



Quiet Lanes Suffolk

Quiet Lanes for Framlingham

Quiet Lanes are a statutory designation for single track rural roads, not wide enough for two-way traffic and a low flow rate (up to 100 vehicles daily). The purpose is to encourage all forms of active and sustainable travel that indicate to motorists to ‘**Expect and Respect**’ other road users.

An initial Quiet Lanes pilot project was completed in Suffolk in July 2014. This was followed by a 1st phase, implemented in 2015. Thirteen Quiet Lanes were set-up around the Suffolk Coast & Heaths AONB. A 2nd phase was completed in July 2022 by Suffolk County Council. Twenty four Parish and Town Councils applied, including: Easton, Hacheston and Wickham Market. See [link](#) to map of established and proposed Quiet Lanes in East Suffolk.

The benefits of Quiet Lanes are designed to be multi-fold, but the primary purposes are:

- To preserve the rural nature of our countryside
- Encourage active and sustainable travel; for residents as well as tourists
- Change driver behaviour to create a safer journey for everyone.

Framlingham Council has asked for a short analysis of the ‘costs and benefits’ of establishing quiet lanes in and around the town. This analysis is presented using ‘pro’s and con’s’ that also tries to capture ‘costs and benefits’. Establishing Quiet Lanes has been trialled and researched by councils across England with varying degrees of success. The jury is out regarding their effectiveness, but they could be effective in Framlingham?

Establishing Quiet Lanes in and around Framlingham:

Pros	Cons
<p>Framlingham has many quiet single track, rural roads surrounding the town. These are widely used by walkers (individuals, groups and families), joggers, cyclists, horse riders both for exercise, relaxation, mental health and wellbeing and access to facilities, e.g. Granary Nursery School.</p> <p>Achievement of housing targets. Since the Framlingham Neighbourhood Plan (FNP) was approved in July 2017 the focus has been on achieving East Suffolk Council Local Plan (LP) housing targets (<i>Table 3.5, p46 in the LP. 486 houses planned between 2018-2036. Actual by end 2022, 480 new houses</i>). Despite efforts to challenge further planned new housing, it appears that traffic congestion is likely to</p>	<p>As Framlingham’s housing, population and car numbers have increased, these previously quiet single track roads are becoming increasingly busy and more dangerous to use (see links to East Anglian Daily Times. This situation is likely to worsen if nothing is done. https://www.eadt.co.uk/news/23109569.put-something/ https://www.eadt.co.uk/.../23071155.horse-dies-rider.../</p> <p>The emphasis of our FNP has been primarily on building new houses (<i>target numbers for 2036 have been achieved by 2022</i>). This has been to the detriment of much else outlined in our FNP to promote the wider health and wellbeing of residents, e.g. inward investment in commercial areas to provide jobs (<i>FRAM 21, £ zero since 2017?</i>). The maintenance or establishment</p>

<p>worsen. Many car drivers respect and are considerate to other road users. The emphasis of Quiet lanes will need to foster and build upon this fact, especially on the single track rural roads surrounding us.</p> <p>Quiet lanes are a symbolic gesture, they hold no legal clout. Their establishment to the townspeople is that we have these quiet places and that our local council places value, and is willing to try and protect, care and maintain them for multiple uses.</p> <p>The possibility of using technology to monitor/provide evidence on our quiet roads, e.g. Fram Broadband + cameras. This would need support from the police. When incidents occur between people on foot/cyclists and cars it is usually a case of 'my word against yours' due to the lack of evidence. If driving behaviour cannot be changed for a minority of car drivers, then evidence and consequences could mitigate against bad behaviour?</p> <p>An opportunity for the council to engage the community in quiet lanes decision making, especially those living on rural, single lane exit roads. Wider 'ownership' and valuing quiet roads by residents could be a key to their future effectiveness and establishing them as a normal part of acceptable behaviour by the majority living in our town?</p> <p>Other options, reduce the speed limit to 20 mph, introduce traffic calming or structures to force cars to slow down?</p>	<p>of footpaths, cycle routes, more biodiverse spaces for people and wildlife to enjoy, increased renewable energy in new houses (especially with a cost of living / energy crisis). This has quite predictably led to an enormous increase in car usage and congestion through and around the town, especially on single track rural roads.</p> <p>Observing quiet lanes rules is not obligatory or enforceable in law. A minority of car drivers do not observe the etiquette and good manners required around multi purpose use of quiet lanes (in some cases this relates to cyclists as well).</p> <p>Human behaviour change is a key tenet / approach to tackling climate change. Car drivers (and cyclists) are in the forefront of the need to change, but this is difficult. Many drivers still see roads as meant for cars, to the exclusion of everyone else.</p> <p>Quiet lanes are already used as short cuts by car drivers. and as more planning The only way to ensure that these lanes remain useable by the general public is to ban cars using them</p> <p>The public have commented that what is really needed is dedicated cycle paths and walkways, not quiet lanes.</p> <p>More and more people, especially elderly, are taking to riding electric bikes that have to share congested spaces with traffic.</p>
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Brief Conclusion - Quiet Roads

In my opinion, the benefits of Quiet Lanes signage far outweigh the costs (both pecuniary and for the future social justice and wellbeing of our residents). It is, simply put, better to be seen to be doing something tangible (develop quiet roads and signage / traffic calming / sleeping policemen) versus the cost of doing nothing for the future? Hopefully the costs to establish Quiet Roads can be borne by Suffolk County Council rather than FTC?

Quote: [The Packet Newspaper \(Cornwall\)](#) Philip Desmonde, Cornwall Council cabinet portfolio holder for transport, said: "Research shows that around a third of journeys made by car are of less than 5km. We want to encourage people to leave their cars at home where possible and look to more sustainable ways of travelling short distances – it not only benefits the environment, but our health too.

Quote from Quiet Lanes in Suffolk: *Quiet lanes that are being proposed have low flows of traffic with low average speeds but by their rural nature, are used by farming traffic. Delivery drivers increasingly use these back roads for deliveries to rural locations as shopping habits change during this pandemic. This shouldn't stop other non motorised users using the lanes for exercise or recreation though. Once a lane is designated Quiet Lane signs will be installed to warn drivers that there may be pedestrians etc on the road ahead or round the next bend. An essential part of this project is an education campaign to raise driver's awareness of what the signs mean. I agree with you about litter and people will be reminded how to care for the countryside as part of that campaign. Our countryside and rural lanes in Suffolk are a precious resource and we want to preserve them for all to enjoy.*