

Port Lane – Active Travel Friendly signage project

Project aims

- Improve safety and comfort for people walking, wheeling, scooting, jogging or cycling on Port Lane by reminding drivers of vehicles of their likely presence.
- Increase numbers and frequency of people walking, wheeling, scooting, jogging or cycling along Port Lane due to improved safety and comfort.
- Giving people the confidence to people to walk, wheel, scoot, jog or cycle for more of their journeys around the Winchester district.

Support for project aims

As evidenced by [Winchester City LCWIP](#) (page 82):

- Route is heavily used by local residents as a footpath
- No pavements and 60mph speed limit
- Several sections of the road are narrow
- Consideration could be given to 20mph approach for the extent of Port Lane

HCC Local Travel Plan 4

Outcome 6 (page 45): A network that supports and enables active travel and active lifestyles to improve health and wellbeing. Success would mean more journeys by active travel modes, streets that are busy with people rather than cars, increased levels of physical activity resulting in improved levels of physical and mental health.

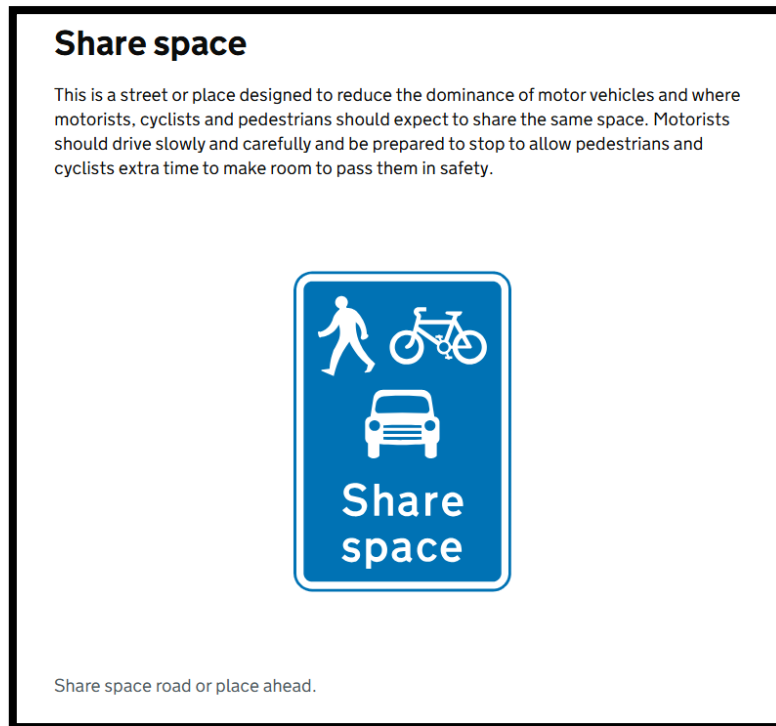
Port Lane signage preferences

- Simple, clear, using imagery
- Friendly, polite – community feel
- Reference to children walking, scooting, cycling

Learnings from HCC road safety webpage

- Webpage: [Making roads safer | Transport and roads | Hampshire County Council](#)
- HCC prioritise changes that have the greatest scope to reduce casualties. Parish councils can fund other changes (or HCC may fund on a full cost recovery basis).
- Our proposed changes aren't specifically listed as an example of what Parish Councils can do but could fall under 'minor signs (and carriageway lining alterations).
- HCC Traffic Management Policy & Guidance (2014) says: The design and content of signs and road markings is regulated. Only those prescribed in the Traffic Signs Regulations and General Directions (a statutory instrument) or those authorised by the Secretary of State can be used on the highway. This ensures consistency across the country and so that signs/markings can be easily understood by road users.

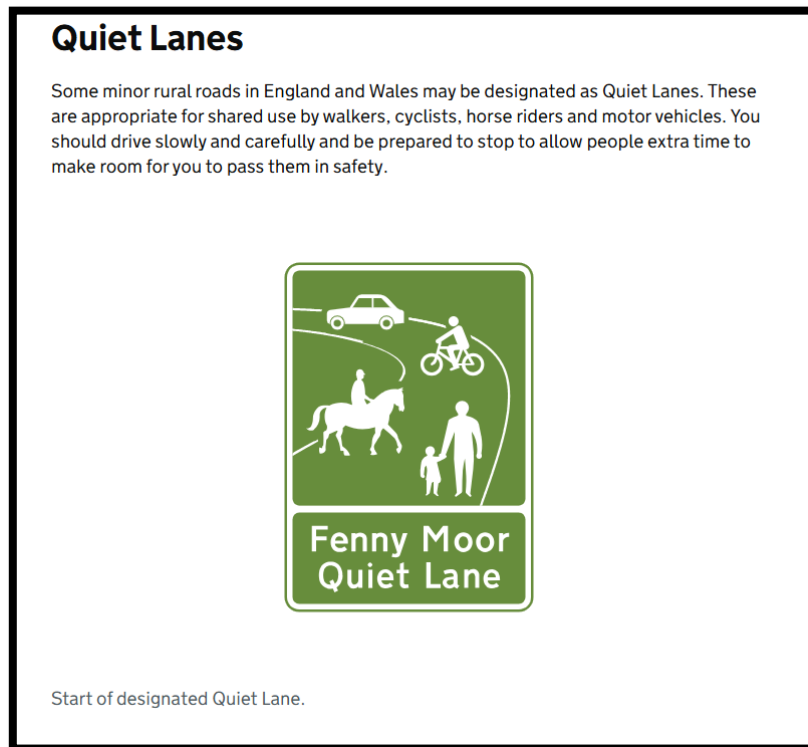
- There are also lengthy guidelines on how / where to put signs in the HCC Traffic Management Policy & Guidance (2014). E.g. Attempts should always be made to attach signs to suitable existing street furniture rather than erect a new post.
- Based on [The Traffic Sign Regulations and General Directions 2016 - DfT Circular](#), the most appropriate prescribed/authorised sign for this purpose is **Shared Space** (taken from [Traffic calming - GOV.UK](#)):



Other examples from across the world



- An alternative to the above 'Shared Space' signage is requesting the Port Lane to be designated a '**Quiet Lane**'.



- Designating Port Lane as a Quiet Lane is a significantly bigger undertaking.
 - Needs to be minor rural road, with low traffic flow and low traffic speed
 - Port Lane is currently 60mph.
 - It is not intended that traffic calming measures should be used to a significant extent, nor speed limits introduced, to support Quiet Lanes. (This sounds like speed limits should already be low on lanes that to become Quiet Lanes. See earlier note about consideration of 20mph in LCWIP)
 - It requires a significant level of consultation and community involvement.
 - There has been limited use of Quiet Lanes across Hampshire.
 - Schemes implemented elsewhere appear to have had a high level of support when being designated, but the outcome has seen limited success with little change in vehicle speeds and traffic flows in some locations where they have been used.
 - Therefore, HCC are only interested in trials, and only with National Parks.
- Longer term, an option for other parts of Olivers Battery, e.g. near to the school, could be a '**Home Zone**'.
- These are roads in residential areas that are aimed at creating neighbourhoods which are not dominated by traffic and enable a range of activities to take place.

This makes space available for people to use as well as vehicles. Signs identify the entry/exit points to the zone.

- When being applied to existing roads, considerable changes to the layout of the roads are likely to be necessary to achieve very low flows and vehicle speeds (well below 20 mph). Therefore, considerable funding is required.
- It requires a significant level of consultation and community involvement.

Home Zones

Home Zones are residential areas with streets designed to be places for people as well as for motor traffic. The road space is shared among drivers and other road users.

People could be using the whole of the space for a range of activities. You should drive slowly and carefully and be prepared to stop to allow people extra time to make room for you to pass them in safety.



Proposed next steps

	Responsibility	Date
Audit / photograph Port Lane. What other signs are there? Where could our sign go?		
Analyse road collision data – does Cycle Winchester have a quick / easy way of counting collisions on Port Lane		
Secure Councillor Jan Warwick's support - Share plans / requests - Ask for input - Ask for recommended approach to secure HCC support		
Contact HCC road safety team to enquire about the possibility of shared space signage for Port Lane (traffic.management@hants.gov.uk or 03005551388)		
Consider any sources of potential funding, in case HCC approve a sign, but won't fund it.		