

Executive Summary

This Local Transport Plan is the first full submission by Rutland County Council, which became a unitary authority on the 1st April 1997. It builds on the provisional Local Transport Plan submitted to the Government Offices of the East Midlands on the 31st July 1999. It is supported by extensive consultation that was undertaken with residents of the County, business interests and national organisations. This has resulted in a Plan which is based on local proposals focused on an integrated strategy. The Local Transport Plan has taken account of the guidelines issued by the Department of the Environment, Transport and the Regions, which are not reiterated here.

The Council has a clear philosophy that underpins its duty to promote the economic, environmental and social well being of its residents. It is seeking to achieve this through:-

1. Making the case for Rutland, by ensuring an understanding of the issues facing a sparsely populated rural area.
2. Making more widely known the Government's priorities for an Integrated Transport Strategy, and implementing same.
3. Entering into effective partnerships and multi-agency workings, making the best use of available resources with which to meet local needs.
4. Involving the local community in developing its plans, initiating targeted programmes of improvements, and in monitoring service delivery.
5. A commitment to achieving "best value" and to continually improving its performance.
6. A commitment to achieving practical but sustainable solutions, incorporating innovative methods where appropriate.
7. The provision of integrated services across departmental and professional boundaries in line with the Council's ethical statement, The Rutland Way.

The Council has developed a Best Value Performance Plan which will provide a basis for longer term social and financial planning within Rutland and which will also form the basis of all the Council's other bids to secure sources of funding, including those available from Central Government. The Council regards this approach as being fully in line with the Government's National Objectives for Transport, and Modernised Local Government.

The proposals forming this Local Transport Plan's five year strategy, which assume further development and resourcing within the following five year Local Transport Plan 2006/2011, are all based on last year's extensive consultation, augmented by more recent comment, with the many parties having an interest in highway and transportation policy.

The Integrated Transport Strategy for the County is targeted towards meeting the needs of the towns of Oakham and Uppingham and the rural village settlements within the rest of the County. It has been calculated that 61% of the population live outside Oakham and Uppingham in rural village settlements.

The main features of this Local Transport Plan are:-

1. To improve safety through measures taken to address traffic speed within settlements; to provide safer routes to school; to control heavy goods vehicle routing; and to generate community focus on these issues and generate support for proposed solutions through education (including road safety).
2. To improve access and reduce social exclusion by including measures for the mobility impaired and through provision of improved public transport services.
3. To promote sustainability, through aiming to reduce dependency on the car, encouraging changing attitudes to favour modal shift; to make fuller and better use of the existing highway network; and to promote new ways of working.
4. To integrate transport policy into other activities of the Council, including community safety, reducing social exclusion, encouraging appropriate land-use planning; facilitating housing provision; improving environmental standards; supporting economic development in a sustainable manner; promoting sustainable tourism; and providing enhanced services for the youth of the County.

The financial bid contained within this first full Local Transport Plan is realistic, affordable, and in line with the Government's advice as to the level of funding that is likely to be available over the life of the first Local Transport Plan period. This Plan:-

1. Promotes demand management
2. Promotes safer routes to school
3. Improves safety through a programme of local safety scheme proposals
4. Improves access to, and provides enhanced levels of, public transport
5. Supports transportation policies developed in furtherance of the Joint Structure Plan for Leicester, Leicestershire and Rutland
6. Supports Regional Transport Policies and is fully compatible with them
7. Promotes sustainability
8. Will maintain existing assets and address a back-log of essential maintenance, if appropriate levels of funding support are provided

The financial bid for the year 2000/2001 totals £1.28 million. Funding for principal road maintenance and bridge strengthening is included within this figure. Deflectograph surveys reveal that the backlog of principal road maintenance could accommodate additional funding over the five year period with which to make good existing defects within the principal road network. This area will be targeted, should additional Government support be forthcoming over and above that which has been previously indicated.

The additional £33,000 made available this financial year, however, has been allocated towards the Safer Routes to School initiatives in order to support the high level of interest that has been generated by parents, pupils, teachers, head teachers and governors. In targeting existing accident records around school entrances and in educating all those parties mentioned a sustained and more acceptable environmental policy in respect of journeys to and from school can be achieved.

The remainder of the programme put forward will deliver:-

1. Footway improvements to augment safer routes to school, and dropped kerb provision for the mobility impaired
2. Additional cycle routes within urban areas
3. 20 mph home zones within urban areas
4. Rail service improvements
5. A sustainable rural bus service to give choice, promote social inclusion, and to discourage the use of the car
6. Further controls on heavy goods vehicle movements
7. Development of rural traffic calming and quieter lanes provision
8. School and business commuter planning
9. Augmented IT services and reducing the need to travel
10. Oakham Town Centre improvements, including pedestrianisation following completion of an alternative through route for traffic by bridging the railway north of Oakham.

The Council is confident that, with appropriate Government support, it will be able to deliver on the issues and proposals set down in this first full Local Transport Plan for Rutland, which will further the Government's philosophy of an integrated transport strategy. However, given the Council's limited capital resources, these will only be achieved if that Government support is forthcoming. An expenditure of **£6.315 million** is anticipated over the life of the first Local Transport Plan (or an average of **£1.263 million** per annum excluding by-pass construction expenditure). The Council looks forward to having its proposed programme fully funded in order to achieve these aims and meet the Road Traffic Reduction Act 1997 targets that it has set itself.

Expenditure sums within the Plan are estimated works costs. These have been increased by approximately 15% in the finance forms to cover design and supervision and a direct comparison should not be made.