

## Briefing Note

### Agenda Item 21/897: Discuss the LHP application to make Ringtail Green a Quiet Lane

1. The issue of speeding traffic was brought to the attention of the parish council in September 2019 and discussed at the meeting held on September 16<sup>th</sup> 2019. It was agreed that an application would be made to the LHP to extend the 40mph speed limit through Ringtail Green.
2. Ringtail Green is a small hamlet consisting of eight properties accessed via a single track lane. The lane is approximately 700m in length and runs between the B1008 and Pleshey Road, Ford End. Currently the national speed limit (60mph) applies to the lane. It has been reported that the problem of vehicles speeding has been exacerbated since the introduction of the 40mph speed limit on a section of the B1008. The national speed limit signs at the entrance to the lane were installed as part of that work and may indicate to drivers that the lane is suitable for higher speeds.
3. The issue was discussed again at the parish council meeting held on June 28<sup>th</sup> 2021:

#### 21/770 Ringtail Green - Ford End – Traffic Issues raised:

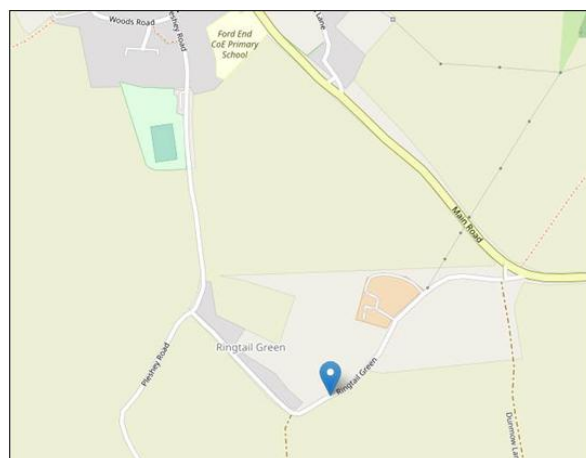
It was noted that the turning to Ringtail Green now had a derestricted sign on entrance as a result of it being the reverse of the 40mph sign on exit – concern that this encouraged faster speeds.

Resolution Apply to LHP via County Cllr to reduced speed from 60 MPH to 40MPH

Resolution Apply to LHP via County Cllr for the lane to be changed to a Quiet Lane.

4. At the parish council meeting held on July 20<sup>th</sup> 2021 ECC Cllr. Steel reported: Ringtail Green 40mph and Quiet Lane status LHP request - LHP request submitted. Speed/volume survey arranged (will be carried out after the school holidays).
5. On September 2<sup>nd</sup> the Automated Traffic Count (ATC) commenced and the results of the 7 day ATC were circulated on September 22nd.

The location of the ATC was carried out in the vicinity of a sharp bend and is not indicative of vehicle speeds where the problem was reported:



6. The Highways Liaison Officer commented:  
*“Mean average speed and 85%ile (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of traffic speed. Department for Transport guidance is that Traffic Authorities should continue to routinely collect and assess both, but*

*that mean average speeds should be used as the basis for determining local speed limits. Based upon the recorded mean average speeds there would be very good compliance with the posted speed limit on Ringtail Green. Additionally there would appear to be low volumes of traffic using the route.”*

7. The average daily speed was recorded as 22mph and the average daily 85th percentile speed recorded as 26.9mph meaning that while 85% of traffic travelled at 26.9mph or less, 15% travelled above that speed.

## SUMMARY

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### COMBINED NORTHEAST- & SOUTHWESTBOUND

Total recorded volume	1,147
Avg daily volume (based on 7 days)	163.9
Average daily speed (7 days)	22.0mph
Average daily 85th percentile (7 days)	26.9mph
AADT (annual average daily traffic)	167
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Avg weekday volume (Mon-Fri, 24hrs)	167.2
Avg weekday speed (Mon-Fri, 24hrs)	22.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	143.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	22.2mph

### Quiet Lane Criteria:

- PR1 and PR2 routes cannot be designated as Quiet Lanes.
- If the road carries more than 1000 vehicles per day, then it cannot be considered for a Quiet Lane. The speed of vehicles using the road is also important and the 85th percentile must show speeds less than 35mph.
- Only narrow, single-track roads are suitable to be designated as Quiet Lanes. They should be rural in character and ideally be in a rural area to be most effective.
- The only physical measures to be implemented would be the national Quiet Lane sign to identify entry into and exit from a Quiet Lane. At the exit, the Quiet Lanes emblem is crossed out.
- The Quiet Lanes introduced by Essex County Council have featured a sign and wooden post to ensure that these signs are inconspicuous within the rural street scene.
- Essex County Council will ensure that Landscape features, such as hedges, verges, walls and wayside trees will be sensitively managed to improve the landscape, retain local character and make travel easier for cyclists, walkers and horse riders. Designation as a quiet lane will effect the routine verge cutting.

### Points to Consider:

1. The AVC was carried out in the vicinity of a sharp bend which is not indicative of vehicle speeds where the problem is reported.
2. Is it considered that the recorded vehicle speeds are suitable for a single track country lane close to residential properties?
3. Would the cost of the scheme outweigh the benefits of a Quiet Lane - 4 low level posts and 8 small signs?
4. If a Quiet Lane application is not made what are the implications for residents and pedestrians using the lane?
5. If a Quiet Lane is not imposed what alternative improvements can be made?