

Regulatory Impact Assessment (RIA) for the Quiet Lanes and Home Zones Regulations and the associated amendment to the Traffic Signs Regulations

Title of proposed regulations:

The Quiet Lanes and Home Zones (England) Regulations 2006 and
The Traffic Signs (Amendment) Regulations 2006

Purpose and intended effect:

(i) Objectives

To regulate the powers conferred on local traffic authorities (referred to henceforth as authorities) by section 268 of the Transport Act. These powers allow authorities to designate roads within their area as Quiet Lanes or as Home Zones, and to vary or revoke such designations. The regulations specify the procedures, including consultation procedures, to be carried out when making, varying or revoking designations, use orders or speed orders. The regulations will also allow authorities to make, vary or revoke use orders and speed orders. The associated signs regulations will prescribe signs indicating the entry and exit points of a road designated as a Quiet Lane. The regulations do not supersede other regulations or alter existing authority powers.

Use orders will legitimise uses other than passage on the designated roads. The community involved will agree the types of uses, which will then have a legal right to occur on the road. Use orders will spell out to the local community the types of activity that will be permitted on the road.

Speed orders will allow authorities to set a specified speed for the road and authorise them to take measures to achieve that speed. These measures may be physical (e.g. traffic calming, design of road layout, etc) or not (e.g. advertising, community speed pledges, etc). Consultation requirements prior to the implementation of physical traffic calming measures, and the authorisation for these measures, are already covered in other legislation.

These regulations primarily affect local traffic authorities as they specify procedures that must be followed during designation of a Quiet Lane or Home Zone, and when making use orders or speed orders. The regulations may also encourage the creation of further Quiet Lanes and Home Zones; this will benefit local communities and vulnerable road users. Finally the regulations will affect all other users of roads to be designated as they may be invited to participate in the consultation/scheme development process.

The aim of Quiet Lanes is to maintain the character of minor rural roads by seeking to contain rising motorised traffic growth that is widespread in rural areas. There are three key elements to a Quiet Lanes scheme: community involvement to encourage a change in user behaviour; area-wide direction signing to discourage through traffic; and entry signing to indicate those entering an area may expect to encounter a range of users and activities. Quiet Lanes are minor rural roads which are appropriate for shared use by walkers, cyclists, horse riders and motorised users. They should have low motorised traffic flows travelling at low speeds before designation. Feedback from the national demonstration projects has shown these to be a successful in maintaining low motorised traffic flows travelling at low speeds.

Home Zones aim to improve the quality of life in residential streets by making them places for people, instead of just being thoroughfares for vehicles. They will often involve a redesign of the street, usually including (though not exclusively) traffic calming, to indicate a different environment where a mix of uses are likely to be encountered and to encourage very slow vehicle speeds. Home Zone entry signs would also be used to back up this message. Authorities should develop Home Zones as a model for their residential streets, both in existing communities and when planning new developments. Feedback from retrofitted Home Zones shows they may have many beneficial impacts including improved community cohesion, increased house prices, and reduced street crime.

These initiatives come under the Government's liveability and public space policies that include community capacity building and wider issues.

(ii) Background

There were no previous regulations concerning the designation of Quiet Lanes or Home Zones. Under the Transport Act 2000 (section 268) local traffic authorities are able to designate any road for which they are the traffic authority as a Quiet Lane or Home Zone. The lack of regulation means that there is no statutory consultation with those who may be affected by the designation.

The Transport Act 2000 also described use orders and speed orders. The regulations will enable local traffic authorities to make these orders.

There were no previous regulations prescribing entry and exit signs for Quiet Lanes. The lack of regulation means that any authority implementing a Quiet Lane scheme must apply for special authorisation of entry and exit signs. Entry and exit signs for Home Zones are already prescribed in the Traffic Signs Regulations and General Directions 2002.

(iii) Risk Assessment:

85% of those responding to the initial round of consultation stated they wanted regulations for Quiet Lanes and for Home Zones. When asked whether they wanted statutory guidance, 92% said yes for Quiet Lanes and 93% said yes for Home Zones. Since this consultation there have been repeated calls from local authorities and others for the Department to provide the regulations and guidance. These are new concepts and put considerable emphasis on the authority engaging with the local community. Local traffic authorities can already designate roads as Quiet Lanes and Home Zones under the Transport Act 2000. Some have done this, but many more are awaiting guidance on matters such as the minimum consultation requirements and formal procedures before progressing their schemes. Without the regulations, there would be no formal opportunity for the local community to buy into, or object to, plans for the introduction of Quiet Lanes or Home Zones.

Without the regulations, local traffic authorities would not be able to make use orders. Such orders confer clear authorisation for uses of the road in addition to passage and reinforce the idea that Home Zones, in particular, are places for people and not simply thoroughfares. Uses that may be allowed by the orders could include street play, standing and talking, street parties, bird-watching groups, painting scenic views, etc. Although some of these activities may take place already, they have no formal authorisation. The order will also signify formal recognition from the community that they are accepted activities on the designated roads.

Without regulations, the authorities would not be able to make speed orders. That would mean that there would be no locally determined specified speed below which vehicles on the designated road are intended to travel. It is not possible to set speed limits lower than 20mph without the approval of the Secretary of State. Due to problems such as the unreliability of speedometers at very low speeds such approval is unlikely to be given. However a walking pace may be more appropriate for vehicles within a Home Zone where children may be playing in the street for example. Authorities need to work with the communities involved to agree an appropriate speed, and then take such measures as would achieve compliance. Authorities have existing powers to set speed limits and introduce traffic calming; speed orders would not alter these powers.

Without the associated signs regulations, authorities will need to continue to apply for special authorisation of entry and exit signs for their Quiet Lanes schemes. Special authorisation places a burden on both authorities and central government. There is also a risk that different authorities develop different sign variants, this could reduce the recognition of Quiet Lanes areas.

Options:

1. Do nothing:

This is not considered a feasible option. It would not overcome the problems described above of authorities' reluctance to develop more Quiet Lanes and Home Zone schemes, and would not provide the new powers needed for use and speed orders. If it were clear that regulations were not to be made, more authorities may decide to proceed as they see fit with designation of certain roads as Quiet Lanes or Home Zones, but then they would be unable to make use orders or speed orders.

2. Produce non-statutory guidance in place of regulations and statutory guidance:

This would help to clarify the expected procedures in terms of consultation with the local community prior to designation as Home Zones or Quiet Lanes. Consultation aims to get community agreement regarding the objectives of the scheme and the road(s) to be designated. However this would not be legally binding and authorities might choose to ignore the advice and do less.

This option would not allow for the making, variation or revocation of use orders and speed orders.

3. Produce regulations and statutory guidance:

This would impose a minimum level of consultation before designation as Quiet Lanes and Home Zones can occur. It would ensure the possible scheme is discussed at public meetings and via representations before the proposals are finalised. Once proposals had been defined, all those likely to be affected would have a chance to make formal objections to the scheme and have those objections considered prior to designation.

In the Department's view, the regulations specify the minimum consultation requirements, with the statutory guidance providing more detail about what might be required in a given scheme. Consultation is a key element in developing Quiet Lane and Home Zone schemes, ensuring that they meet the requirements of the communities involved and developing a change in attitude towards this public space, transforming it for a range of uses, not just for vehicle passage and parking.

Option 3 would also allow for the making of use and speed orders including full consultation and objection procedures. Use orders would allow authorities and communities to decide what uses were appropriate for their Quiet Lane or Home Zone and to have those uses formally enshrined in law. Through the use order making process, communities would have a chance to discuss possible conflicts regarding what constituted "appropriate" uses, with the aim of nurturing understanding of the needs of others and building community spirit. A use order would also help to inform the community of the activities they might come across in the road and encourage them to act accordingly, especially when driving. Signs for warning drivers that they are entering or leaving a Quiet Lane or Home Zone are available, respectively, by special authorisation or in the Traffic Signs Regulations and General Directions 2002. The Traffic Signs Regulations and General Directions will be amended to prescribe new entry and exit signs for road designated as Quiet Lanes. The Department proposes to add the Quiet Lane and Home Zone signs to the Highway Code when this is next revised, in order to improve public understanding of their meaning.

In addition, the specified uses would have a legal standing. At present, any uses of a road for purposes other than passage (pass and re-pass) have no formal authorisation. Use orders could allow a range of uses, for example recreation uses such as children's play. Should an accident occur, it would not be possible for one party to claim that an authorised use by the other was an unlawful use of the highway, provided that it did not obstruct the lawful use of the road by others or deny access to premises.

The process of making speed orders will allow authorities and communities to come to a decision about an appropriate specified speed of vehicles in the Quiet Lane or Home Zone, and have this recognised legally. Although these regulations do not increase the powers of authorities on issues relating to speeding, speed orders could be widely advertised to encourage community compliance. It is expected that objections to measures taken later to achieve the specified speed would be minimised, as areas of concern would have been raised already. A specified speed could provide a basis for local highway authorities to change their highway standards for a particular road. If an accident were to occur due to a vehicle travelling at an inappropriate speed, i.e. above the speed specified in the speed order, the driver of that vehicle might have less of a case to argue should they attempt to sue the local authority. Both Quiet Lanes and Home Zones are expected to have very little motorised through traffic, therefore few instances are expected where drivers would enter the area completely unaware of the scheme and the specified speed.

The regulations place similar requirements on authorities as those required for implementation of a traffic regulation order, something with which authorities are very familiar. The requirements have been clarified and simplified where appropriate to further ease the burden on authorities.

Making of the associated signs regulations would provide authorities with a prescribed sign for Quiet Lanes in England. This would reduce the administrative burden on authorities designating new Quiet Lanes. It will also lead to a single sign design being used for all Quiet Lanes in England, helping road users to recognise Quiet Lanes outside of their local area. The Quiet Lane signs have been designed to relate to the Home Zone signs, emphasising their similarities in terms of shared priority between motorised and non-motorised users. If prescribed, the Department intends to add a section to the Highway Code explaining the meaning of the new signs and the existing Home Zone signs.

Business sectors affected

With both Quiet Lanes and Home Zones it is expected that there would be very little effect on businesses. This is because neither type of designation is recommended for industrial areas or busy through routes, rather for residential areas or minor rural roads where there is little through traffic. Provisions in primary legislation, the Transport Act 2000, relating to Quiet Lanes and Home Zones mean that there will be no impact on access to businesses.

In Quiet Lanes:

The businesses most likely to be positively affected are equestrian businesses and tourism businesses. Equestrian businesses are likely to benefit from increased driver awareness of non-motorised users and the making of speed orders to reduce traffic speeds. In some areas, tourism businesses may benefit from being able to claim attractions are "on a Quiet Lane" with an improved road environment. By improving on-road walking, cycling and horse-riding networks, and linking together off-road routes, they may also attract tourists wishing to use non-motorised modes to enjoy the surrounding countryside.

In Home Zones:

Property developers and associated businesses could be positively affected if their property is in a Home Zone area as this could lead to an increase in property values. This reflects the higher environmental quality that can be associated with Home Zones. There is a small risk that, at the margins, people are priced out of the area. Other types of business likely to be affected are local shops and services such as doctors' surgeries. These businesses would benefit from a safer, more attractive environment for staff and customers.

Costs and benefits

Option 1: Do nothing. Authorities could designate a Quiet Lane or Home Zone but not make use orders or speed orders.

Impact on businesses:

Minimal: Fewer roads are likely to be designated as Quiet Lanes and Home Zones.

However, businesses (and others) would not have the protection of the formal objection procedure and, potentially, a road could be designated (or a designation varied or revoked) without their being made aware of the process.

Implementation of traffic calming or traffic management measures that could affect business travel is already possible and bound by regulated consultation procedures that would be unaffected by these regulations. It is likely that physical speed reducing and control features would still be used, especially in Home Zones.

Impacts on public sector:

The consultation requirements would not be set and the authority could spend unnecessary time/money on public involvement. If the authority carried out less consultation than that required by the regulations, it is unlikely that they would have done enough to engage the community, obtain buy-in to the scheme objectives and encourage a change in user behaviour.

The benefits of option 1 would be limited as authorities would not be able to make use orders and speed orders to help achieve Quiet Lane and Home Zone objectives to improve quality of life. Option 1 is also likely to lead to fewer Quiet Lanes and Home Zones being designated as many authorities would be uncertain of how to proceed with these new and unfamiliar initiatives based on community involvement.

With designation but without the provision of use orders there could be confusion over which activities are authorised in the roadspace. The effect of this would be fewer people using the public space within the designated area for activities other than passage.

Health impacts:

There will be no significant health impacts arising from this option as there will be no change from the current situation. However, without the structure of these process regulations some authorities may not feel confident to create new Quiet Lanes. Quiet Lanes help to maintain the character of minor rural roads against a national background of rising traffic growth, without more designations there could be further degradation of walking, cycling and horse-riding networks with knock-on impacts on the health of local communities.

Option 2: Produce non-statutory guidance in place of regulations and statutory guidance. Authorities could designate a Quiet Lane or Home Zone but not make use orders or speed orders.

Impact on businesses:

This option is likely to involve the same level of impact on businesses as option 3 as the recommended consultation requirements would be the same in the non-statutory guidance as in the regulations and statutory guidance.

However, the risks would be greater as businesses (and others) would not have the protection of the formal consultation and objection procedures. A road could, potentially, be designated without their being made aware of the process.

There is also a risk that the authority would carry out less consultation than recommended and would fail to fully engage the community, obtain buy-in to the scheme objectives, and encourage a change in user behaviour.

Impacts on public sector:

The majority of authorities would follow non-statutory guidance, so the cost to the public sector in terms of consultation requirements would be similar to that in option 3.

With designation but without the provision of use orders there could be confusion over which activities were authorised in the roadspace. The effect of this would be fewer people using the public space within the designated area for activities other than passage.

Health impacts:

By encouraging the implementation of more Quiet Lanes and Home Zones, it is likely that non-statutory guidance (option 2) would have some of the additional health benefits cited under option 3. However, use orders and speed orders would not be available to authorities. The lack of speed orders removes the potential for even lower vehicle

speeds, whilst the lack of use orders removes the framework for encouraging increased physical activity in the street.

Option 2 therefore represents the worst overall option, with the negative impact on the majority of businesses and the majority of the public sector being just as great as for option 3 but the risks being as high as for option 1.

Option 3: Produce regulations and statutory guidance.

Authorities are not required to designate roads as Quiet Lanes and Home Zones (or to make use orders or speed orders once designated). If they chose not to, there would be no impact on businesses or the public sector. We would only expect designation (and subsequent use orders and speed orders) where the authority felt it would add value.

Impact on businesses:

Where authorities chose to implement Quiet Lanes or Home Zones it is thought that the cost to businesses would be slight. Quiet Lanes are minor rural roads and Home Zones are residential streets. It is unlikely that there would be many businesses on such roads and, as a key feature is that the zones and lanes should carry minimum motorised through traffic, they are unlikely to have a major impact on business-related traffic.

Those businesses likely to be affected would be given the opportunity to be involved in the development of the Home Zone or Quiet Lane designation proposals. Objection procedures would be formalised, therefore any objections made by these parties must be duly considered. The same consultation and objection procedures would apply to the making of use orders and speed orders.

It is not thought that any one business sector would be disproportionately affected.

Only one of the ninety respondents to the consultation on the draft regulations and statutory guidance (the second round of consultation) felt that the consultation requirements within the regulations placed too great a burden on businesses, this was on the grounds that businesses were already suffering from consultation overload.

Impact on public sector:

If they chose to implement a Quiet Lane or Home Zone then the authority would have to follow the procedures set out in the regulations. It is considered that the procedures set out the **minimum** level of consultation required in order to achieve community engagement, an essential part of developing these schemes. It is right that those likely to be affected by the designation, use order or speed order should be given an opportunity to object to the scheme and any such objections duly considered.

Only thirteen of the ninety respondents to the second round of consultation felt that the consultation requirements within the regulations were too onerous. The main concerns in this area were about the time and resources required for the specified consultation procedures, but a drain of public support from successive consultations was also cited.

Estimations of the cost of designation by consultation respondents varied between £1k and £150k. It is thought that the upper end of these estimates reflects the additional consultation local authorities believe necessary rather than the cost of the minimum consultation requirements set out in the regulations. The cost of formal procedures for

making use orders or speed orders were estimated by consultation respondents to be between £4.7k and £10k per order made. This could be reduced if the order procedures were run at the same time as designation procedures.

The benefit of option 3 would be that minimum levels of community involvement would have to be adhered to by the authority. They would also allow the making of use and speed orders to help achieve the scheme objectives.

Option 3 would also provide benefits by removing the need for special authorisation of Quiet Lane entry and exit sign. This process can often take several weeks or months so represents a real resource saving.

Health impacts:

Although it might be thought that the increased activity on the street might increase the likelihood of an accident, the number and severity of accidents per vulnerable road user should actually decrease due to reduced vehicle speeds. Speed orders authorise local authorities to take measures to reduce speeds to below that specified in the order and it is expected that they would take requisite measures to reduce vehicle speeds. In addition, one of the wider impacts of the community involvement should be that drivers have an increased awareness of vulnerable road users, so reducing the number of accidents. Quiet Lanes and Home Zones are not primarily road safety schemes; accident levels in all the pilot schemes were low both before and after implementation. In the Home Zone pilots, mean speeds were reduced by an average of around 5mph (to less than 15mph) and 85th percentile speeds were reduced by an average of around 6mph (to less than 19mph).

By encouraging the implementation of more Quiet Lanes and Home Zones, it is likely that option 3 would cause additional benefits in terms of increased physical activity. In the Quiet Lane demonstration projects, 14% of respondents in Kent and 17% of those in Norfolk said they were more likely to walk, cycle or ride a horse on the Lanes. However the numbers of non-motorised users both before and after the scheme were too low to see statistically significant changes. In the Home Zone pilot schemes 44% of respondents thought that walking was "more pleasant" than before, a slight increase in the amount of time residents spent outside was also noted. The regulations would enable local authorities to make use orders. By designating certain parts of the street as suitable areas for specific uses, these may further encourage street activity.

Quiet Lane or Home Zone schemes can also lead to reductions in vehicle flows, with knock-on health benefits in terms of reduced air pollution. In the Home Zone pilot schemes, traffic flows were reduced by approximately one quarter across all the schemes. In the Quiet Lanes demonstration projects traffic flows were reduced by an average of 11.2% in Norfolk and 14.5% in Kent relative to flows on the control roads.

A number of the Home Zone Challenge authorities have suggested that their schemes look more attractive and this has positive impacts on health and feelings of well being. Raised moral and increased community spirit have also been suggested contributors to improved community health. Only in time will the effects on health be clearer.

Other impacts:

The types of roads designated as Quiet Lanes or Home Zones should have minimal levels of motorised through traffic. It is therefore unlikely that designation or the

implementation of use orders or speed orders would significantly increase business journey times or displace significant levels of motorised traffic onto adjacent roads.

The wider benefits of implementing Quiet Lanes and Home Zones are only just becoming clear through the monitoring of pilot projects. Quiet Lanes have been shown to be an effective tool for managing existing motorised traffic flows against a background of rising motorised traffic levels in rural areas. Local authorities managing the pilots have also reported improved quality of life for the local communities involved. Home Zones have been seen to have a range of benefits including improved community cohesion, increased house prices, and reductions in street crime.

The existence of standardised signs will improve recognition of Quiet Lanes amongst road users who are familiar with the Quiet Lanes concept but are from outside the local area. Standardisation of signing will also allow central government to take measures to improve awareness of the Quiet Lanes concept amongst the general population.

Equity and fairness

The regulations will positively affect vulnerable road users by encouraging the creation of more Quiet Lanes and Home Zones, and enabling local traffic authorities to make use orders or speed orders. The affects on specific business sectors are outlined in the "Business sectors affected" section.

The regulations do not have any race equality impacts. The statutory guidance specifically recommends that local traffic authorities use a range of consultation methods to engage with all sectors of the community, particularly those normally under-represented in the decision-making process.

Small Firms' Impact Test

The Small Business Service thought it unlikely that the proposed regulations and statutory guidance would have a disproportionate affect on small businesses.

As mentioned in the "Business sectors affected" section, equestrian and tourist businesses may benefit from option 3 due to the increased uptake of Quiet Lanes and Home Zones. Small businesses local to the designated area could potentially be both negatively and positively affected by the implementation of traffic calming measures associated with individual schemes.

However, each Quiet Lane or Home Zone designation would have a separate consultation process during which any specific issues can be raised and addressed.

Competition Assessment

No market is impacted specifically as the consultation requirements that the new regulations could introduce would have a general effect. There will therefore be no impact on competition.

Enforcement and Sanctions

Local traffic authorities would not be obliged to implement Quiet Lanes or Home Zones. However, if they chose to designate, or vary or revoke that designation, or make use

orders or speed orders without following the regulations, they would be open to challenge. This could ultimately result in the revocation or alteration of a designation or order.

The Department has no statutory enforcement role.

Monitoring and Review

The Department will monitor the correspondence from local authorities and local communities in order to establish the effectiveness or otherwise of the legislation. Revisions to the legislation would only be suggested if such correspondence indicates a strong need for changes in a particular area.

Consultation

The Department has held two rounds of public consultation about Quiet Lanes and Home Zones. In the first, a wide range of interested stakeholders were consulted initially on the need for and type of regulations and statutory guidance. 85% of those responding to the initial round of consultation stated they wanted regulations for Home Zones and for Quiet Lanes. When asked whether they wanted statutory guidance, 93% said yes for Home Zones and 92% said yes for Quiet Lanes. 91% of those responding agreed that the Department should make procedure regulations for use orders and speed orders.

A second round of consultation was held to give consultees an opportunity to comment on the draft statutory instrument, draft statutory guidance and draft regulatory impact assessment. Responses that provided a clear answer to the questions posed may be summarised as follows:

- 78% of respondents did not feel that the minimum consultation requirements were too onerous
- 78% thought that use orders (as specified in the draft regulations) would add value
- 70% thought that speed orders (as specified in the draft regulations) would add value
- 81% agreed that the draft statutory guidance helped to clarify the requirements
- 85% felt that the RIA covered the main costs and benefits of each of the possible options
- the majority of respondents expressed a preference for the Quiet Lanes sign design as in the Traffic Sign (Amendment) Regulations

A full report of the consultation responses may be found at Annex A. Detailed comments from respondents have led to changes in the regulations, statutory guidance and final RIA.

Consultees included:

(i) Within government:
Countryside Agency, DCMS, DEFRA, Dept for Regional Development (N.I.), HM Fire Inspectorate, Home Office, Government Offices for the Regions, the Scottish Executive, Visit Britain and the Welsh Assembly Government.

(ii) Public consultation:

Local authorities in England (including County Councils, District Councils, Metropolitan Borough Councils and the National Association of Local Councils), Charities/Voluntary Organisations/Stakeholder groups, special interest groups, Professional bodies, Private companies, and individuals.

Summary and Recommendation:

Option	Costs	Benefits
1. Do nothing <i>Note: other traffic management tools could still be used.</i>	<ul style="list-style-type: none">• Baseline scenario therefore no costs or benefits beyond those currently experienced.	
2. Non-statutory guidance	<ul style="list-style-type: none">• Same level of locally determined consultation for the majority of cases (and therefore same resource implications and implications for businesses) as if there were regulations in place• Some cases where consultation would be higher/lower:<ul style="list-style-type: none">• If levels of consultation were higher - more time/resources (some pilot projects spent £50k or even more on consultation, this is far more than the cost of the minimum requirements to be specified in the regulations), may impact more on businesses if the consultation is wider.• If lower - no buy-in to objectives, no change in user behaviour unless forced• No formal objection procedures• Confusion within the local community over activities allowed in the street	<ul style="list-style-type: none">• Authorities have slightly more confidence to implement schemes bringing the benefits noted in option 3.

<p>3. Regulations and Statutory Guidance</p>	<ul style="list-style-type: none"> • Authorities required to follow formal procedures for public involvement - thought to be c. £5-10k for the minimum consultation required by the regulations. Estimations of the cost of designation by consultation respondents varied between £1k and £150k. It is thought that the upper end of these estimates reflects the additional consultation local authorities believe necessary rather than the cost of the minimum consultation requirements set out in the regulations. • More Quiet Lanes and Home Zones likely to be designated leading to increased public involvement costs. In the pilot schemes (implemented without regulations) most local authorities spent between £15k and £50k on this stage • Use orders and speed orders could be made by some authorities - cost of formal procedures was estimated by consultation respondents to be between £4.7k and £10k per order made. This could be reduced if the order procedures were run at the same time as designation procedures. 	<ul style="list-style-type: none"> • Guaranteed consultation opportunity for businesses occupying properties on the road in question, or otherwise likely to be affected. • Formalised objection procedures • Clarity concerning minimum levels of consultation. • Clarification of uses legally allowed on the road, encouraging more people to use the space within the designated area for activities other than passage • More Quiet Lanes and Home Zones leading to: <ul style="list-style-type: none"> • Control of rising motorised traffic levels on minor rural roads designated • Improved quality of life for the communities involved • Improved community cohesion • Possibility of increased house prices in designated areas. In the pilot home zone in Northmoor, house prices went from £12k to £60k following home zone implementation. • Reduced street crime • Potential health benefits in terms of reduced accidents, increased physical activity and improved air quality. • If speed orders were implemented - community-agreement regarding the specified speed appropriate for the road, agreement for speed reducing measures which in turn would lead to reduced risk of serious or fatal accidents, and potential for adjustment of highway standards in accordance with specified speed. • No special authorisation required for Quiet Lane entry
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		<p>and exit signs.</p> <ul style="list-style-type: none"> • Improved consistency and recognition of Quiet Lanes signs.
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There is no requirement to introduce Quiet Lanes or Home Zones so authorities could choose to remain unaffected by the regulations. Where they do choose to designate it is felt that the regulations require only the minimum level of consultation appropriate. Option 3 would provide the most security for those likely to be affected, in terms of consultation and formal objection procedures. Option 3 is also the only option to allow the making of use orders and speed orders with the benefits outlined above.

Therefore the recommendation is that option 3 is adopted and regulations are made.

Ministerial Declaration

I have read the Regulatory Impact Assessment and am satisfied that the benefits justify the costs.

Signed:

Date: 26 July 2006

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