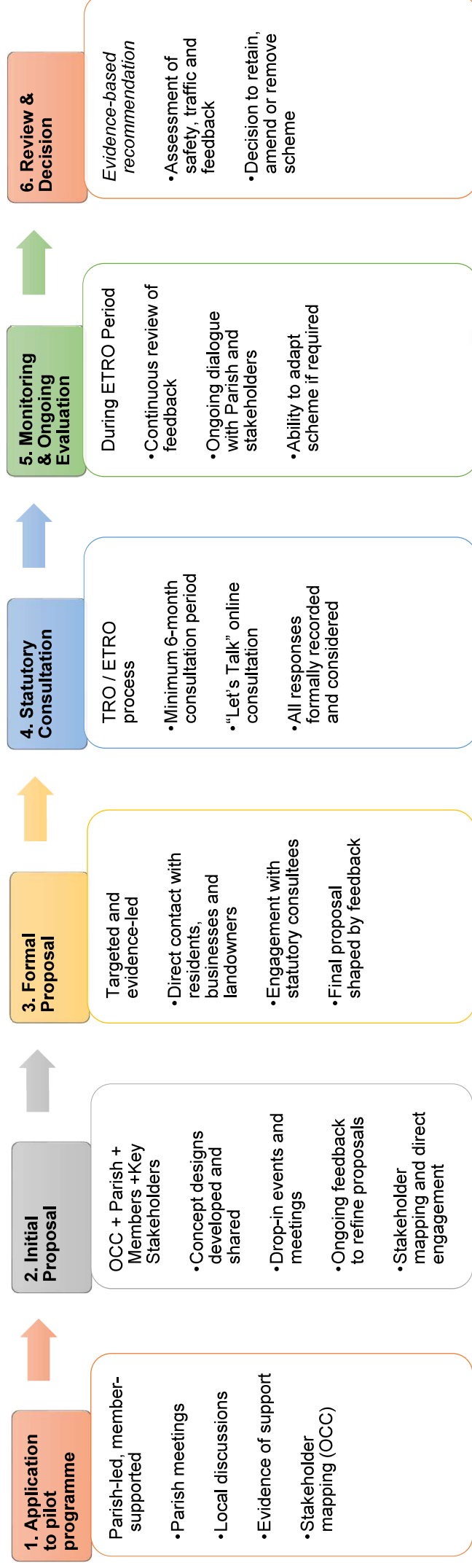


What happens if a scheme is selected?

- If a proposal is taken forward, this marks the **start of a more detailed development process rather than immediate delivery**.
- At this stage, officers would prepare an initial proposal, including concept design ideas, potential interventions and high-level costs.
- Further engagement would then take place with the parish council, local residents, businesses and other affected stakeholders to test the proposal, understand concerns, and refine the design where appropriate.
- Important to ensure that any scheme is shaped by local knowledge and that potential impacts are properly understood before a formal decision is taken.

Engagement Approach

Engagement is continuous and proportionate — starting locally, refined through design, and formalised through statutory consultation, with the Experimental Traffic Order providing flexibility to respond to feedback.





Formal decision-making and implementation

- Once a proposal has been developed and informal engagement completed, the council would prepare a formal recommendation.
- This would then be considered through the council's decision-making process, with decisions delegated to Director for Environment, Highways and Transport, in consultation with the Cabinet Member for Transport.
- Through an Experimental Traffic Regulation Order (ETRO), the scheme would be installed and become operational while **continuing to be monitored and consulted on**.
- This allows the council to assess how the scheme works in practice before deciding whether it should be made permanent, amended, or removed.
- This approach ensures that pilot schemes can be tested in real conditions, while retaining the flexibility to respond if issues emerge.



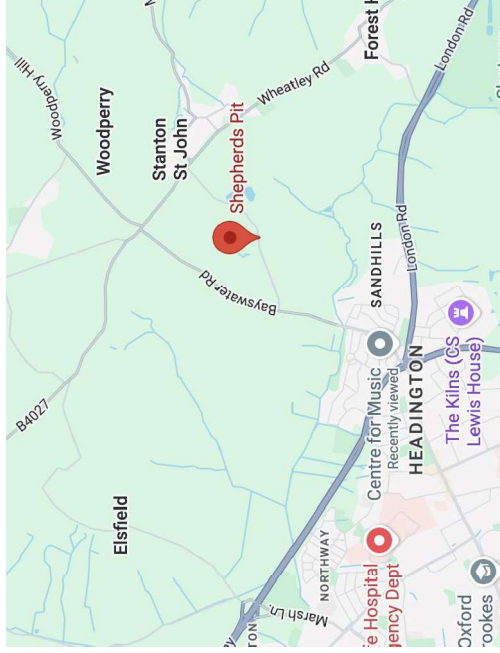
How the experimental period works

- Where a pilot quiet lane is introduced as an experiment, the process would typically run as follows:
 - Month 0 – the scheme is introduced and statutory consultation opens
 - First 6 months – feedback is gathered and monitored
 - Months 6–12 – further evidence is collected, and changes can be made if needed
 - From month 12 – a decision can be taken on whether the scheme should remain, be amended, or be removed
 - Up to month 18 – time allowed to complete the legal process to either make the order permanent or remove the scheme
- **An ETRO provides a structured way to monitor impacts, hear from communities, and make informed decisions based on evidence rather than prediction alone.**

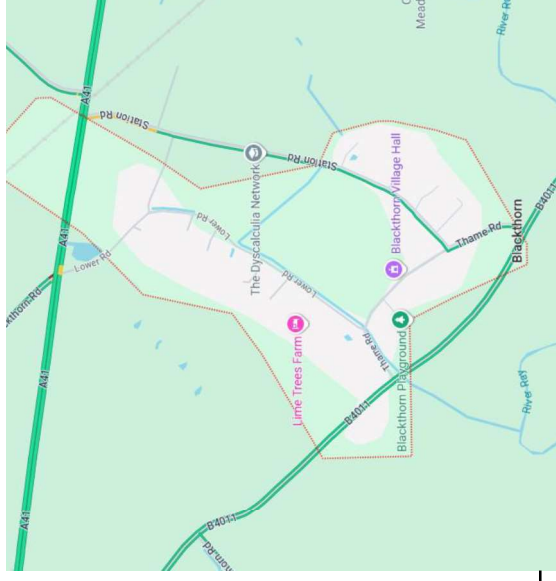


Pilot sites: sites coming forward

Shepherd's Pit Lane: has been rolled into this programme, will be piloted this summer following informal engagement with PC.



Blackthorn Village, Bicester: informal engagement with PC and local stakeholders to commence through Summer.

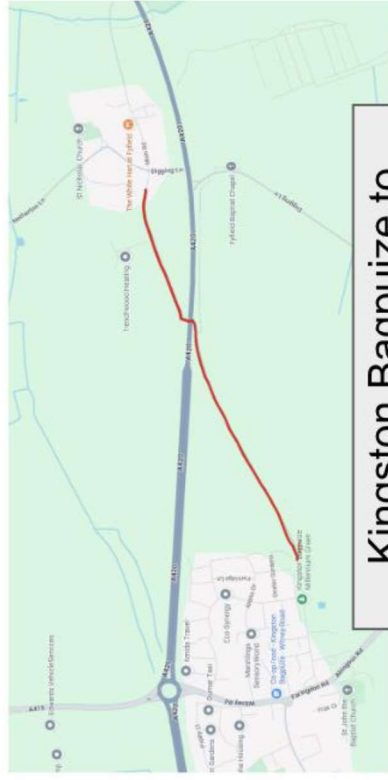


Road	Parishes	District
Road through Bainton (B4100 to Stratton Audley Road)	Stoke Lyne + Caversfield	Cherwell
Road from Hanwell to Great Bourton (Hanwell Lane?)	Hanwell + Bourtons (Banbury)	Cherwell
Evenlode Lane, Fawler	Fawler	West Oxfordshire
Towersey to B445 & A4129 (Chinnor Road)	Towersey	South Oxfordshire
Battle Road, Goring-on-Thames	Goring-on-Thames	South Oxfordshire
Bagley Wood Road	Kennington	South Oxfordshire
Kingston Hill	Aston Rowant Parish Council	South Oxfordshire

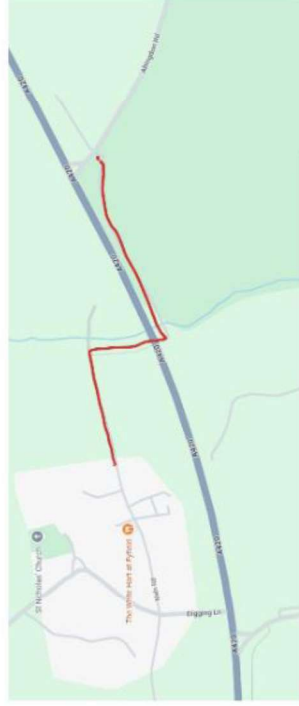


Filtered quiet lanes

We have a number of filtered Quiet Lanes in Oxfordshire already....



Kingston Bagpuize to
Fyfield



Fyfield to Tubney



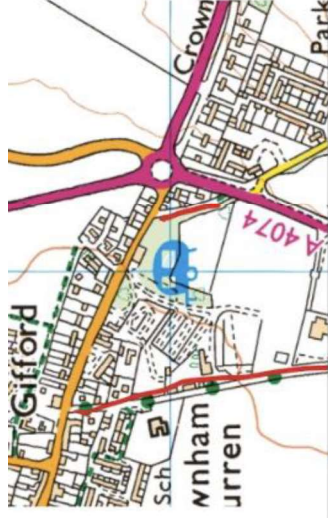
Chacombe / Banbury



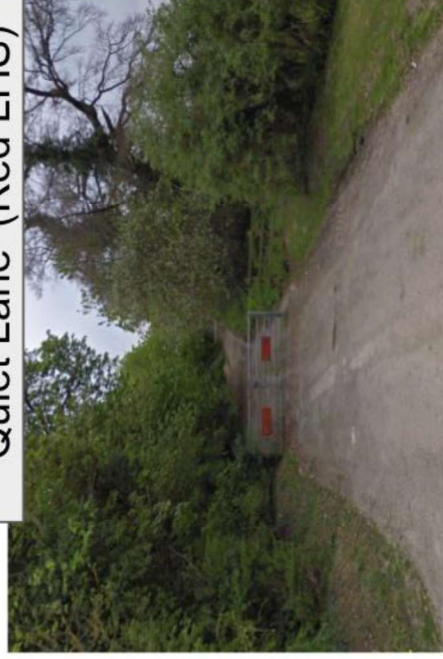
Filtered quiet lanes (cont.)



Eynsham's legacy filtered
'Quiet Lane'



Crowmarsh Gifford
'Quiet Lane' (Red LHS)



Upton > Harwell
'Quiet Lane'





Key message

- Quiet lanes will **not be introduced automatically**.
- They are brought forward through a **staged process** that begins with a local application, moves through technical assessment and community engagement, and **only proceeds where there is a clear evidence-based case**.
- **Engagement is not a single event** — it is a structured, ongoing process that starts locally, continues through design, and is formalised through statutory consultation (ETRO).
- This approach ensures quiet lane schemes are **locally supported, evidence-based**, and capable of being adapted if issues arise.
- The pilot programme is intended to **test what works**, learn from experience, and ensure any future rollout is informed by local feedback and real-world evidence.



End

- Quietlanes@oxfordshire.gov.uk
- [The quiet lanes programme | Oxfordshire County Council](#)