

INTRODUCTION

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1. Problem Identification and Objective Setting

1.1 Setting the Scene

1.1.1 Living and Working in Rutland

Rutland is a sparsely populated rural area of 392km² (**Figure 1.1**). Its population of 35,701 has grown from 31,500 since the 1991 Census, giving a density of 91 persons per km². The County has a relatively high car ownership level of 0.47 cars per head, compared to a national average of 0.38 as would be expected in a rural area [1991 Census data].

The relatively high levels of car ownership disguise significant problems of transport need (**Figure 1.2**). In rural wards in 1991, 14% of households were without a car and 45% had only one car, mostly in areas without frequent public transport. It is inevitable that in many one car owning households the car will be used by the main wage earner. Consequently this leaves the rest of the household cut-off during working hours in settlements lacking the most basic facilities including shops, education, leisure, pubs and other community services. This has been demonstrated by a special CAB study, the findings of which are shown at **Tables 1.1, 1.2 and 1.3**. **Thus a significant proportion of the rural community is affected by the lack of a basic level of personal mobility and services.**

The Special Workplace statistics from the 1991 Census demonstrate the wide scatter of workplace destinations of Rutland residents. Only 53% of the county's resident's work within its boundaries and the main external attractors are South Kesteven [including the towns of Stamford and Grantham], Peterborough and Melton Mowbray. There are some very long commuting journeys which take place and in 1991 about 25% of Rutland's residents travelled more than 20 miles to work (**Figure 1.3**).

The Council's Housing Needs Study [1998] confirmed that the distances travelled to work by Rutland residents have lengthened since 1991. The table below shows the distance travelled by the principal and second traveller to work as a percentage of those actually involved in travel to work.

	1 st Household Member (%)	2 nd Household Member (%)
0-2 miles	28.6	33.9
2-5 miles	10.5	16.5
5-20 miles	30.2	30.8
Over 20 miles	30.7	18.8

Figure 1.4 shows the main external transport links with Rutland.

1.1.2 Rutland in its regional context (see Figure 1.5)

Rutland is part of the East Midlands region, located at its south-eastern edge. Its main requirements are for transport links to the surrounding network of market towns - Stamford, Grantham, Melton Mowbray, Market Harborough, Corby and Oundle. The Council is actively working with adjoining authorities, through the Welland Partnership. Rutland people also require links with cities for the provision of services including health, higher education, leisure and the arts, shopping and employment. The main links here are with Peterborough, Nottingham and Leicester.

Access into the regional and national rail networks is obtained (east/west) through Central Trains on the Stansted to Birmingham route, with links into GNER and WAGN at Peterborough and Midland Mainline via Leicester. Road access is primarily through the A1 (north/south) and the A47 (east/west). Other routes link Rutland with Nottingham [A606], Kettering and Northampton [A6003]. Access into the national coach network is through Stamford. National cycle access will be through the Sustrans link, which is now being developed. Finally, Rutland is on a number of national footpaths, such as MacMillan Way.

1.1.3 Rutland as a Highway Authority

Rutland County Council became the Highway Authority for Rutland following local government reorganisation on 1st April 1997. Whilst continuing to maintain its highway asset base, its highway and transportation policy has been directed towards meeting the challenges and opportunities that follow from the Government's Integrated Transport Strategy. With the benefit of a rural bus subsidy grant, recently renewed for a further period, bus services within the County have been reorganised to facilitate compliance with a number of objectives set out in the Government's White Paper "A New Deal for Transport: Better for Everyone" and subsequent daughter documents. It is not proposed to reiterate those here but their advice is reflected throughout this Local Transport Plan.

1.2 Vision and Objectives of the Local Transport Plan

This Local Transport Plan has the following vision and objectives:

1.2.1 The Vision

The Local Transport Plan will provide the means by which the highway network will be developed and maintained in a cost effective, yet sustainable, manner for the long term benefit of the community within Rutland.

The Plan objectives have been derived from an extensive public consultation exercise. These are to:-

- improve rural transport / reduce car use
- improve access to local services
- address personal and road safety issues
- maintain and improve environmental quality
- care for existing assets

There is therefore a need to develop:

1. A strategy which is based on the community's priorities within the local, regional, national and European Union context.
2. A strategy which meets sustainability criteria and is positively targeted at improving sustainability performance against a set of identified indicators
3. An approach which improves equity and access as a key dimension to improving quality of life
4. An approach which will work positively with businesses
5. A strategy which systematically demonstrates the way in which it will increasingly meet Government policies over a five year period and beyond
6. A strategy which is robust in terms of resource consumption (finance, people and natural)

1.2.2 Objective Setting

The framework and objective setting for the Local Transport Plan has been developed from a number of inputs (**Figure 1.5**). The approach has placed an importance on developing an integrated approach with consideration of the following:

- the Council's overarching objectives, values and aspirations
- departmental strategies and plans (**Figure 1.6**)
- Best Value
- the priorities of the community that have been identified through consultation

The Council's revised corporate strategic objectives for 2000/2001 were agreed on 25th May 2000 and are to:

- Continue to strive to achieve fairer funding from Central Government
- Ensure that the Council's assets are used in the most effective way
- Sustain and continue to improve the standard of education in the county by maximising the available resources
- Work to improve the health and well being of all members of the community
- Continue to make Rutland an attractive place for those who live, work and visit here
- Work to minimise the effects of social exclusion
- Encourage the economic well being and employment prospects of the area
- Give high priority to providing a responsive and effective service to the public

It has been the aim of this Local Transport Plan to support all of the above objectives and to work within the values and aspirations of the Council as outlined in the Rutland Way:

THE RUTLAND WAY

A RESPONSIBLE COUNCIL

- providing services efficiently, effectively and in response to community needs
- collecting and spending public money responsibly and prudently
- demonstrating the highest standards of probity, professionalism and legality
- acting as a good employer, valuing, supporting and developing staff

AN ENABLING COUNCIL

- securing services that provide the best value in terms of quality, accountability and cost
- forming partnerships with the statutory, voluntary and business sectors to extend the range and quality of services available
- providing the impetus and co-ordination for activities which enhance life for individuals and the community

AN UNDERSTANDING COUNCIL

- listening to and responding to the wishes of the community
- communicating with and informing the whole community promptly, regularly and widely
- employing staff and contractors who treat the public with courtesy and compassion, guiding individuals and groups sympathetically towards helpful solutions, looking beyond their immediate departmental responsibilities and paying particular regard to the needs of the disadvantaged

A COMMUNITY LED COUNCIL

- involving the people of Rutland in the formulation of the Council's policies and service standards, and in monitoring performance
- promoting interest and encouraging participation by all sections of the community in the local democratic process

AN OUTWARD-LOOKING COUNCIL

- seeking locally, regionally, nationally and within Europe moral, material and financial support for Rutland, its people, environment and well being as a sparsely populated rural area with special concerns

1.3 Problem Identification

The identification of transport related problems within the County have been successfully identified through public consultation and a complimentary analysis of the financial constraints that determine the highway authority's ability to respond.

1.3.1 Public Participation

1.3.1.1 Why Consult the Public?

The Council undertook extensive consultation in the County for its work on the provisional Local Transport Plan in 1999. The reasons for this were:-

- The Government indicated that it attached great importance to extensive consultation being carried out on Transport Plans in its Guidance to Local Authorities.
- The Council saw both the need to revise its inherited transport policies and the importance of engaging the community effectively in future decisions about transport in Rutland.

The extensive consultation exercise held in 1999 has been used to formulate the Local Transport Plan for 2001/2006, and is supported by additional local consultation held in 2000.

1.3.1.2 What consultation did we do?

Consultation during May-July 1999 sought views from the public relating to the issues listed below with a view in to obtaining a general understanding and appreciation of *all* transport issues that were and are important to all sections of the community:

- Safety
- Accessibility
- Environment
- Economy
- Integration

Views were specifically sought on:-

- A bypass for Oakham
- Public transport provision
- Cycling and walking opportunities in Rutland
- Quality of roads
- Speed restrictions

The table below outlines the consultation events held:

Group	Event
Disabled	Rutland Access Group / RCC Access Action Day Bus / Taxi Focus Group Parish / Ward Focus Groups
Women	Women's Institutes Parish / Ward Focus Groups
Older People	Parish / Ward Focus Groups
Children	Parish / Ward Focus Group Meetings with Schools Youth Forum
Youth 13 -18	Youth Forum Meeting, TeenTran Survey
Employers	Business Forum Questionnaire
Employees	Business Forum Questionnaire, Rutland County Council Staff Survey
Non-participants	Telephone Survey
Bus operators	Bus and Taxi Operators Focus Group
Taxi operators	Bus and Taxi Operators Focus Group
HGV operators	HGV Operators Focus Group
Cyclists	Cyclist Focus Group
Tourism	Anglian Water
Residents	County Telephone Survey (157 responses) On-line Polling Telephone Poll Newspaper Poll
Village communities	Parish/Ward Focus Groups Parish Council Forum Group
Partnerships	Crime Prevention Panel Environmental Forum

The response to the consultation process was very encouraging. There was:

- A 50% response rate to Taxi Forum questionnaires
- A 43% response rate to Business Forum questionnaires
- A telephone survey of 157 randomly selected persons from the electoral register
- Of the responses received from the public poll, 70% submitted on-line, 17% from newspaper reply slip and 13% from the phone-in.

Overall, approximately 1500 individuals were consulted as part of the process. Some of the individuals were representatives of organisations or groups, therefore expressing views of many more people. This figure represents 4% of the population of Rutland, comprising the general public and specific interest groups

Following this, consultation in 2000 has built on this by looking at more specific support for schemes through:

- a) Repeating questionnaires so that we can build annual records, for example the Rutland County Council Staff Travel Survey
- b) an on-line poll on Rutland-on-Line

- c) questionnaires in all local libraries
- d) safe routes to school consultation (see Section 15 – Establishing an Integrated Strategy for Reducing Car Use and Improving Childrens' Safety on the Journey to School)

1.3.1.3 Identifying the Community's Priorities

The following tables summarise the key priorities of the residents of Rutland, local organisations and businesses that have been identified through the consultation process in 1999 and 2000.

Disabled, schools, youth and women

- More dropped kerb provision
- Wider access and consideration for disabled people
- Congestion around schools
- Speed of traffic
- Improved cycle facilities
- Lack of transport in evenings for young people
- Improve safety on roads to enable young people to enjoy cycling
- Cheaper taxi service for young people
- Improve safety at bus stops
- Concern for children's safety
- Access improvement for pushchair users

Road maintenance and improvements

- General level of satisfaction with road quality
- Oakham Bypass – high level of support
- Roads too narrow to support HGVs
- Oakham and Uppingham Town Centres – better enforcement of parking restrictions

Public transport

- Inadequate evening services
- Bus stops – lighting, shelters, location
- Information services – Information not conveyed to non-bus users, clearer timetables
- Frequency and reliability of services does not encourage use
- Cost of services too high
- Increased operation of Dial-a-ride schemes
- Quality – cleanliness, overcrowding, safety
- Link train and bus times

Cyclists

- Speed of traffic
- Safety
- Security of bikes
- Improve cycle lanes

Motorcyclists

- Consideration of road surfaces
- Improved parking and security facilities

Walkers

- Verges are not safe to walk on
- Narrow footpaths
- Conflict with cyclists for space

Rail

- Inadequate station facilities
- Inadequate services
- Journey times too long
- Support for re-opening Ketton station
- Expensive
- Lack of facilities for cyclists

Road safety

- Speeding – enforcement, Lack of Police presence
- Support for more restrictions
- Verge management improved to improve safety
- Lack of safe footways
- Safer school entrances

Access to employment

- Need to travel to work by car due to lack of alternative transport
- Link bus and train times
- Public transport does not coincide with working times

1.4 Analysis Of Public Opinion, The Identification Of Constraints And Opportunities

There are a number of reasons why the people of Rutland choose to travel in the way that they do:-

1.4.1 Social exclusion and rural sparsity:

Being a sparsely populated area makes movement difficult, especially for people who are mobility impaired. Rutland is characterised by many small villages, some of which are remote and **unconnected to local services**. This has a severe impact on the quality of life. Social exclusion can also be very difficult to identify given the palpable social stigma felt by those in need. Locally provided services, such as CAB, find the need to enhance their service by using BT telephone or e-mail. **Access to public transport is therefore essential** to ensure that people can visit the Benefits Office [25 miles away], courts [in Melton or Loughborough] and popular entertainment destinations such as Leicester, Peterborough, Stamford, Oakham and Uppingham.

The habit of using a car for even small local journeys for speed and convenience, joined with infrequent public transport services and the sparsity of services promotes **high car use in rural areas**. Where villages are connected by a local service, people are deterred further from using it due to the duration of the journey as it stops and collects at many other villages. The bus route may not be a direct one. Many people drive to work because it is quicker and more convenient in terms of time, particularly if delivering children to school is part of the working day. Much effort has been made to tailor public transport to specific use requirements and need.

Opportunity: to implement strategies to reduce car use and yet increase access to services and thus reduce rural isolation and social exclusion. See Sections: 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 18, 19.

1.4.2 Access to employment:

Rutland projects an image of wealth and plenty, with a large number of individual homes in beautiful settings suggesting that it is the ideal location for commuters to Peterborough, Corby, and Leicester. Unemployment rates are amongst the lowest in the country. However, many jobs are low paid and consequently some people have two or three. Some people suffer from **rural isolation** and are unable to take jobs because they do not have access to a car. Of those persons in employment, many work outside of Rutland and a car may be the only means of travelling. Access to evening and weekend employment is particularly difficult due to the lack of evening and weekend services.

Opportunity: to work with local service providers to provide more key time travel options, and to work with local employers to promote car sharing and other travel to work possibilities where appropriate and viable. See sections: 5, 6, 7, 8, 9, 11, 12, 13, 14, 16, 18, 19.

1.4.3 Buses to school:

Due to the rurality of the County, buses to take children to school must be provided. Expenditure on school travel in Rutland per pupil is the highest in the country (DfEE s52 tables 1999)

Opportunity: to increase school bus services with other service provision, with a view to providing enhanced services over a greater part of the day. See sections 5, 6, 7, 15.

1.4.4 Public Transport:

A public transport alternative may be a possibility but because of the nature of Rutland's rurality **journey times to centres of employment are long** and there is **no integration** with train times or working hours. This is further hindered by infrequent services and no interchange point at local stations (Oakham and Stamford (Lincs.)). The **cost** of public transport also deters people from using it. For example, to make bus services viable the cost of journeys can be high so as to support their continuation (although the Council subsidises some local services). There are few commercially successful bus services in Rutland. Where the use of a local service is low, the viability of a bus service will be questioned on economic grounds.

Opportunity: to work with local service providers towards the provision of key time services and to integrate these services. See sections 5, 6, 7, 12, 14

There is a distinct **lack of information** regarding facilities that are available, particularly bus service times and pick up points, and safe cycle routes. There is a consensus of opinion that public transport is more expensive than using the car but often this opinion is not based on actual figures. Many people do not know their local bus service or cost, particularly those people that rely upon their car. For example, the Rutland County Council Staff Travel Survey 2000 highlighted that 29% of the 144 respondents were not aware of local bus services and 20% of local train services.

Although timetable information is distributed widely throughout Rutland, it can be confusing to the public because it is supplied by a number of different operators. Travelling between different services can mean having to interpret two completely different forms of timetables. Although each parish is given the timetables for all of the services running through their villages, information regarding connecting services is more difficult to obtain, leading to difficulties in interchanging, e.g. information on train services is published completely separately from information on bus services.

Opportunity: The Council realises there is a need for a more clear and concise form of time tabling and intends to work in partnership to produce a comprehensive standardised format with service providers. The Council is also working in partnership to provide a regional Public Transport Information system (PTI 2000). See sections 5, 6, 12, 14.

1.4.5 Safety:

The perceived level of **personal safety** has a significant impact on the way people choose to travel. Rare unpleasant incidents on public transport, at bus stops, cycling on roads or merely walking home have led people to feel safer travelling in their cars. This fear has led to more parents delivering and collecting their children to and from school, thereby adding to the level of traffic congestion on the roads during peak hours. High levels of traffic around school gates creates congestion and safety issues.

The speed of vehicles on the road was of great concern to many parishes. Speeding deterred many people from cycling and walking along rural roads. There was consequently a high level of support for traffic calming and speed enforcement measures.

The fear of crime is similar in this respect. People are afraid of cycle theft because there are no adequate facilities for safe storage. Walking and cycling along quiet, unlit, rural roads are not appealing, particularly in winter.

Many of Rutland's roads are narrow with road edges through villages being close to houses, often proving difficult for pedestrians and cyclists to negotiate. Deflectograph surveys have identified significant problems with the condition of principal roads and these will be supplemented by course visual inspection survey (CVD's) from 2000 onwards.

A concern has also been demonstrated about the provision of safe access routes for those persons with disabilities. A joint 'Planning for Real' event with Oakham Access Group identified locations within Oakham where access could be improved. Work with the Group will continue to identify locations for improvements.

Opportunity: to work with school bus contractors on safety issues, to further the provision of cycle routes and facilities, enhanced use of by-ways, to work towards resolving issues of conflict between road users and the pedestrian, to maintain the highway network to the best level possible. See sections 5, 6, 7, 8, 9, 10, 12, 14, 15, 16, 18, 19, 22, 23.

1.4.6 HGVs:

Rutland is located in between the A1 and the M1. Many HGVs use the route from Stamford to Leicester and Nottingham as a short cut. Rutland residents are irritated by the presence of HGVs on small country roads. Vibrations may be damaging old and listed buildings and vehicle speed is deterring cyclists and walkers. Many HGV routes pass through Conservation Areas.

Opportunity: to continue to implement a programme of area-wide restrictions on non-principal roads, to work with local hauliers to develop travel routes, to consider the option of increased freight to rail, to develop Freight Quality Partnerships. See section 27.

1.4.7 Sensitive areas of heritage:

1.4.7.1 Built Environment

The preservation, restoration and enhancement of the built environment is considered to be of fundamental importance in Rutland with its valuable architectural heritage. Any modifications to roads, road layouts or the development of new signs will need to be closely controlled in order to safeguard and enhance the character and amenity of the built environment in towns, villages and the countryside. This control is particularly important in Conservation Areas and where buildings are listed as being of architectural and historic importance, or archaeological sites are affected. Residents of Rutland are concerned about the effect on buildings of passing HGVs.

1.4.7.2 Natural Environment

Rutland County Council places considerable importance on the preservation and conservation of natural habitats and Sites of Special Scientific interest. Such habitats and sites can make a significant contribution to the quality of the environment and should be safeguarded for the future. Natural habitats and Sites of Special Scientific Interest are wide ranging within Rutland, including Rutland Water, field ponds, some highway verges and disused quarries.

Many of these sites and their importance have been formally acknowledged. For example, Rutland Water is a RAMSAR site, a Site of Special Scientific Interest (SSSI), and a Special Protection Area. Many other Sites of Special Scientific Interest and Regionally Important Geological Sites, as well as national and local nature reserves, also exist.

Rutland Water has been awarded a top prize from the British Trust for Ornithology for having the most species of birds and Anglian Water received the British Sugar Challenge prize for 1998 for having 189 bird species seen on and around the reservoir.

The importance of these sites needs to be taken into account when considering any development changes to roads and their usage. One existing issue is the controversy between Egleton Nature Reserve and the existing cycle path around Rutland Water. The round Rutland Water cycle route has been completed, apart from one stretch at Manton. Cyclists have to leave the cycle path and cycle on a dangerous main road. The ideal route for a cycle path would be directly past the SSSI at Egleton Nature Reserve. It is felt that this route would have an adverse effect on the wildlife at the Reserve. This conflict of interests remains unresolved.

Under the Leicestershire and Rutland Biodiversity Action Plan, Rutland County Council has a duty to conserve, protect and enhance the environment and habitat of certain flora and fauna. The priority species and habitats named in the Biodiversity Action Plan should always be a major consideration when developing new roads and infrastructure.

Opportunity: to identify sensitive areas that may be affected by proposed schemes, to be aware of PPG, Local Plan, identify problem areas from locally conducted Village Appraisals, to promote sustainability. See Sections 13, 20, 21, 26, 27.

1.4.8 Charging Policies:

1.4.8.1 Work Place Charging

The Government will legislate during the period of the first full Local Transport Plan to allow Councils to implement schemes for work place and road user charging.

It is the intention of the Government to set up a number of pilot schemes within the country to assess the benefits (and otherwise) to be gained by extending work place charging and road user charging to the rest of the country. As yet the details for these overall arrangements have not been finalised nor have the financial arrangements for those authorities that express an interest in being pilots. The opportunity to raise these charges may be taken as a means of generating additional funding with which to support the aims of the Local Transport Plan and the Government's Integrated Transport Strategy.

In the case of Rutland, the opportunities to develop partnership arrangements that will generate additional funding are limited. The ability therefore to raise additional funding through work place charging could be a way of meeting that short fall and, whilst raising funding in support of the Local Transport Plan, contribute substantially to the detailed requirements of the Road Traffic Reduction Act (as opposed to the general philosophy), which the Council needs to be able to demonstrate. The Act is now in force.

A review has taken place of the number of organisations, with employees of 20 or more within the County. This includes the Council itself. The basis of the review has been to exempt all those organisations with 20 employees or less, as the indication from draft legislation is that firms with less than 20 work place parking spaces will be excluded from the proposed levy. The charge for organisations with more than 20 employees would be based on an exemption for the first 20 places. A charge would then be levied on all those places requested above that number.

Members are aware that the Council needs to consider raising additional sources of funding in support of the programmes included in the Plan. Members considered that the economic benefits to the Council of introducing a work place parking levy did not outweigh the disadvantages for the people of Rutland who would be required to pay yet another 'tax'. Members were also concerned that this levy, if enforced, would contribute to the already existing problem of on-street parking. Although Members recognised that public transport was improving, it was still very difficult for people to reach their work places in many parts of Rutland without a car. It was resolved that Rutland would not, at this stage, wish to consider introducing work place or road congestion charging.

1.4.8.2 Public attitude to parking controls

The implementation of car parking charges in Oakham has created a mixed response from residents, but has generally been negative, in line with a recent national MORI poll (1999).

Opportunity: to continue to work with local businesses and to keep informed of public opinion and Government policy. See section 11.

1.4.9 Congestion:

Within Oakham itself, congestion arises at peak hours, chiefly associated with school travel to and from educational establishments within the town and focused on the unrestricted use of the car. There is conflict generated by traffic making use of the High Street for retail and business purposes, as well as its use as the main through road through the County. Additionally there is the closure of the level crossing that forms the only link between the two halves of the town bisected by the Peterborough / Leicester railway line.

Whilst in national terms the volume of traffic is generally low, averaging some 8 to 9,000 vehicles per day on each principal 'A' road in total (maximum 11,000), in common with many other localities there is a perceived safety issue associated with commuter traffic and heavy goods vehicle movement. This has led to a continued demand by local residents for rural by-passes to be provided around those communities adversely affected and for traffic calming measures in village centres.

Opportunity: to continue to work with main operating companies and RailTrack plc and to keep informed about any increases in train services that may affect the amount of time the barrier in Oakham will be down for; to continue to work towards the completion of an Oakham by-pass; to continue to promote alternative modes of transport to reduce car use. See sections 5,6,7,8,9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 24, 27.

1.4.10 Local Businesses:

There are 1,081 local businesses in Rutland. A questionnaire to the 200 members of the Business Forum (43% response rate) highlighted that 63% were frequent road users and 56% attracted a large number of customers to their premises. With only 7% of the businesses responding have a Green Transport Plan in place there is the need for the Council to promote the implementation of greener travel options by working closely with local businesses and to lead by example. (See section 16.2 in the Council's own Green Transport Plan.)

Further results from the questionnaire highlighted that:

- Only 13% of businesses had considered offering incentives for car sharing journeys to and from work (78% responded that car sharing was not feasible for their company)
- Of those that do not have a Green Transport Plan, 31% said that they would consider developing one in the future
- 56% of businesses had easy access to their premises for those persons with disabilities or sight impairments

More than 90% of businesses within Rutland are Small (less than 50 employees) and this will place a constraint on the potential to implement travel schemes. For example, many businesses are not large enough to consider a staff bus scheme, subsidised fares on public transport, or flexible working hours to avoid travel in busy periods.

Local businesses have been taking advantage of the opportunity to develop, however, the use of the internet. 47% of businesses had their own web-sites and e-mail addresses, of which 90% responded that the development of internet links had proved very beneficial. The potential to develop this area of communication with local businesses could therefore be significant in reducing local car journeys.

Opportunity: to promote on-line business development in partnership with Rutland-On-Line and EMDA, to work with local businesses to develop Green Transport Plans, and encourage the provision of access to those with disabilities. See sections 5, 6, 7, 8,9, 11, 13, 15, 16, 18, 19, 26, 27.

It is clear from the consultation process that the Council faces a real challenge in developing Rutland's transport strategy. Many of the problems identified in the consultation would be solved through the development of an Integrated Transport Strategy for Rutland, as proposed through this Local Transport Plan.

2. Strategy Development

2.1 Options

The provisional Local Transport Plan contained an examination of various strategy options. These were:

Strategy 1 - to do nothing. This Strategy would be likely to:-

- Increase car use
- Generate even less walking and cycling
- Encourage more children to be taken to school by car
- Continue the primacy of car usage and lessen transport choice

The expected outcomes of this strategy would be to:-

1. Increase rural isolation.
2. Maintain a high level of road accidents.
3. Do nothing to minimise the use of natural resources.
4. Increase traffic congestion.
5. Make a negative contribution to achieving a healthier Rutland.
6. Does nothing to progress the Crime and Disorder Strategy of the Council.
7. Lead to continued deterioration in road maintenance.

Strategy 2 - to carry out minimal improvements. What is likely to occur is:-

- Increased car usage
- Investment restricted to priorities
- No additional capital improvements
- Continued curtailment of public transport opportunities
- Minimum contribution to accident reduction
- No modal shift
- Continued deterioration of the road network

The expected outcomes of this Strategy would be to :-

1. Place further constraints on the transport network.
2. Achieve minimal improvement to the quality of life for residents within Rutland.
3. Make minimum improvements towards social inclusion.
4. Have little or no effect on congestion levels.
5. See little or no change to the present level of use of natural resources.

Strategy 3 - to promote a Council only approach. What is likely to occur is:-

- Conflict between the public priorities and those of the Council.
- The needs of groups such as the disabled, women, youth, the elderly and major organisations, e.g. commercial businesses, will not be met.

The expected outcomes of this Strategy would be:-

1. Some decrease in accidents.
2. Some reduction in congestion.
3. To maintain the status quo with regard to highway maintenance.
4. A continued reduction in the quality of life for various groupings with special needs within the County, particularly those not catered for by present Transport Policies.
5. Continuation of present public transport initiatives but no major improvement.
6. Limited small scale minor highway improvements.

Strategy 4 - to actively promote the community's priorities and further Government policy – a partnership approach. What is likely or has already taken place is:-

- Wide consultation with many parties to highlight their priorities.
- Major improvements to public transport, these being directed to areas in greatest need.
- Community ownership of the priorities to be delivered with Government support.
- A lasting contribution to transport choice and modal shift.

The expected outcomes of this Strategy are:-

1. An integrated approach.
2. A reduction in car usage.
3. An improvement in the quality of life for local residents.
4. A reduction in the consumption of natural resources, whilst maintaining the asset base.
5. An active contribution to achieving a healthier Rutland and to reducing Crime and Disorder.
6. A major decrease in accidents, thereby allowing the Council to meet new targets set by Central Government.
7. A concentration on the needs of particular groups, including children, women, the disabled and the elderly.
8. To actively encourage and provide opportunities for modal shift.

9. To facilitate the development of Green Commuter Plans.
10. To continue the development and enhancement of safer journeys to school and school journey plans.
11. To meet Government aspirations by integrating transport strategy.
12. To complete the Oakham by-pass in a progressive manner, building on what has already been achieved to date.

2.1.1 Strategy Adopted and Why

The Council wishes to take forward its Local Transport Plan policies with the active co-operation and support of the local community, in whose interests these proposals are being promoted. Strategy 4 will allow the Council to meet its longer term aspirations for the development of the highway network within Rutland. It will concentrate on those priorities which will generate the best value returns, in a sustainable and environmentally acceptable manner, and contribute towards the targets set down in furtherance of the requirements of the Road Traffic Reduction Act 1997.

The Council has limited capital resources at its disposal. In the early stages, therefore, this strategy may only be supported and progressed with Central Government support. A small contribution to resources required may be forthcoming from the limited surpluses generated by the introduction of off-street car parking charges within Oakham. The possibility of introducing decriminalised parking is being considered as a way of enforcing current parking restrictions and generating further funding with which to support the policies outlined in this Local Transport Plan. Support from the Strategic Rail Authority and train operating companies is being canvassed in support of rail services improvements that could be delivered within the period covered by this first Local Transport Plan, and subsequently.

The policy put forward is fully consistent with the Local Plan, which is now in the final stages of adoption by the Council; the Deposit Version of the Structure Plan for Leicester, Leicestershire and Rutland; and emerging policy in respect of transportation issues by the Regional Development Agency for the East Midlands. **The vision is to create a vibrant and attractive area with a rich cultural and natural environment, enabling residents to enjoy environmental, social and economic wellbeing.** The three Councils have developed an appraisal methodology which addresses the issue of sustainable development. There is opportunity to revise policies in order to reduce negative effects and to enhance beneficial impacts. Rutland County Council has considered the issues raised by Local Agenda 21 and has published a response through its Community Action Plan. In particular, planning policy guidance notes nos. 3, 6, 7 and 13 together with Government guidance on planning for sustainable development and the UK Strategy for Sustainable Development – A Better Quality of Life, have been taken into account.

2.1.2 Cross Boundary and Partnership Issues

The County is seen as having much in common with its larger rural neighbour – Lincolnshire – but continuing links with Leicestershire and, to a lesser extent, Northamptonshire, still have relevance for the delivery of the Local Transport Plan. Liaison has been maintained with the Highways Agency, particularly with regard to the proposed de-trunking of the A47 through Rutland from the 1st April 2002 and with train operating companies concerning franchise renewals. Links have been strengthened with the Leicestershire Constabulary in respect of road safety issues through a road safety partnership and the Crime and Disorder Strategy. Other links have been developed with the Fire Service and Ambulance Service during the consultation processes for the implementation of traffic calming and 20 mph zones in furtherance of Safer Routes to School policy. The local health services have participated in these agreements.

At a more local level, certain parishes within the County have, or are in the process of undertaking village appraisals and village design statements, with specific areas being directed to transportation issues. As it is not the intention of Local Transport Plans to identify individual schemes, their particular list of requirements is not included. However, these will be used to contribute to proposals in respect of traffic management within the County and in support of the overall strategy adopted by this Council, which is now put forward for Central Government support.

2.1.3 Rutland within its Sub-Regional Context

Within the East Midlands Spatial Development Strategy, Rutland lies in sub-area E, where it has been identified that the urban/rural relationships need to be strengthened. The need for the rural area to be supported if it is not to decline is considered to be important and it is expected that the reform of the Common Agricultural Policy will provide significant support to an integrated rural programme. In terms of the structure of the sub-region, the following key points are of relevance to Rutland:

1. the need of the rural areas to be connected with larger towns and urban centres which act as employment and service providers
2. the role of small towns to be maintained through the retention of basic services and facilities, environmental improvements and the safeguarding of rural hinterlands from encroachment by larger centres
3. the need to address the peripherality of the sub area through:
 - a programme of infrastructure improvements which concentrate on the key road and rail corridors
 - a closer relationship between its ports and Europe
 - universal improvements to its telecommunications networks
4. the establishment of a network of centres to reduce the need to travel and to support the rural areas
5. the support of rural employment, where only a small minority are employed in agricultural jobs, should lead to greater rural diversification

6. the promotion of tourism and leisure
7. to ensure that air quality assessment is part of any transport assessment criteria

Rutland lies within the Limestone Upland Communities area, which is defined by English Nature as a natural area with its other Welland partners and is characterised by:

- looking like the 'other Cotswold' but outward signs of real affluence masks hidden deprivation. There is a sharp division between affluence and poverty
- the problem of a lack of visible signs of social exclusion has been compounded by the loss from those areas that had RDA status, implying the areas problems have been solved
- having the usual problems of centralisation, which have led to a loss of local services

The Heart of England Tourist Board [HOETB] has recently undertaken a marketing study, which has found that Rutland and the Shires is an area of significant attraction to the weekend and older visitor. This area is now being developed for active promotion by the Welland Partnership.

2.1.4 Meeting Sub-Regional Transport Needs

Within the sub-region, there are many transport needs to be addressed through this Local Transport Plan. In addition, the sub-region is also covered by a number of other Local Transport Plans, i.e. those for Lincolnshire, Leicestershire, Northamptonshire and Rutland. Thus a rural area which has a strong local network and sense of identity is being prevented from being able to work in a way that local communities need to, due to administrative boundaries and the current Local Transport Plan system. Proposals from the Government for a more integrated approach through local transport plans might help to address this issue in the future. Alternatively, undertaking a sub-regional transport plan within the Regional Assembly, which is supported by funding, could provide an approach to transport which:

- meets the need of the rural community
- strengthens the existing network of small towns
- develops a more sustainable approach to work locations and service provision
- helps to tackle social exclusion
- creates a quality of life which is more equal with urban areas
- creates a more understandable and efficient public transport network within the sub-region, thereby allowing better access into the national networks

A further element of the sub-regional context is created by the public transport policies of the surrounding areas. The provision of transport in Rutland is closely related to the policies being implemented by the surrounding counties through their Local Transport Plans. It is to be hoped that integrated transport plans will have a much greater relationship to area based transport provision than has been currently the case. Moves in this direction were recognised in provisional Local Transport Plan settlements for 2000/2001.

Finally, the Council has been working with neighbouring authorities and established the Welland Partnership. This Partnership, which has been recognised by EMDA, has the following main objectives:

- to develop better service provision and quality of life in the sub-region covered by the Partnership
- joint service provision within a rural context
- promotion of the use of its network of market towns
- benchmarking of services for best value
- specialist service support
- joint marketing of areas for tourism and economic development
- development of joint programmes for action with partners

It has also recently made a bid for SRB6 funding in order to support e-commerce and to address issues of rural crime and disorder.

2.1.5 Rutland in its Regional Context

There are numerous regional strategies and plans to be considered within this Local Transport Plan. The main strategies are those developed in regional partnership with East Midlands Rural Action Group (EMRAG), East Midlands Development Agency (EMDA), East Midlands Spatial Development Strategy and the Integrated Regional Strategy (IRS) developed by East Midlands Regional Assembly.

2.1.5.1 East Midlands Spatial Development Strategy

The East Midlands Spatial Development Strategy the vision for the region is as follows:

“A region recognised across the United Kingdom and the rest of Europe as a group of communities rich in diversity brought together by shared aims and objectives and enjoying environmental, social and economic well being.”

In achieving this vision, it is proposed that the region adopts a sustainable strategy which encompasses the following principles:

- ensuring that the location of development is balanced across the Region and allows for more sustainable living patterns and greater accessibility, for example by reducing the need for longer journeys, allowing for journeys by other forms of transport than the private car, mixed use developments and maximising the use of existing urban areas via the sequential test;
- encouraging sustained economic growth in land use forms which minimise the overall negative impact on the local and global environment;
- developing sympathetic transport policies and programmes which help to achieve these ends;
- seeking to promote waste reduction, and ensuring that investment in infrastructure, economic development and regeneration are used effectively to improve quality of life for all the population, including those suffering from social exclusion

Transport contributes to achieving the sustainable strategy through the following:

1. Promoting an **integrated approach to transport** not least to support the urban and rural systems which is to be achieved by:
 - travel demand management including making more efficient use of road space
 - discouraging wasteful forms of travel such as daily commuting by car
 - channelling new investment into more sustainable transport provision, for example, high quality buses and train services and safer walking and cycling
 - ensuring a compact urban form with an appropriate mix of land uses to reduce the number and length of trips that need to be made
2. **Resisting the loss of the countryside** through the suitable and appropriate location of:
 - comparable shopping centres and entertainment venues (thus resisting the 'flight to the suburbs')
 - major employers, hospitals and other land uses which attract large amounts of traffic
 - encouraging the spread and use of telecommunications for routine business and social interactions.
3. **Changing planning standards** for new developments
4. Managing public **car parks**
5. Understanding the need for fiscal measures and supporting them
6. Promoting the use of **telematics**
7. Seeking more sustainable approaches to **freight**
8. **Reallocating road space** to assist public transport, walkers, cyclists and motorcyclists
9. **Seeking developer contributions** to mitigate the adverse impact of developments
10. **Promoting walking and cycling**
11. **Promoting energy efficiency** (not least) through land use planning/transport decisions including:
 - promoting the concentration of major employment, shopping, housing and community facilities in relation to public transport and cycle routes
 - ensuring that new development is in locations and at densities which maximise the potential for connecting with existing energy infrastructure
 - encouraging energy sensitive siting, orientation and layout of new development in order to allow existing and future energy saving technologies to be accommodated
 - requiring every development to meet the highest energy rating possible consistent with its expected use

2.1.5.2 East Midlands Rural Action Group (EMRAG)

EMRAG, an alliance of rural bodies within the East Midlands, believes the initial priorities for the East Midlands region should be:

- business development
- education and training
- environment
- social exclusion, services and access

Businesses need to be supported by **strategic transport links** and communities provided with **accessibility to services** to help **combat social exclusion**. Traditional public transport needs to be more innovative with community orientated solutions, and to promote alternative forms of transport such as cycling.

2.1.5.3 East Midlands Development Agency (EMDA)

EMDA, the Regional Development Agency for the East Midlands, was established 1st April 1999 and has published an economic strategy 'Prosperity through People'. EMDA's vision for the East Midlands is:

"By 2010, the East Midlands will be one of Europe's top 20 regions. It will be a place where people want to live, work and invest because of:

- Our vibrant economy
- Our healthy, safe, diverse and inclusive communities
- Our quality environment "

To achieve the vision, EMDA has identified five 'key drivers for economic success':

- Learning and skills
- Enterprise and innovation
- An Information and Communications Technology (ICT) revolution
- A climate for investment
- Sustainable communities

2.1.5.4 Integrated Regional Strategy (IRS)

The Integrated Regional Strategy (IRS), compiled by the East Midlands Regional Assembly, which looks towards the regional objectives and priorities for policy development, also recognises that 'spatial development and transport issues cut across economic, social and environmental themes'. The policy includes:

- improving the economic performance of the region to provide a wide range of job opportunities to improve the quality of life across the East Midlands
- achieving social inclusion throughout the East Midlands to combat inequality and provide a genuine opportunity for all to access jobs, services and facilities
- conserving and improving the quality of the region's environment and managing the use of natural resources

- managing the distribution and location of activities and the provision of infrastructure in order to encourage patterns of development and to support regeneration
- ensuring that decisions about the distribution and location of activities are consistent with sustainable development principles
- enhancing the region's infrastructure, including maximising transport choice and exploiting opportunities offered by information technology
- recognising and respect the distinctive characteristics of different parts of the region and the need for regional policies to take account of these having full regard for the importance of linkages between different parts of the region and with adjacent regions

2.1.5.5 Interim Regional Transport Strategy

The Transport Task Group of the Regional Assembly has developed the work towards establishing an Interim Regional Transport Strategy for the East Midlands. The work has also been in partnership with the East Midlands Regional Local Government Association. The strategy is currently in progress and will not be complete for several years.

The strategy aims to:

- Encourage an integrated approach between transport and land-use planning policies
- Manage the demand for travel in the most sustainable way
- Provide better travel information, encouraging changes in travel behaviour and improving road safety
- Provide new infrastructure, particularly for public transport, cycling and walking
- Improve freight transport options
- Manage growth at East Midlands Airport
- Promote access to information via communications technology

There are key themes that can be drawn from all of the strategies mentioned above and it has been the aim of this Local Transport Plan to consider them all. This Local Transport Plan demonstrates strong support for an integrated approach to transport with consideration to improving access to services to combat social isolation whilst promoting economic prosperity and supporting sustainable communities.

2.1.6 **Rutland – Supporting Government Transport Policy**

Rutland supports the Government's approach to transport integration outlined in the Transport White Paper and the Guidance for the Local Transport Plan. This approach is viewed as being far more realistic in addressing services from the perspective of the users rather than service providers. It is understood that this will mean a particular emphasis on:

- **children's safety**, including safer routes to schools
- providing adequate access for the **disabled**
- favouring **pedestrian** access and **safety**
- giving high priority to **public transport**
- using **road space at less than capacity** where this can be achieved and using the space released to support other modal use

- promoting **traffic reduction measures**
- seeing the transport system as a **whole**
- seeing access and mobility as an essential component of the **quality of life**
- promoting **sustainability**

All this should add up to the achievement of social, economic and environmental advantage for Rutland.

This Local Transport Plan will also implement other key elements of the government's Transport Policy including:

2.1.6.1 The White Paper on Integrated Transport

Through its Integrated Transport Strategy, the Government plans, or has already introduced, a wide range of measures, which will have a significant effect on how businesses use transport. They include:

- vehicle taxation to favour cleaner fuels and greater efficiency (cars and lorries)
- action to increase travel choice by improving public transport, and cycling and walking provisions
- tax concessions for employers who provide 'green transport' options

2.1.6.2 Workplace Parking Charges

The Government is introducing the primary legislation necessary to enable local authorities to introduce a levy on private non-residential parking. It will provide authorities with significant sources of revenue for funding improvements, for example in public transport, walking and cycling. Rutland County Council has made the decision not to introduce workplace charging at this time, taking the view that it would be another unwelcome tax in an area with very limited alternative modes of transport.

2.1.6.3 Road User Charging

The introduction of legislation to allow local authorities to charge road users so as to reduce traffic congestion. It will provide a guaranteed income stream to improve transport and support the renaissance of our towns and cities. Rutland is concerned that such legislation would result in a substantial number of cars using its narrow roads as a way of avoiding 'tolls' on trunk roads.

2.1.6.4 Changes in Company Car Taxation

In the March 1999 budget, the Government introduced a package of seven tax measures to encourage employers to establish **Green Transport Plans** and help employees to travel to work without using their own cars.

On the 6th April 1999, tax was no longer payable on the following green commuting benefits provided by employers:-

1. Works buses with 17 or more seats, which are used to bring employees to and from work.

2. General subsidies to public bus services used by employees to travel to work, provided the employees pay the same fare as other members of the public
3. Bicycles and cycling safety equipment made available for employees to get between home and work.
4. Workplace parking for bicycles.

In addition:

5. Employees who use their own cycles for business travel will be able to claim capital allowances on a proportion of the cost of the bicycle.
6. Employers will be able to pay their employees up to 12p per mile tax free for using their own cycles on business travel; and employees will be able to claim tax relief of 12p per business mile if their employer provides no payment.
7. An existing tax concession will be extended to help employers promote car sharing. This will allow employers to pay tax free for alternative transport to get car sharers home in exceptional circumstances, such as domestic emergencies, working late, etc.

2.1.6.5 Travel Plans

A Green Transport Plan is a management tool that brings together transport and other business issues in a co-ordinated strategy. Rutland County Council has made a firm commitment to developing a Green Transport Plan (GTP), as a means of managing the travel needs of its staff in a more environmentally friendly and equitable way. The GTP aims to reduce car dependency and facilitate transport choice. It has been designed to address the environmental, social, health and accessibility concerns outlined in Agenda 21, and it will also help meet the transport objectives and targets contained within this plan. The GTP is site specific so many of the proposed measures within it relate directly to Council sites. However being such a rural area any measures implemented for the Council will benefit the community as a whole and therefore tackle the transport deficit in Rutland. Once the Council has launched its GTP the Council will strive to encourage other companies within the county to adopt similar transport plans. The Council's travel plan is now expected to be published in September 2000, following anticipated Committee approval.

The Government has now issued guidance on Travel Plans. A travel plan is a management tool that brings together transport and other business issues in a co-ordinated strategy. Rutland County Council was selected as a pilot authority for travel plans by the DETR, as part of the Energy Efficiency Best Practice Programme.

2.1.6.6 Home Zones

20 mph zones are being promoted initially for the urban areas of Oakham and Uppingham, but other residential areas within the larger villages may also benefit.

2.1.6.7 School Travel

The Government have made safer journeys to school and school travel plans a key policy area in an Integrated Transport Strategy. This is a position supported by Rutland County Council and features strongly in the proposals contained within this Local Transport Plan.

2.1.6.8 “A better quality of life” – (A strategy for sustainable development for the UK (May 1999))

This document is a strategy for sustainable development for the UK and points out that despite the car bringing many social and economic benefits, journeys are increasing and becoming longer. The cost of congestion runs into billions of pounds each year and is a major source of CO₂ emissions. Air pollution from traffic inevitably damages people's health.

The dominance of the car limits choice and constrains the opportunity of attractive transport options that are available, particularly for those without a car. Inadequate public transport and services, which are difficult to reach, add to hardship for low-income households. In England, 75% of rural parishes have a limited bus service, 70% no general store, and over 80% no general medical practitioner based in the parish.

Good public transport is needed, together with, well-maintained roads and better conditions for cyclists and pedestrians. There is a need to consider lifestyles – not driving where walking is a straightforward alternative. Better access to services with less need to travel must be provided and the link between rising prosperity and increased travel must be broken.

Public involvement is essential for a truly sustainable community. It is a major theme running through the Government's modernising agenda for local government and policies on regeneration and social exclusion.

Headline indicators relating to transport are:-

- Road traffic levels
- Average journey length by purpose
- Passenger travel by mode
- Traffic congestion
- Distance travelled relative to income
- How children get to school
- People finding access difficult
- Access for the disabled
- Access to rural services

Rutland County Council is aware of all the new emerging policy regarding Transport and is striving to attain the standards and targets expected.

2.1.7 Rutland within the European Union

Rutland County Council supports the approach taken by the EU to promote an approach to transport which:

- is dedicated to achieving demand management
- has a strong emphasis on safety
- is dedicated to developing the citizen's network
- gives priority to fair and efficient pricing for all modes of transport
- is promoting an integrated approach
- is developing a Trans-European Network (TENS) to promote competitiveness
- is promoting the Information Society

This Local Transport Plan recognises these priorities and develops approaches to them at the local level. The advent of road pricing will have particular implications for a sparsely populated rural area where the car is often the only access to mobility available.

Rutland lies astride a North/South TENS route, the A1 corridor, which provides businesses, the public sector (including the MOD and Rutland people), with a quick and convenient access into the European networks. It is likely that the East/West corridor from Felixstowe to the North/West, another TENS route, will be utilising the rail freight route through Oakham until the construction of the preferred route is completed some years hence.

3. Implementation Programme

3.1 Progress to Date

In the first two years following local government reorganisation in 1997, funding was only available with which to address maintenance issues related to principal carriageway requirements and bridge strengthening and assessment. No funding was available with which to address many of the issues now forming part of this Local Transport Plan. The following year, some £280,000 was made available with which to address safety issues and minor highway improvement schemes, in addition to continued funding of £338,000 for bridge strengthening and carriageway maintenance. The provisional Local Transport Plan generated credit approvals amounting to £755,000 with which to carry out a carriageway and bridge maintenance programme more in line with assessed needs, (i.e. it maintained the status quo but did nothing to address a backlog) and provided improved funding for local safety issues; accident reduction schemes; a safer journeys to school policy; controls on the movement of heavy goods vehicles; and cycleway provision. A further SCA of £37,000 has recently been received in support of public transport information provision. Other issues remain to be addressed.

3.2 Implementation and Priorities for Funding

The provisional Local Transport Plan contained a five year programme of works based on an assumed credit approval of some £2 million per annum. This was based on need and not on the level of funding likely to be available. Following further indications from Central Government that such funding is unlikely to be available within the foreseeable future, a revised bid is now put forward based on indicated levels of funding likely to be available. The programme that follows is therefore based on a credit approval averaging £1.263 million per annum with the previous five year programme extended to ten. This will enable the original programme of works set down in the provisional Local Transport Plan to be accomplished but over the longer time period. The philosophy and objectives behind that proposed expenditure remain unchanged. Should the Government be able to allocate additional funds, the programme will be speeded up to reflect that original programme. Conversely, should funding fall below the assumed level, the programme will be implemented over a longer time period. There is flexibility within the items to be addressed by the Local Transport Plan to allow for such changes, either way, to be accommodated.

Priorities for the indicative expenditure in order of priority are to:-

1. Maintain principal roads and bridges in an acceptable state of repair and to address the current backlog
2. Reduce accidents and the potential for accidents
3. Progress an integrated Transport Strategy, including enhanced bus service provision.
4. Promote and develop the safer routes to school initiative
5. Consider the need for traffic calming in village centres with priority given to those locations with a known accident record.

6. Develop a cycle network within the County
7. Encourage walking as an alternative to the use of the car for short journeys within Oakham and Uppingham and other village centres with shopping facilities
8. Examine and introduce home zones within urban centres, where these have the support of the local residents
9. Support enhanced rail services within the County for passengers and freight.
10. Address the completion of the by-pass for Oakham.
11. Consider the provision of other by-passes in rural villages where environmental considerations would support one.
12. Encourage the transfer of through traffic onto more suitable roads, i.e. the national network, in consultation with the Highways Agency and neighbouring Councils.

3.3 Private Sector and other Funding

The contribution of private sector funding will be limited to encouraging support for enhanced bus services and rail improvements, together with further developer contributions towards completion of Oakham by-pass.

3.4 Standard Spending Assessment and Revenue Expenditure

The County Council continues to spend at its standard spending assessment in respect of highway activities. This is calculated to be approximately £1million below the level required with which to maintain the existing asset base in respect of all other roads and structures within the County, excluding 'A' class roads. This assessment is based on the criteria used to assess the rate of deterioration of County roads, which will be supported shortly by data from course visual inspection surveys in addition to defelectograph surveys for principal 'A' roads. Current standard spending assessment is set at £1,709,100. A more realistic figure would be £2,700,000.

4. Performance Indicators/Targets And Monitoring

4.1 Service Plans

Service Plans have been developed in six areas relating to the management of highway and transportation services within the County, namely Highway Maintenance; Network Management; Transportation Planning; Development Control; Public Rights of Way; and Public Transport. These contain service targets for individual aspects of those services, as well as supporting National Audit Commission requirements.

Those Service Plans are incorporated within this Local Transport Plan for information and monitoring purposes.

4.2 Regional Comparisons

In addition, the County Council is taking part in a regional best value forum made up of a number of Shire Counties within the East and West Midlands with a view to comparing its own performance against those of its larger neighbours. Much useful data has been acquired to date and the process is on-going. These regional meetings have achieved much by way of comparison and are now turning their attention to exploring those areas where service costs are different and examining ways in which working practices may be harmonised with a view to achieving comparable costs for similar levels of service provided. The disparity between funding arrangements for rural counties, as opposed to those more urban, is an issue that will need to be addressed if valid comparisons in respect of best value are to be made. At a more local level, the Welland Partnership (comprised of the District Councils of Harborough, Melton Mowbray, South Kesteven, and East Northamptonshire, together with Rutland County Council), will allow for a comparison of service levels and associated costs for those highway and public transport issues not covered by the larger regional meetings.

4.3 Performance Monitoring

The Council did not inherit a system of performance measurement in respect of highway services at the time of local government reorganisation and has had to explore ways of resourcing these requirements by other means. Members have now accepted the need to develop such services in-house and the recruitment of a Performance Monitoring Officer, with which to develop and deliver appropriate statistical information, has been agreed. This will allow an assessment to be made of existing performance and the Council to put in place those management systems required with which to monitor progress and implement change where appropriate. Issues to be addressed from consultation and monitored are listed in the table following (**Table 4.1**).

4.4 Funding Comparisons

It will be necessary to examine current funding arrangements for highway services and allocations received, when compared with those provided to neighbouring highway authorities for services that are essentially of a similar kind. Rutland appears to receive lower funding allocations with which to provide similar levels of service provision.

WIDENING TRAVEL CHOICE

Establish a bus strategy

Take account of contribution of passenger rail

Role of taxis and private hire vehicles

Strategy to encourage cycling

Strategy to encourage walking

5. Establishing a Bus Strategy

5.1 Transport History

Rutland's transport network was inherited from Leicestershire County Council following Local Government Re-Organisation on 1st April 1997. Along with this existing network Rutland County Council adopted, in principle, the policies of Leicestershire regarding the criteria for supporting Local Bus Services.

In June 1998 the Council reviewed this policy and criteria, and examined other local authorities policies from Derbyshire, Hereford & Worcester, Northampton Borough, Northamptonshire and Nottinghamshire. These authorities were chosen because of their rural nature and similarity to Rutland.

The current level of service to each of the settlements in Rutland and the existing subsidised services were taken into account. It was decided that a combination of population and value for money criteria was the best option for Rutland. In practical terms, when surveying a service the following criteria were to be considered.

Type of Journey	Population Threshold
Weekly shopping	Over 50
Saturday shopping	Over 100
Journey to Work	Over 200
Daily Shopping	Over 400

Value for Money Criteria

Category 1	Shopping / Medical
Category 2	Work
Category 3	Educational (social / leisure during the day)
Category 4	Evening (educational / social)
Category 5	Sunday

Passengers using services for categories 1 & 2 attract a 48 pence per passenger mile subsidy.

Passengers using services for categories 3,4 & 5 attract a 24 pence per passenger mile subsidy.

These criteria has been used when assessing the new services supported by the rural bus grant.

5.2 Transport Integration

Rutland has taken a more integrated approach to the management of its transport services. Prior to unitary status Members took the decision not to establish traditional departmental approaches to transport provision in service departments but to manage them centrally.

Initially, Home to School, Special Educational Needs and Public Bus Services were managed by the Transport Officer in Rutland with Social Services and Concessionary Travel being managed by agreement with Leicestershire County Council.

During the first year of operation it became clear that the management fees being charged by Leicestershire County Council were higher than those of an “in-house” operation. In addition, the services were not meeting the specific needs of Rutland’s community. As a result both the Concessionary Travel Scheme and the operation of Social Services Transport were brought in house.

It was possible to transfer to the National Travel Tokens scheme, providing recipients a wider range of transport options, with tokens distributed via the library network. Through promotion, the number of residents on the scheme increased by 400 in the first year.

Social Services provision is managed by the transport team providing a locally based service and the potential for further integration with other services. The budgets for each service remain in the relevant service committees but Members have agreed that any efficiency savings from any area would be used to provide new public bus services.

In the first 18 months of operation the management of all transport services has been brought together under one team. In future years the focus will be on the integration of delivery.

New vehicles are required for Social Services and this opportunity will be used to integrate Social Services, Special Educational Needs and Transport for young people. All routes are currently being examined in an attempt to use the same vehicles for transporting children with special educational needs, then taking people to day centres and being used by youth groups in the evenings. Currently there are a number of people with special transport needs travelling in single occupancy taxis. This integration should reduce cost, reduce the number of vehicles needed, and maximise the use of resources.

In addition each year a number of home to school bus routes are re-tendered and where there is any vacant spaces operators are being encouraged to register services for public use (only secondary & FE school transport). This provides additional transport for parents in isolated villages who often have no other means of getting to shops, doctors, work and access to other basic services as well as potentially reducing the cost of home to school transport. Spare seats on contract buses are offered to non-entitled students in support of the safe routes to school strategy. Further work continues in this area with a pilot scheme proposed for primary schools in Uppingham.

The commitment to providing integrated transport services is strongly supported by Members of the authority, officers and the public and it is the intention to further these aims during the coming years.

Current Funding Arrangements are as follows:

Service Area	Revenue Budget 2000/2001
Local Bus Services	£ 53,400
Rural Bus Grant Services	£ 107,010
Community Transport Grant	£ 14,400
Concessionary Travel	£ 65,300
Mainstream School Transport	£ 631,900
Special Needs Transport	£ 225,000
Total	£1,087,010

5.3 Rural Bus Subsidy Grant

Prior to Government funding for rural bus services the Council carried out an extensive transport needs survey across the county to establish where there was a need for new or improvement to services and in what form they would need to be. 6341 survey forms were provided to the public through the parishes of Rutland to which there were 1606 (25.3%) responses. This suggests that some 2500 people were included in the results (7.2% of population).

The Council used the criteria for supporting local bus services to determine those villages which had insufficient services, and identify what those services were. From this information a number of new services were funded. The majority of these new services were supplied for the purpose of shopping and evening journey's for social activities, in particular for the young, to allow access to youth clubs and other leisure facilities.

An extra member of staff was employed using the grant to administer and monitor the new services. Between November 1998 and March 1999 passenger numbers have been monitored as well as fare revenue.

Since the introduction of the rural bus grant all but five of the 52 villages in Rutland have direct access to a specific bus service. This means that over 99.5% of the population of Rutland have a least a weekly shopper service, with most villages having considerably more. All but four villages have all the entitled services under the criteria for supporting local bus services.

Service Frequency	Population	% of Population
Supplied with a bus service to a major town at least every 2 hours	25,577	74%
Supplied with a bus service to a major town at least once every day	8,303	24%
Supplied with a bus service to a major town at least once every week	462	1.5%
Not supplied with any bus service	123	0.5%

For those communities not served by a bus service the Council investigated the option of a dial-a-ride scheme. A number of schemes were explored, some of which were submitted by local operators. All were either too expensive or did not meet the specific needs of the public. A temporary arrangement has been agreed with a local operator where a journey can be booked 24 hours prior to it being required, allowing the operator to load his vehicle efficiently. This service has been promoted by the Council but has been met with little public interest. The Council intends to look at a dial-a-ride scheme in more detail, in particular those with wheelchair/disabled access requirements.

The Council also investigated the possibilities of working with the Royal Mail to supply a Post Bus service. The service was required to operate one return journey daily, connecting outlying villages to Oakham. Unfortunately, on this occasion the timing of the service offered by the Royal Mail was not suitable for the needs of the public. Subsequently, after tendering, a more suitable and less expensive solution was found with a local transport operator. The Council is continuing to investigate the possibilities of a Post Bus in other areas of the County.

The young people of Rutland have defined the need for access as their primary concern. The Council is currently working with the youth forum and Teentrans, a trust set up by a group of young people, in order to develop bus services for the youth. Teentrans have recently carried out a survey amongst 700 students at the local Community Colleges and FE Colleges. This information has been used to identify needs in local areas. Although some of the rural bus grant already supports services improving access for the young, unmet demand remains and the Council intends to look at increasing transport provision for this group.

The Council also intends to extend the Town service currently operating in Oakham to include a number of new residential areas not offered a service at the moment.

This introduction of the Rural Bus Subsidy Grant has allowed the Council to be largely re-active when providing new services, filling gaps in the bus network and funding additional journeys to those provided by commercial services. Through the process of continuous assessment the Council now has a considerable base on which to build.

This first 5 year local transport plan proposes pulling together all individual routes and resources to provide fewer but more comprehensive services giving operators the financial incentives to provide better quality vehicles and better integrated information. This is described in more detail in the section on Bus Integration “Developing new services”.

5.4 Today’s Local Bus Service Network

There are three main transport corridors through Rutland linking the main town of Oakham with other surrounding towns. The majority of services operating these routes are commercial, with the exception of the Rutland Flyer. This service is subsidised by the Council. It was considerably remodelled following consultation with the community and now brings public transport to villages which only had limited or no services before.

Bus services operating along these corridors run Monday to Saturday with a service frequency of every two hours or less. The only exception to this is Service 2 which offers an hourly service from Nottingham to Oakham via Melton Mowbray. Most of these services did not offer evening journeys until the introduction of the rural bus grant when the Council subsidised service extensions. This was done to provide better access to facilities for young people.

In general all other services are subsidised by Rutland County Council, either wholly or in part, with neighbouring authorities. Most of these are a direct service from outlying villages to a major town. These would normally coincide with market days. These routes act as shopper services and tend to have insufficient patronage to make them attractive to Public Transport Operators as commercial services. Many of them only operate once a week.

There is one Town service in Rutland. This operates commercially, supplying a service from residential areas in Oakham to the town centre. This is an hourly service from Monday to Saturday.

5.4.1 The Issues

The rural nature and population size of Rutland does not provide an environment for commercially led transport. The relatively poor network of frequent bus services across the county is illustrated in **Figure 5.1** and shows that few areas enjoy a frequency of one bus every two hours or better and that there is almost a total lack of evening and Sunday services.

The first step towards the development of a revised strategy was to identify key issues and assess the problems and opportunities that extensive consultation has raised. Although the outcome of the consultation is partly factual, there is also some interpretation of these results involved. It is not intended that the conclusions drawn so far should be regarded exhaustive but will be on-going throughout the development of this strategy.

The main characteristics of the current public transport provision can be identified as follows:

- Low bus frequency. especially at evenings and weekends
- Insufficient waiting facilities
- Inconsistent coverage of public transport information
- No bus/rail interchange opportunities or facilities
- A general lack of co-ordination between transport operators

These characteristics have been confirmed by the results of the consultation that has taken place. Although the introduction of the Rural Bus Grant in 1998 has increased services and improved public transport information, the use of the grant has been in filling gaps in the network aimed at particular areas and user groups. A breakdown of these services can be seen in **Tables 5.1 and 5.2**. The extension of the grant until 2004 has provided the opportunity to develop a long term integrated bus strategy looking at the whole picture rather than individual areas. The extension of the grant has been a major influence in shaping the local transport plan and development for the future.

In order to achieve the over-arching aims six strategic objectives have been prioritised. These have been chosen based on the outcome of the public consultation detailed in this plan and assessment of the current transport provision and usage. Policies identified in the government documents “A New Deal For Transport” and “From Workhorse To Thoroughbred” have also been considered when developing this strategy.

The six objectives are:-

- To improve the quality and quantity of the existing bus network
- To improve bus waiting and interchange facilities
- To increase public awareness by improving public transport information
- To achieve better co-operation between Public Transport Operators
- To protect the environment by providing sustainable transport solutions
- To achieve continuous improvement and develop comprehensive assessment measure and performance indicators

5.4.2 The Options

1. To continue to be reactive to demands for new services, and to changes in commercial operations is unsustainable. The implications of this approach are likely to be:
 - No increase in the use of public transport
 - Increase in car travel
 - Lack of provision for the disadvantaged
 - Lack of co-ordination between transport services
 - Reduction in transport choices for the public
 - Continued damage to the countryside

2. Alternatively, if the Council develops a planned and proactive approach, this will offer the chance to influence the current public transport network. Such an option provides the opportunity to:-
 - Increase the use of public transport
 - Improve existing infrastructure
 - Effectively use revenue support
 - Improve connections between services
 - Work in partnership with operators
 - Provide a sustainable alternative to the car
 - Investigate funding opportunities

5.4.3 Bus Integration “Developing new services”

As described in the previous section of this strategy Rutland’s bus network is a mixture of bus services operating individual timetables aimed at specific needs of a community or user group. The alternative to this is to integrate all these routes, commercial and subsidised, into remodelled comprehensive services. This has already been achieved with the Rutland Flyer which now attracts over 64,000 passenger journeys a year. The Flyer operates predominantly through villages in the north of the County (see **Figure 5.3**) giving the villages in Area 1 a reliable regular service.

The main area for improvement is the south of the county in Area 4. Although these villages are served with a daily commercial service the journeys are infrequent and irregular. The service is enhanced using the rural bus grant but is still lacking in its timetable. There are a number of other subsidised services operating in this area which could be remodelled into a comprehensive service. An example of such a service is described below.

This new service “**The Rutland Rambler**” will operate from Oakham to Stamford via Uppingham passing through many of the villages around Rutland Water. Connections with the Trains, other bus services and recognised stops around Rutland Water will offer commuters to Leicester and Peterborough the opportunity to use public transport as well as allowing visitors to Rutland Water the choice to leave the car at home.

This will lead the way to through ticketing and allow easier travel options to the public. The first option could be a “Sunday Rover” ticket allowing unlimited travel around Rutland all day incorporated with the train ticket into Oakham from surrounding Towns. The revenue attracted from visitors is a valuable piece of the financial make up which will allow this service to operate on weekends where normal local ridership would not sustain such transport. The local train operator company has expressed support in principle.

Cycle carrying facilities will be available on the bus for those wishing to use the cycle route around Rutland Water. This will also allow cyclists and pedestrians to avoid walking the stretch of road between Manton and Lyndon which have yet to be included in an all-round Rutland Water cycle track. Cyclist and pedestrians will be able to hop on the bus for that stretch of road.

The service will initially operate 7am to 7pm Monday to Saturdays with an alternative timetable on Sundays. It is proposed that during school terms there will be school services included into the schedule to the local Community College.

The revenue from scholar passes will be an important financial support, as well as providing non entitled pupils an alternative to parents cars and offers transport for late session classes.

This new service will give those villages south of Oakham at least a regular two hour service to Oakham, Uppingham and Stamford. This will be a vast improvement to the current services available in some villages where there are 3 journeys a day operated by 3 different companies at different times. This new service will have a clear branded image, operated on greener fuel, and will use a type of coach more suitable to rural lanes than those at present.

Revenue funding for this new service will be sought from a successful Rural Bus Challenge bid and the Rural Bus Subsidy Grant.

Other areas for improvement include Area 2, the main corridor from Stamford to Oakham. The current service operates four return journeys a day with two extensions to Peterborough on Saturdays. Discussions are already underway between bus operators and the Council to try and encourage increasing the service to hourly. The propose timetable is a “kiss and turn” connection with the Oakham to Nottingham (via Melton Mowbray) service, allowing a virtual journey from Stamford to Nottingham.

Both partners have agreed the service in principle and have agreed to operate through ticketing. The Council’s role will be in publicising the routes, improving bus stop facilities and providing funding for a communication link between the drivers of the two services. This communications link will be vital in achieving guaranteed connections between buses.

The Council will be seeking to improve area 3 in partnership with neighbouring Leicestershire and further work in areas two and four with Lincolnshire. Some joint funding already takes place on cross boundary services and there is scope to further the work done in these areas.

A regional approach is being developed through the Welland Partnership. This partnership consists of Rutland and its neighbouring districts from other counties, (Market Harborough, Melton Mowbray, South Kesteven and East Northants).

Implementation Programme

Activity	Year 1	Year 2	Year 3	Year 4	Year 5
Introduce new services	✓	✓			
Publicity and information	✓	✓	✓	✓	✓
Upgrade station facilities	✓	✓			
Upgrade bus stop facilities	✓	✓	✓	✓	✓
Introduce Through Ticketing	✓	✓			

5.4.4 Revenue funding

Revenue funding for the first year will be as follows:-

Local Bus Services	£53,400
Rural Bus Grant	£107,010
Rural Bus Challenge Fund	£110,000 (subject to successful bid)

5.5 Bus Stop Facilities

As part of the East Midlands Public Transport Information 2000 project the Council conducted an audit of all the bus stops within the county. The results can be seen in the table following and clearly show a lack of quality waiting facilities. This was a key issue raised during consultation.

There are 160 identified bus stops of which 48% have no visible sign that it is a bus stop. 16% have a bus stop pole and timetable case and 36% have a bus shelter. A number of these shelters are in need of repair or total replacement.

Type of Stop	Number of Stops	Timetable Case Attached
Bus Shelter	58	41
Bus Stop Pole	26	25
No Structure	76	0
Totals	160	66

Many of the stops have no timetable information available and are only known as bus stops locally. The Council recognises the importance of good waiting facilities and service information especially with regards to the use of bus services by women, the young, the elderly and people with disabilities. Improvements with regards to access, safety, convenience and information are planned.

Now that an initial audit has identified the current provision the Council plans to introduce a set of criteria to determine what each village should have in comparison to that which is already in place. This will take place alongside consultation with each parish to develop a partnership approach.

Waiting facilities are particularly important where changes between services are expected. With the introduction of the National Public Transport Information project and the ability to give better information on connecting services it is important that facilities at these stops are sufficient to encourage use. Improving these stops will be a priority. Bus / rail interchange facilities are covered elsewhere on in this document.

5.6 Work Programme

Area for Review	Year 1	Year 2	Year 3	Year 4	Year 5
Interchange Areas (Oakham/Uppingham)	✓	✓			
Settlements over 1000 population		✓	✓	✓	
Settlements under 1000 population				✓	✓

5.7 Capital Funding

It is planned to spend £305,000 on bus stop infrastructure over the 5 year period of this plan. This includes the provision of approximately 75 bus shelters which includes the provision of the bus shelter itself, a raised platform, lighting within the bus shelter and associated works and consultation.

Year 1	Year 2	Year 3	Year 4	Year 5
£61,000	£61,000	£61,000	£61,000	£61,000

5.8 Bus Priority Measures

Bus journey times are only affected in Oakham by the road closure caused by the train barrier and therefore the need of bus priority measures is not considered an issue.

5.9 Women and Public Transport

The Council supports the guidance given by government through the publication “Women and Public Transport” and will seek to play its part in ensuring the needs of women are recognised throughout the county’s public transport network.

The Council currently undertakes ‘on-bus’ passenger surveys and plans to target efforts towards addressing the needs of women and vulnerable people and strive to understand their needs more precisely. The Council will also be encouraging public transport operators in the area to conduct their own audit of women’s use of transport services.

5.10 Community Transport

The Social Car Scheme is operated by the voluntary organisation V.A.R. on behalf of the Council. Further details may be found in section 19.2 – Voluntary Sector Arrangements.

5.11 Targets

The following targets have been set for public transport over the 5 year period of this plan. (First year targets in brackets)

Targets	
5T1	To increase ridership across the county by 40% (10%)
5T2	To increase the number of bus kilometres across the county by 10% (5%)
5T3	To increase the number of trips by the social car scheme by 15% (3%)
5T4	To increase the number of concessionary travel holder by 25% (10%)
5T5	To increase the number of non-entitled students travelling on school transport by 50% (40%)
5T6	To increase guaranteed connections between transport modes (Bus/Train/Cycle). 5000 per year. (2500 year 1)

6. Taking Account of the Contribution of Rail Passenger Services

6.1 Existing Services

Rutland is currently served by Central Trains as part of the Liverpool–Birmingham–Leicester–Peterborough–Stansted Airport/Norwich service, giving in each direction a service frequency of approximately hourly intervals for most of the day. Services to and from Norwich direct, without the need to change trains at Peterborough, tend to be concentrated at the very beginning and end of each day. Additional trains pass through Oakham Station on a service between Nottingham, Loughborough and Norwich but do not stop.

6.2 Service Improvements

The Council would like to see a direct Loughborough/Nottingham service provided throughout the day by means of the Norwich service, and is hopeful this will materialise as part of the current franchise renewal negotiations.

The Council has contributed towards studies undertaken by Midland Mainline plc in furtherance of the development of passenger services making use of the existing freight line from Manton Junction (located to the south of Oakham) and Kettering on the Midland Mainline, via Corby. These have shown that potential exists for developing such a service, taking into account latent demand and potential passenger growth within Rutland, and Melton Mowbray to the north (within Leicestershire). This service would provide a direct rail service to London via Kettering and could also provide a direct link to Loughborough and Nottingham and places north, without the need for passengers to change trains at Leicester as is currently the case. This could lead to journey time improvements which are currently serviced by other means, including journeys by car to other railway stations. It is therefore relevant that such enhanced rail service provision, whilst not necessarily preventing car journeys in part, would substantially reduce the length of those car journeys and provide a more effective and environmentally friendly facility for the majority of residents of Rutland. It is accepted, however, that such service provision is likely to require the support in the early stages of the Strategic Rail Authority through their Rail Partnership Passenger funding arrangements.

The County Council supports these service improvements, despite the fact that the increased frequency of service will necessitate the closure of level crossing gates within Oakham for extended periods of time, which could lead to further congestion for car traffic within Oakham town centre. These negative developments would be overcome by the provision of a bridge over the railway in furtherance of another section of the Oakham by-pass, which is discussed more fully elsewhere in this document. The Council will continue its discussions with the train operating companies, RailTrack plc, and other interested parties as to how these aspirations for improved rail services within Rutland, which would be in support of Government policy towards an Integrated Transport Strategy and encourage modal shift, may be delivered in an appropriate and value for money manner.

6.3 Bus Links and Information Provision

It will be apparent from the strategy outlined above that the opportunity exists for linking improved bus services within the county to improved rail services and to facilitate the exchange of passenger information and through ticketing arrangements. These developments form a cornerstone of the local transport plan for Rutland for 2001/2006.

6.4 Ketton Station

In the longer term, the reopening of a railway station at Ketton will be examined but this proposal has only had a lukewarm response from the present train operating company and it is accepted that the economic case for this proposal needs to be developed in more depth before a firm proposal can be progressed.

Targets	
6T1	To double the number of train passengers from its August 1999 level by 2006.
6T2	To achieve a direct Nottingham/Norwich service stopping at Oakham by 2003.
6T3	To achieve a direct Nottingham/Kettering service via Corby, stopping at Oakham by 2004.
6T4	To re-open a new Ketton station by 2007.

7. The Role of Taxis and Private Hire Vehicles

7.1 Taxi Links

The Council has a regulatory role in respect of taxis and has been developing and improving the partnership between the authority and operators through an active half-yearly forum, which is well supported by taxi operatives. Taxis can provide a flexible approach to transport provision by enabling people to travel but these can be expensive for those using them, particularly young people, single car families, or the elderly. The Council recently responded to requests from the taxi operatives by providing a reserved area for taxi purposes adjoining the railway station in Oakham. The Council is examining the location of other similar facilities within the town centre itself but to date has not been able to reach a solution that is acceptable to all parties. Efforts continue in that direction with a view to providing at least one other area within the town suitable for a taxi stand. There is no demand for similar facilities elsewhere within the county at this time.

The service is primarily a “pickup/putdown” facility. Service improvements are being considered through an experimental dial a ride scheme. The ratio of taxi licences per head of population is kept under review and benchmarked with other localities. Current examples are:-

Harborough	1 per 2820 head of population
Rutland	1 per 1260 head of population
Leicester	1 per 770 head of population

Enhanced bus service provision put forward for support within the Local Transport Plan is likely to be viewed adversely by taxi operatives.

Targets	
7T1	To provide a taxi rank for 2 vehicles in the High Street, Oakham by 2001.
7T2	To examine the need for a taxi rank in the High Street, Uppingham by 2002.

8. Strategy To Encourage Cycling

8.1 Present Position

Cycling within the county to date has been concentrated on leisure facilities associated with journeys around Rutland Water. Some cycling activity does take place within the two urban centres of Oakham and Uppingham but no statistical information exists with which to give an indication of current usage. This will be addressed by the appointment of a performance monitoring officer shortly, part of whose duties will be to provide a base line for measuring cycle activity within the County. It has been impossible to derive a 1996 base-link figure. A figure will be established for 2002 and this will be used to inform policy and provide a performance indicator in furtherance of Government Policy.

The Council was able to promote a joint pedestrian/cyclist facility between the Rutland Water circuit at Hambleton/Egelton and Oakham (Catmose). This link will join up with facilities to be provided as part of a 106 Agreement with Tesco Plc in connection with the development of a supermarket adjoining the town centre. Enhanced facilities for cyclists to have direct access to the town centre forms part of that 106 Agreement. This route will then add to cycling provision to the west of the railway line bisecting the town by making use of an existing pedestrian bridge over the railway and will be extended through residential housing to link up with a proposed Sustrans link towards Leicestershire.

The leisure route around Rutland Water currently has a “missing section” between Manton and Lyndon. Protracted negotiations have not allowed this missing link to be provided, as yet, and it is the intention that the enhanced bus services put forward elsewhere within the Local Transport Plan will allow cyclists to make use of this bus service to avoid perceived road safety issues along this section of the leisure route.

Cycle training and routing continues to form an essential part of the safer routes to school policy of the Council.

8.2 Future Proposals

There is a proposal in conjunction with Sustrans to extend the existing cycle leisure route around Rutland Water eastwards towards Stamford to link up with a national north/south route. Sustrans have other developments under consideration which would provide a north/south route within Rutland linking Northamptonshire with Oakham via Uppingham. However routing details are still being developed.

The Council has also supported proposals by the National Byway plc organisation to promote a route making use of quieter lanes within Rutland as part of a north/south route within the East Midlands. The signing for this is going ahead this financial year.

The Council's policy is to use these routes as links with which to develop further routes within urban centres, particularly Oakham, with a view to encouraging more cycle usage and contribute to modal shift.

Targets	
8T1	To establish a base figure for cycling in 2001 for measurement of increases for 2002 onwards.
8T2	To create a minimum of 2 km of joint cycleway/footway per annum.

8.3 Improving Access for Powered Two Wheelers (PTW) in Rutland

8.3.1 Present Position

Motorcycle use is on the increase nation-wide and the role of the PTW therefore needs to be considered in this Local Transport Plan. Walking, cycling and public transport remain the officially recognised alternatives to the car. However, walking and cycling require a degree of fitness by those undertaking these activities and their effective range is limited, even for the very fit. Public transport can be inflexible and not available 24 hours a day. The PTW does not have such limitations. It does not provide the solution to traffic problems since there is no single solution; but it should not be left out from an integrated approach to transport policy.

The advantages of promoting the use of the PTW will support many of the objectives of this Local Transport Plan. In the rural areas of Rutland, where public transport is infrequent or non-existent, and distances too great to cycle, personal transportation is essential to provide mobility. The PTW can be an inexpensive and environmentally friendly choice for those who cannot afford a car and for young people who are too young to be eligible for a car driving licence, subject to suitable training.

Other advantages include:

- PTW uses fewer resources during manufacture
- A PTW can take approximately 16 - 46% less time than to cover the same trip as a car
- Modern motorcycles are quiet and clean
- Figures for deaths and casualties are down by 49% and 60% respectively

Issues of concern to PTW users in Rutland from consultation include the following:

- Poor road surfacing
- There is enough provision of motorcycle parking but not enough safe provision
- Parking should be free
- Other facilities like lockers for helmets and gloves should be provided
- Car drivers need to be educated to make them aware of the dangers to motorcyclists
- People are not encouraged to use PTW because of the safety and fear of accident aspects
- PTW were seen as one effective method of alternative travel, particularly in rural areas where public transport cannot run frequently.

8.3.2 Policy Development

The Rutland Local Transport Plan needs to consider the future of PTW use into the twenty-first century and consider the feasibility of many of the measures identified by the motorcycle industry and the British Motorcyclists Federation to encourage PTW use in Rutland.

A PTW strategy will take into account the following key issues to ease the current problems in motorcycle safety and use as road transport.

- **Efficiency** – road space is a limited commodity with high but variable demand. There are potential conflicts of interest between variable groups, especially road users and agencies responsible for building, managing and maintaining the highway network.
- **Access** - a consequence of high demand for limited road space is rationing. Rationing of road space is generally attempted through pricing mechanisms or other forms of restriction.
- **Safety** - road casualties are expensive, unpopular and unnecessary. PTW's are particularly vulnerable.
- **Equity** - vulnerable road user groups have not generally benefited from previous road transport policies. Equity is recognised as an important concept in this Local Transport Plan. Motorcycle users are still overlooked in favour of cyclists and walkers.
- **Sustainability** - the need to ensure that both means and demand for transport do not place excessive burdens on the environment or overall quality of life.

8.3.3 Strategy constraints within Rutland

Certain aspects of the Rutland infrastructure constrain the use of some of the measures to encourage motorcycle use. For example, the use by motorcyclists of bus lanes or the use of high occupancy vehicle lanes. Rutland does not have any bus lanes and so is unable to act as a pilot for the use of bus lanes for motorcyclists.

8.3.4 Future Proposals

Facilities to motorcyclists are currently limited within Oakham and Uppingham. However, it is intended to review parking provision and where possible, to introduce facilities for motorcyclists in conjunction with the facilities to be provided for cyclists.

Recently introduced provision for residents' on-street parking in Oakham has an exemption to allow motorcyclists to make use of the spaces available for residents that would otherwise not have been available. The opportunity will be taken to introduce similar facilities in managing future demand for on-street parking within Oakham and Uppingham.

Other proposals under consideration are:

- The provision of secure parking
- The provision of free parking
- Employee incentives to give up car commuting as part of green transport plans
- Advanced stop lines
- Safety and training
- Local consultation - Key groups and individuals capable of influencing the development of a strategy to be identified
- Establishment of local motorcycle user forum bringing together transport planners, safety experts, Police and dealer representatives
- Motorcycle awareness campaigns
- Audit and review procedures of surfaces and road signs

The outcomes of future proposals will be aimed at reducing PTW related casualties, reducing car use whilst increasing the amount of kilometres travelled by PTW's and to provide more efficient and secure facilities for PTW users.

Targets	
8T3	To reduce PTW road traffic accident casualties by 40% by 2006.
8T4	To double PTW usage by 2006 from a base to be established by 2001.
8T5	To provide additional parking for PTW's as part of parking strategy for Oakham and Uppingham

9. Strategy to Encourage Walking

9.1 Present position

The strategy to encourage walking is being developed in three parts.

The first part is to encourage walking as part of the safer routes to school initiative. The Safe Journeys Officer is working in partnership with the following organisations/departments to promote walking initiatives: -

- Leicestershire Health Authority and Leicestershire County Council Road Safety Team regarding the 'walking bus' and 'walk to school week'
- The Rutland Schools Road Safety Partnership has been created involving Rutland County Council, Leicestershire Road Safety Team and local emergency services. This partnership will be concerned with providing enhanced road safety education initially to primary and secondary school children.

In addition to the above the Safe Journeys Officer is promoting other walking initiatives directly with the schools or in conjunction with the Education Department of Rutland County Council. These include: -

- National Walk to School Week.
- 'Car Free Friday' a Rutland County Council initiative to be piloted during the Autumn 2000 term.
- Helping to create School journey plans which will look to encourage walking as a safe means of going to and from school, especially within urban centres and those villages with schooling facilities.

The second part of the strategy is to encourage the population at large to make use of walking as a means of accessing services within the urban centres. It also aims to discourage the use of the car for relatively short journeys by ensuring that should they choose to do so a charge will be made for parking.

Rutland County Council are keen to make streets easier, safer and more pleasant places to walk. To this end they will encourage schemes which incorporate measures to reduce the impact of traffic on pedestrians, including traffic calming. The pedestrianisation of Oakham town centre would be a possibility once the Oakham bypass is completed. In addition all new developments will be asked to provide footway links to adjacent developments, shops, and other services. The existing footway network will also be improved. These improvements will concentrate on the following priorities: -

- Provision of lowered kerbs at junctions and desirable crossing points. Routes are currently being developed with Rutland Access Group but this provision will benefit the whole community particularly those with prams, pushchairs, wheeled shopping baskets etc.
- Removing obstructions from the footways such as parked cars, advertising boards, trading displays etc.
- Connecting existing footway routes where short sections of path are missing. This is a particular concern within villages or between villages. Such as the footway link which has recently been provided between the village of Lyddington and Uppingham Community College.

- Identification of important journey origins and destinations including access to public transport at bus stops and station. These key walking routes will be reviewed and improved where appropriate.
- Widening pavements where appropriate.
- Maintaining pavements better.
- Installing adequate lighting urban centres.
- Tackling crime and the fear of crime which makes people reluctant to walk (Rutland Crime and Disorder Partnership.)

9.2 Public Rights of Way

The third element will be directed towards establishing a public right of way network within the county that is free of obstruction and easy to use, for which a target date of 2004 has been established. The County Council has completed a Milestone Statement, incorporating this target, in partnership with the Countryside Agency (and with their financial support). Such a policy may allow public rights of way to be utilised for making journeys between local villages. Certainly the public right of way network within villages should be such as to encourage their use for the making of short journeys within the community without the need to make use of the car and to be also available for leisure activities. Such usage will also contribute to a healthier Rutland in furtherance of the Health Improvement Management Programme (HIMP). A waymarking programme to further this policy is being implemented (**Figure 9.1**).

9.3 Policy Development

Having established an easy to use network, attention will then be directed towards opening up the network to the mobility impaired by changing stiles to gates and giving attention to the surface of public rights of way, particularly in those locations likely to be accessed by those with mobility disabilities.

Targets	
9T1	To establish a base figure for walking in 2001 for measurement of increases from 2002 onwards.
9T2	To have 95% of public rights of way signed from surfaced carriageways, clear of obstructions and easy to use by 2004.
9T3	To commence a programme of replacing stiles by 'kissing' gates to facilitate use by the mobility impaired by 2005, with a view to completion by 2011.

TRAFFIC MANAGEMENT AND DEMAND RESTRAINT

Establish Road Safety Strategy

Parking Strategy

10. Establishing a Road Safety Strategy

10.1 Accident Reduction

The County Council fully supports the recently published national Road Safety Strategy “Tomorrows Roads – Safer for Everyone” promoting a 40% reduction in casualties related to road accidents and to a halving of child pedestrians killed or seriously injured.

Despite being a rural county, accident statistics show that there is a major problem with regard to high speed incidents on principal A roads, particularly in relation to bends and junctions. Where such accidents have developed into cluster patterns these are being examined in more detail with a view to determining whether remedial works are required to road surfaces or if there is a pattern emerging that would allow the issues to be addressed by engineering improvements. DETR statistics reveal an accident rate of 7.28 per 1,000 head of population, one of the highest ratios in the country.

Using funding approvals given by central government it was possible to carry out a junction improvement at Barnsdale Crossroads during the year 1999/2000, which previously had the highest accident rate for a rural area within the County. Since completion, no reportable incidents have taken place at this location and the measures introduced are considered a resounding success. The current Local Safety Scheme programme is shown in **Figure 10.1**.

It is the intention to use credit approvals for 2000/01 to address a similar problem within the County at Essendine on the A6121 and to continue to use funding allocated for road safety improvements to remove such accident clusters and thereby contribute substantially to the new government targets on accident reduction. The data and target figures are set out in **Tables 10.1 and 10.2**.

10.2 Accident Reduction in Village Centres

From public consultation it is apparent that accidents and speeding in village centres remains a major concern.

An assessment of the accident record for each village centre has been undertaken and a simple estimate made of the cost of introducing effective traffic calming measures, with a view to reducing overall speed and associated accidents. Fortunately, most villages do not have a substantial accident record. Those that do are situated on ‘A’ or ‘B’ class roads. The order of priority is given in **Table 10.3**.

10.3 Accident Reduction at Schools

At the same time, the safer routes to school policy is being directed to those locations adjoining school premises with a known accident record. By giving priority to such locations a further contribution should be made to reducing the current level of accidents, particularly in relation to child pedestrians, though schools are not the only location where such incidents occur. Child pedestrian fatal incidents are, fortunately, rare within the county and it is the Council’s intention that this will remain so.

Table 10.3

VILLAGE TRAFFIC CALMING
RANKED ACCORDING TO PRIORITIES
10 YEAR PERIOD 2001/2011

	LOCATION	COST	YEAR
1.	Uppingham (Town)	£100,000	1
2.	Ryhall (A6121)	£100,000	2
3.	Burley (B668)	£ 50,000	3
4.	Langham (A606)	£ 50,000	3
5.	Ketton (A6121)	£ 50,000	4
6.	Cottesmore (B668)	£ 50,000	4
7.	Langham (if resurfacing completed earlier)	£ 50,000	4
8.	Greetham (B668)	£ 50,000	5
9.	Barleythorpe (A606)	£ 50,000	5
10.	Great Casterton (B1081)	£ 50,000	5
11.	Whitwell (A606)	£ 50,000	6
12.	Essendine (A6121)	£ 50,000	6
13.	Toll Bar (B1081)	£ 25,000	6
14.	Preston (A6003)	£ 50,000	7
15.	Empingham (A606)	£ 50,000	7
16.	Tinwell (A606)	£ 50,000	8
17.	Caldecott (A6003)	£ 50,000	8
18.	Empingham (A606 + village)	£ 75,000	9
19.	Glaston (A47)	£ 50,000	9
20.	Preston (A6003, following resurfacing)	£ 50,000	10
21.	South Luffenham (A6121)	<u>£ 50,000</u>	10
	Total	£1,150,000	(£115,000 p.a.)

Cycle proficiency training is offered to all pupils at state and public (i.e. private) schooling facilities within the county and comprehensive safety training is offered to all pupils at primary and secondary school levels. This policy is expanded upon within the safer routes to school section of the Local Transport Plan.

10.4 New Developments

Traffic calming measures are now incorporated as a matter of policy within new residential development, with all such developments being a subject of a safety audit prior to completion.

10.5 Road Safety Partnership

As part of the road safety partnership with Leicestershire Constabulary the provision of speed cameras has been examined as a means of contributing towards accident reduction within Rutland. The view of the partnership is that the outcome of the pilot schemes currently underway elsewhere within the country will be studied first with a view to establishing whether such arrangements are financially viable for the three authorities concerned (Rutland, Leicester and Leicestershire). The pilot scheme being undertaken by Nottinghamshire Constabulary is of particular relevance and the outcome awaited with interest.

Targets	
10T1	To halve child pedestrian KSI (based on average figure for 1994-1998) by 2006.
10T2	To reduce by 40% all casualties (based on average figure for 1994-8) by 2006.
10T3	To implement traffic calming schemes in the order of priority set out in Table 10.3 , according to funding approvals received.