

11. Parking Strategy

11.1 Present Position

Off street parking charges have been introduced within Oakham town centre. As a result of representations made, charges have been reviewed and the short stay/long stay designation of certain car parks reversed. A residents only parking provision has been introduced within the majority of the town centre, based on a permit system. Certain areas remain unrestricted, whilst others have limited waiting, generally of one hour though a short section of two hour maximum waiting remains. The introduction of car parking charges and waiting restrictions generated much debate within Oakham and has been the subject of much “fine tuning”.

11.2 Policy Development and Introduction of a Decriminalised Parking Regime

In furtherance of the Local Transport Plan it is believed that the need for car parking charges and control of parking within Oakham town centre has been acknowledged and these arrangements are seen as contributing towards the wider strategy of encouraging cycling and walking for short journeys and to promote the use of local bus services for others.

Other minor change to parking restrictions in Uppingham town centre have been put forward with a view to dealing with local issues and furthering the aims of the Local Transport Plan, although it has not been necessary to introduce car parking charges to date. Such an option will continue to be reviewed, and may feature further in proposals to introduce decriminalisation of car parking arrangements within the County. A further review is due in November 2000, at which time the introduction of a decriminalised parking regime for Oakham town centre will be considered.

Targets	
11T1	To examine the economics of providing decriminalised parking within Oakham by 2001.
11T2	To consider the introduction of car parking charges for off-street parking in Uppingham by 2002.

**INTEGRATED TRANSPORT, INTEGRATION WITH OTHER POLICY AREAS
AND CONTRIBUTION TO THE ACHIEVEMENT OF OTHER
STRATEGIC OBJECTIVES**

Provide Public Transport Interchange (PTI) information

Ensure consistency with national planning guidance (RPG/RTS) and Development Plan

Establish an integrated strategy for reducing car use and improving children's safety on the journey to school

Develop measures to encourage voluntary adoption of travel plan by major employees

Examine Airport Surface Access requirements

Promote Disability Issues

Co-ordinate with Air Quality Action Plan and action on noise

Identify action on Climate Change

12. Public Transport Interchange

12.1 Present Position

In common with many other areas the facilities for transfer between public service operators is not ideal. Areas of land around the existing railway station in Oakham have been redeveloped for other purposes and are no longer available for the provision of increased facilities in association with the improved rail services anticipated. Although on the same side of the town centre as the railway station, the bus service facilities are situated some distance away.

The railway station itself has recently undergone major refurbishment through a partnership arrangement with RailTrack plc, the County Council, and English Heritage. This refurbishment will result in enhanced facilities for those making journeys by rail and contribute towards raising the profile of rail/bus travel within the County.

Facilities for the parking of cars at the railway station are minimal and there is no scope in the foreseeable future to enhance such provision. This endorses the Council's strategy to make full use of existing and additional bus services from outlying villages with which to promote the use of rail and bus services and discourage the use of the car for such journeys in whole or in part.

12.2 Future Development

The potential for relocation of the existing railway location and the provision of a more integrated approach through enhanced car parking facilities, adjoining bus service facilities, and a more central location in relation to the existing town centre was examined in public as part of the planning application for a supermarket development but did not find favour with the majority of local residents. In the event, the supermarket development is going ahead but is likely to incorporate bus service facilities that will enable a link to be made with rail services and surrounding villages.

It is a strategy of the Local Transport Plan that additional bus services will link in with rail services at the railway station and that space on street will be found to facilitate this interchange. The facility for taxi services to link in with rail services has already been promoted by a provision of a taxi rank at this location.

12.3 National Coach Services

National coach travel is centred on Stamford within Lincolnshire. Discussions have taken place with Lincolnshire County Council as to how this Council may support their initiatives with regard to bus travel within Lincolnshire and how the villages within Rutland that focus on Stamford for various shopping and commercial activities may be served by this Council contributing towards their proposals. These links will be developed further as and when the opportunity arises.

13. Consistency with National Planning Guidance (RPG/RTS) and Development Plan

13.1 National Planning Guidance

The central focus of national planning policy insofar as the relationship between transportation and land use is concerned is the promotion of sustainability through travel demand management. This aims to minimise the need to travel and reduce reliance on the use of the private car, thereby improving accessibility and air quality and reducing noise and visual intrusion. To achieve these aims it is recognised that the integration of land use and transportation planning and the various modes of transport is fundamental.

This national guidance is reflected most notably in PPG 13 entitled Transport and insofar as Housing and Town Centres and Retail Developments are concerned in PPG 3 and PPG 6 respectively. It is intended that development, particularly that which generates significant volumes of traffic, should be concentrated on urban areas in order to maximise accessibility. Such a concentration is intended to maintain and develop a mutually supportive and well related mixed pattern of land uses, which reduces the need to travel and the length of trips. In addition it is considered to facilitate choice by providing alternative modes of travel to the private car i.e. walking, cycling and public transport. Such action to reduce car dependency should be complemented by other initiatives to limit usage e.g. the control of parking provision and traffic management.

13.2 PPG 3 Housing

PPG 3 Housing advocates the adoption of a search sequence with concentration of housing. The utilisation of previously developed land and buildings within urban areas is advocated as the most sustainable option, followed by urban extensions (particularly where there is good access to public transport and it is possible to utilise existing infrastructure) and then around nodes in good public transport corridors. However, it is recognised that a limited amount of housing in certain villages may be appropriate.

This approach is complemented by other measures to promote sustainability. These include the promotion of mixed and balanced communities and encouraging the better use of land by increasing housing density (especially where there is good access to public transport); encouraging the fuller use of previously developed land and existing buildings; and controlling the amount of car parking.

13.3 PPG 6 Town Centres and Retail Developments

PPG 6 Town Centres and Retail Developments is a further representation of the Government's commitment to sustainable development with its support for maintaining and enhancing the vitality and viability of town centres. This is particularly evident in the advocacy of a sequential approach to the location of major development, with priority being given to the consideration of town centre and then edge of centre sites, before out of centre sites are considered, with a view to ensuring the provision of an accessible facility. Complementary measures to improve accessibility for all and reduce car dependency include the promotion of alternative modes of transport to the use of the car; the encouragement of

mixed uses in town centres; the more effective management of town centre parking; and action to meet the needs of disabled people. The application of such measures can be addressed through comprehensive traffic management strategies.

13.4 Regional and Structure Plan Guidance

The thrust of this national planning guidance is reflected in the emerging Regional Planning Guidance for the East Midlands and in the Leicestershire, Leicester and Rutland Structure Plan. This is particularly apparent in the promotion of a sequential approach for the location of development, with a clear urban focus, as well as support for mixed use developments, the use of previously developed land, and the selective support for and control of rural development, including leisure related activities. Furthermore, the promotion of alternative modes of transport and communication, limitations on the use of the private car, (including the control of parking provision and the ordering of investment priorities) are all developments of national policy.

13.5 Local Plan Guidance

The Rutland Local Plan, which is nearing adoption, has been prepared in the context of the strategic guidance provided by the Leicestershire Structure Plan. Nevertheless, opportunities have been taken to ensure that the Plan acknowledges more recent Government guidance through the Proposed Modifications procedures, in accordance with the recommendations of the Inspector presiding at the Local Plan Inquiry.

As a consequence of these changes an increased emphasis on development in the two market towns of Oakham and Uppingham, as opposed to village locations, has resulted. This has been achieved through additional housing allocations at the former; the provision of an unidentified allowance for large housing sites solely for the two towns, which is likely to be primarily accommodated on previously developed land, increased housing densities; and the deletion of the majority of village allocations. This housing development will complement the concentration of employment provision, shopping and leisure facilities, as well as other services, available or provided for, at each town. In addition to this specific housing provision the Plan includes a general policy commitment to ensuring development is located so as to minimise the need to travel; to facilitate the use of alternative modes of transport to the private car; and to avoid increased traffic on unsuitable roads. As such the Plan will enhance and promote a mixed pattern of land uses in the interests of local accessibility and sustainability.

Having regard to the changes in Government policy on transportation issues the Plan makes reference to future road improvements in the County. The Oakham/Langham Bypass is still included as a proposal in view of the need to improve the movement of traffic, overcome congestion, safeguard amenity and protect the environment. In this regard it is considered that the proposal can make a major contribution to the promotion of sustainability in Oakham, providing for the better integration of land use and transportation, facilitating the development of alternative modes of transport; and enhancing the attractiveness of the town centre. A commitment to an investigation of options for the amelioration of traffic and related environmental problems in a number of identified villages is also included.

A commitment to the introduction of traffic calming and network management is included in the Plan, aimed at improving traffic conditions; enhancing safety; and safeguarding the environment, with reference to such specific measures as 'Safer Routes to School' and 'Quiet Lanes' initiatives and the control of heavy goods vehicle movements.

In recognition of the contribution that the control of parking can make to reducing car usage, the Plan includes reference to revised parking standards for new development, expressed as maximum levels of provision. It also recognises that, in town centres, reduced levels or an absence of parking provision may be appropriate, given the good accessibility such locations enjoy. Reference is also made to the measures for the management of public car parking provision with which to control car usage and promote modal shift.

The Plan recognises the high car dependency associated with trips to Rutland Water and includes a commitment to ensuring development of more sustainable tourism and recreation, by controlling access by car and promoting the use of alternative means of access.

In recognition of the contribution walking, cycling and public transport can make to a more sustainable transport system the Plan seeks to ensure that new development makes appropriate provision for integral footways and cycleways, and that it is capable of being appropriately served by public transport.

14. Establishing A Public Transport Information Strategy (PTI)

14.1 Current Status

Until now, Rutland's Public Transport Information has not been developed into a strategy for the future. Timetable information, although widely distributed, is a mix and match of different styles and formats which can often be difficult for the public to understand. The Council has produced timetable booklets for its journey to work services when working in partnership with Coats Viyella Clothing and further area information booklets are planned which will include identified rail bus links.

Council staff at the Transport Office deal with telephone enquiries. The staff are able to offer first hand information directly to the public using their experience and good local knowledge background. Information about service frequency, fares, lost property and concessionary fares are dealt with on one direct telephone number. This number is printed on every timetable for supported local bus services and the line manned from 8:30am to 5:00pm Monday to Friday (excluding Bank Holidays). Each commercial service has its relevant operator's number printed on its timetable.

Timetable information is now available on the internet through the County Council's website called Rutnet. This site was recently voted the best Tourism and Community Information website and the best overall County Council website by the Local Government Association.

At present the Council cannot offer information on National Coach, air and ferry travel although it would endeavour to provide the caller with the relevant telephone number. Although there is some knowledge of neighbouring authorities services, information regarding cross county travel is limited so most callers would have to contact the other authority.

The service currently provided by the Council also covers all other kinds of transport not just local bus services. Information Regarding local train times and services, local taxi firms, mainstream and special educational needs transport, social services and community transport is also supplied to the public. Most requests for this information are received either by telephone or by letter. The only language in which this information is offered is English.

14.2 The Regional Situation

Public transport information across the East Midlands is quite varied, both in terms of availability and quality. Of the 14 local authorities included in the PTI 2000 project, 6 have existing public transport information databases, a further 2 authorities share these and the remaining 6, these include Rutland, do not have a current database facility.

Comprehensive coverage of the region for public transport telephone enquiries is not currently available. The information that is provided is at best limited to either the area covered by a local authority (or pair of authorities), or the routes covered by a single operator. In Rutland's case a single enquiry line operated by the Council.

14.3 The Way Forward

As a part of the “New Deal for Transport” capital funding has been made available for Local Authorities to provide better information on public transport services with a view to a national public transport information system being available to the public. This East Midlands Regional group has successfully bid for £907,000 of Government Funding to establish call centres within the region. The project is a partnership between following local authorities.

Rutland County Council
Nottinghamshire County Council
Nottingham City Council
Leicestershire County Council
Leicester City Council
Derbyshire County Council
Derby City Council
Northamptonshire County Council
Northampton Borough Council
Lincolnshire County Council
North Lincolnshire Council
North East Lincolnshire Council
Peterborough City Council

The bus operators associated with this bid are the regional subsidiaries of the Arriva and First Groups, the Wellglade Group, Lincolnshire Roadcar and Nottingham City Transport.

The vision for the future is to make substantial improvements in the provision of public transport information by telephone enquiry services, face to face enquiries and the internet. The implementation of a national telephone enquiry line service through regional partnerships is regarded a key element in this project. The strategy proposed for the region is to make major enhancements to the telephone enquiry facilities within the region and to link to the national initiatives as they develop.

The enhancements to the telephone facilities in the region will include:

- Publicising one enquiry line throughout the region
- Providing computerised timetable and journey planning facilities for each telephone operator. These will cover all bus services in the region, National Express coaches and national rail journeys.
- Review existing call centre provisions and either consolidate their provision or aim towards one call centre
- Upgrade existing telephone equipment. This will enable call transfer between centres for sharing of specialist resources(e.g. foreign language speakers), out of hours support, specialist enquiries and backup.

14.4 Revenue Expenditure

It has been proposed that each authority will be charged per call enquiry made about their supported services. This would be the same for bus operators based on commercial services. At the moment it is not known what each member of the region can anticipate their revenue expenditure to be but it is expected that these costs will rise as the demand on the call centre increases. As Rutland does not specifically employ someone to deal with call enquiries it will be expected to find extra revenue expenditure to support the regional call centre.

14.5 Future Development

The following regional developments are planned over the next 5 years and have been prioritised in order of their importance both nationally and locally.

	PUBLIC TRANSPORT INFORMATION SYSTEM	Capital Funding Required
Year 1	Fares – to be included within regional journey planner Provision of roadside information	£30,000
Year 2/3	Facilities and information for those with disabilities. Upgrade of technology to facilitate electronic registration input. Inclusion of programmed traffic delays	£20,000
Year 4/5	Information to assist visitors (to include multi-lingual facility)	£10,000

The County Council recognises the importance of quality information made easily available to the public to inspire confidence in public transport. The following measures will be addressed during the next five year period.

- Improvement to paper timetable information to the public (to include area timetable booklets)
- Telephone enquiry service available outside normal office hours.
- Improved information at bus stops
- To provide information across the region including multi-leg journeys
- To offer journey planning facilities via the internet

As part of Rutland's travel campaign the County Council have signed up to *Travelwise* and have been involved in several national projects that include walk to School week and European car free day. The Council will continue to further the work by *Travelwise* in promoting sustainable alternative forms of transport.

15. Establishing an Integrated Strategy for Reducing Car Use and Improving Children's' Safety on the Journey to School

15.1 Introduction

Rutland County Council is committed to providing safer routes to school for the children in Rutland and has employed a Safe Journeys Officer to progress this work.

Rutland has 27 schools which are categorised as follows: 18 primary schools, 1 special nursery school, 3 secondary schools, 1 Sixth Form College, 2 independent secondary schools and 2 independent primary schools.

Since this appointment in September 1999, the Safe Journeys Officer has visited the Head Teacher at each school to discuss their individual problems and measures that would be needed to increase safety and cut down on traffic congestion.

Each school was invited to form a School Travel Action Team to work along side the Safe Journeys Officer and currently 9 schools have formed action teams. School Travel Action Teams comprise an assortment of parents, governors, local residents, children, teachers, members of the emergency services and the Safe Journeys Officer. Regular meetings are held to discuss ways in which to improve the journey to and from school.

Through individual school travel action teams, all schools are encouraged to create a School Travel Plan. The School Travel Plans detail the long and short term aims and objectives identified by the school to improve safety, lessen congestion and include targets set by the school for modal shift and incorporate methods with which to monitor progress.

15.2 Base Line Data

In order to gather base line data about school travel the Safe Journeys Officer compiled questionnaires for schools to complete. 16 schools are currently taking part in this exercise (and the remaining 11 schools are being encouraged to do so). Two separate questionnaires are distributed, one to the parents of key stage one children and one for the key stage two children to complete in class.

The children are encouraged to analyse the data of the questionnaires as this helps to involve them as much as possible in the safer routes to school initiative. An example of this is the English Martyrs Catholic Primary School in Oakham which has 100 children. The children of a year 6 class analysed the questionnaire results and shared them with the rest of school in the form of an assembly. They also put together suggestions for safety improvements and presented them to the Safe Journeys Officer.

In order to monitor the travel habits of the county's school children, schools will be asked to obtain base line data at yearly intervals during the next five school years. This will enable each school and the County Council to compare figures, determine trends and monitor modal shift.

15.3 Questionnaire Results

Comments received in the questionnaire responses have highlighted specific 'risks' that can be addressed for each school in order to improve the safety for the children and reduce congestion. An example of this is at the Leighfield Primary School in Uppingham which has approx. 260 children. Questionnaire results showed that parents were very concerned about their children having to cross the Stockerston Road which they felt was dangerous. During 'walk to school week' a school crossing patrol was employed and the number of children walking to school rose from 17 (survey carried out before walk to school week) to 98 on the first day (see Walking Initiatives).

At Brooke Hill Primary School (where 263 children attend) questionnaire results showed that parents were concerned that the public footway did not extend across the entrance to their school thereby forcing children to walk on the road. Minor construction work was undertaken to extend the public footway and create a safer route for the children. The school will be creating a footway on their land to join up to the public footway and children will not have to negotiate car movements as they enter or leave the school.

Results at Uppingham C of E School (169 children attend) highlighted the danger of traffic congestion at the front of the school, particularly for those children who walked to school unaccompanied. An alternative route was created at the back of the school (specifically for unaccompanied children), the number of children now using this route is approximately 20.

15.4 20 mph zones

In accordance with Government guidelines, Rutland County Council intends to reduce the speed of traffic around schools by introducing 20mph zones. The first 20mph zone will be located on the Cold Overton Road in Oakham, servicing the Vale of Catmose College (700 pupils) and the Ferrers Primary School (120 Pupils).

A large consultation exercise was carried out and over 1,000 people (including residents, parents, local businesses, emergency services, children and students) were asked for their views. A 10% response rate was received and 59% of those asked said that they were in favour of a safer route to school scheme. 74% agreed that the 20mph zone is a good idea.

Cold Overton Road was listed as the number one priority due to its current accident record, particularly relating to college students. The 20mph zone is 800 metres long and includes 6 raised table traffic calming features and 3 zebra crossings (see **Figure 15.1**). The construction of the zone will take place during July – September 2000.

Provision has been made for 20mph zones to be incorporated in the villages of Whissendine (see **Figure 15.2**), Great Casterton and Ketton and consultation will be undertaken with the schools, residents and Parish Councils in these villages. The nature of the traffic calming in the villages will differ in style to that of the town schemes. It will enforce speed reduction whilst at the same time not unnecessarily urbanising the villages.

The costs of these schemes will be met from the SCA for 2000/2001.

15.5 Cycles

Rutland County Council would like to see an increase in the number of pupils that cycle to school whilst at the same time aiming for a reduction in the number of cycling accidents that involve school children.

Advanced cycle training will be offered to students of the secondary schools and Rutland College in an attempt to encourage more students to cycle. The training will be monitored to see if it raises the number of students who do cycle to the colleges.

Cyclewise training is available to children in Year 11. The training consists of 6 weekly sessions of 2 hours and is carried out by a Road Safety Officer. The training features cycle maintenance, skills training and on-road exercises and children are asked to complete 'homework' to test their knowledge of the Highway Code.

Cycle storage is provided in the secondary schools but it is poor quality and offers no protection from the elements. A recent survey at the Vale of Catmose College involving 100 students showed that 43% of pupils said that they would cycle to the college if better cycle storage facilities were provided.

Rutland County Council proposes to install secure cycle storage that will provide protection from the elements for 40 bicycles at the college.

Consultation will be carried out with students of Casterton Community College, Uppingham Community College and the Rutland College in the form of a questionnaire. Questions will be asked to obtain views about cycle storage and to determine how many more students would cycle to college if the facilities were improved.

To encourage more students to cycle to college, funding is required to provide secure cycle storage at all three secondary schools and the Rutland College for the five year period between 2001-2006, with enhanced storage being provided to one school per year.

15.6 Road Safety Education

Road safety education is provided to children in Rutland by the Leicestershire Road Safety Team. The education consists of:

- cyclewise training for Year 11 children
- Pedestrian training for reception children and years 1 and 2
- junior road safety quiz (available to all primary schools)
- the appointment of junior road safety officers in primary schools who raise the profile of road safety on a periodic basis through assemblies and competitions
- theatre productions for primary and secondary schools
- Driver training for 6th form students

Three students at the Vale of Catmose College were involved in road traffic accidents in November 1999 and to raise the profile of road safety, the Safe Journeys Officer held a road safety competition involving all the students at the college. Copies of 'Road Code – The Highway Code for Younger Road Users' were given to each student and they were then asked to read Road Code and answer questions about road safety. To encourage students to be safer on the roads, a cycle helmet and reflectors were awarded as the prize.

It is the intention to provide a copy of Road Code to each Year 7 student as they begin attending secondary schools. A competition will be held at the beginning of each school year to accompany the Road Code book. There are approximately 500 year 7 students. The book is £2.50 and funding of £1,250 would be required.

15.7 Rutland Schools Road Safety Partnership

The Safe Journeys Officer has created the Rutland Schools Road Safety Partnership between Rutland County Council, the Leicestershire Road Safety Team and local emergency services.

The Rutland Schools Road Safety Partnership will enhance the road safety education that the Leicestershire Road Safety Team provide to schools on behalf of Rutland County Council. It is envisaged that a bi-annual county wide event will be held for primary school children. The event will contain interactive workshops for the children to participate in and will include all areas of road and personal safety.

The Rutland Schools Road Safety Partnership also intends to set up a programme of visits to the secondary schools where pupils can work along side the emergency services in mock rescue operations as part of road safety education.

15.8 Walking initiatives

15.8.1 Health and Fitness

Rutland County Council is keen to improve the health and fitness of the children living in the county and see walking as an integral part of improving fitness.

A new initiative to be piloted during the Autumn 2000 term will be the 'Car –Free Friday' where the safe journeys officer will work with a number of schools to encourage a 'healthy day' each week when children walk and are given incentives to do so.

In conjunction with the Education Dept and Leicestershire Health Authority, all schools are encouraged to take part in the Healthy Schools Award Scheme and to prepare a School Travel Plan as part of the award. Three schools are currently taking part.

15.8.2 National Walk to School Week

Schools in Rutland have been involved in the National Walk to School Week since 1995 and during the Walk to School Week in May 2000, 9 primary schools took part. During the week there was a visible increase in the number of children walking to school and the reduction in traffic congestion was noticeable.

At the Leighfield Primary School a school crossing patrol warden was employed for the week. The purpose was to encourage more children to walk and to address the concern highlighted by parents in the travel questionnaires about the busy Stockerston Road.

The number of children walking to school remained constant during the whole week, even though the weather was a mixture of sunshine and heavy rain! Most interesting was the fact that the number of unaccompanied children rose from 16 to 45 (see table below). This showed that parents and children were reassured by the fact that a school crossing patrol had been employed to cross children over the Stockerston Road.

	Mon		Tues		Wed		Thur		Fri	
	am	pm	am	pm	am	pm	am	pm	am	Pm
Children										
Accompanied	82	41	51	22	50	25	54	23	41	38
Unaccompanied	16	8	37	27	35	18	45	8	36	32
Total	98	49	88	49	85	43	99	31	77	68

A resident who lives next to Leighfield primary school in Uppingham was surprised at the lack of congestion during walk to school week and assumed that it was the half term holiday!

15.8.3 The Walking Bus

Two primary schools (Langham Primary School near Oakham and Leighfield Primary in Uppingham) piloted the walking bus initiative during walk to school week. A walking bus involves a group of children who are escorted to school by volunteer parents. These were the first walking buses in the county (see **Illustration 15.1**) and in both cases the walking buses were deemed to be a success. Langham Primary School will organise another walking bus for the Walk to School Week in October and Leighfield intend to keep theirs as a permanent feature.

The Safe Journeys Officer is working in partnership with the Leicestershire Health Authority and Road Safety Team to encourage more walking initiatives such as the walking bus and walk to school week. The partnership is currently creating a walking bus user guide specific to Rutland that will be distributed to the schools and will be used to encourage schools further in setting up walking buses of their own.

As an initial incentive, florescent vests will be presented to the first 50 children in the county who commit to changing their travel habits from being driven to school to walking.

Every primary school in the county will be encouraged to provide (or make available for purchase through PTA organisations) florescent vests for primary school children to wear. A number of colours are available and the idea is to provide 'corporate colours' to individual schools and emblazon the school logo on the vest too.

15.9 School Safety Zones

Rutland County Council would like to incorporate School Safety Zones in areas where two or more schools are closely geographically situated.

An example of this is shown on **Figure 15.3**. The Oakham independent School, Oakham C of E School and The English Martyrs Catholic Primary School are closely situated and are working with the Safe Journeys Officer to create a safety zone that will benefit children from all three schools.

The idea is to enfold the schools in an all encompassing 20mph zone and introduce safety features that have been requested by the three schools.

Suggestions from the schools are;

- calming the speed of the traffic on the Ashwell and Burley Roads,
- providing a safe crossing place for children who cross the Ashwell Road
- creating a one-way facility.

Other school safety zones are Great Casterton (Primary and Secondary schools); Uppingham (Leighfield Primary School, Uppingham independent school – for an example see **Figure 15.4**); and Oakham (Rutland College and The Parks School).

It is the intention of Rutland County Council to complete the Uppingham and Oakham school safety zones in the first two years of the local transport plan.

15.10 Safer Routes to School Schemes

The safer routes to school schemes can be prioritised from the accident records held and a provisional programme is as follows:

Financial Year 2000/2001 (incorporating SCA from 1999/2000)

Vale of Catmose College/Ferrers Primary School	£83k
Uppingham Community College	£37k
Whissendine Primary School	£35k
Great Casterton Community College/Gt Casterton Primary	£40k
Ketton Primary School	£30k

Financial Year 2001/2002

Uppingham School / Leighfield / Windmill House	£55k
Rutland College / The Parks	£70k

Financial Year 2002/2003

Oakham School / English Martyrs / Oakham C of E	£81k
Brooke Priory Independent nursery	£21k
Brooke Hill Primary School	£20k

Financial Year 2003/2004

Langham Primary School	£35k
Ryhall C of E Primary School	£5k
Uppingham C of E Primary	£40k
Southfield Community Primary School	£30k
Exton Primary School	£5k

Financial Year 2004/2005

RAF Cottesmore Primary School	£20k
Edith Weston Primary School	£20k
St Mary and St John C of E Primary School (North Luffenham)	£10k
St Nicholas C of E Primary School (Cottesmore)	£20k
Empingham C of E Primary School	£40k

Financial Year 2005/2006

Increased cycle storage for Vale of Catmose College, Casterton Community College, Uppingham Community College and The Rutland College	£20k
Advanced cycle training for students at above colleges	£5k
Additional cyclewise training for junior schools	£5k
Additional pedestrian training for primary schools	£5k

In order for individual schemes to be successful, it is important for scheme-related schools to become involved. Schools may be pro-active in their approach to 'safer routes to school' and wish to actively contribute to a reduction in accidents and traffic congestion. By forming a school travel action team and creating a school travel plan, a school will rise in the suggested programme priority list (above). Safer routes to school locations are shown in **Figure 15.5**.

Figures that have been used in the following diagrams and tables depicting travel modes for school/college students are based on a number of sources. As the majority of questionnaire results are not presently available, these figures may alter as fuller details are received.

15.11 School Crossing Patrols

School crossing patrols are currently employed in four locations in Rutland. A recent pilot at the Leighfield Primary School showed that 7% of children walked to school. During walk to school week when a school crossing patrol was present, the number of children walking to school increased to 41%.

The pilot was deemed a success, and it is hoped that the crossing patrol will become a permanent feature during the Autumn 2000 term. Surveys will be carried out to monitor the results.

Questionnaire results from the Oakham C of E school reveal that parents and children would like to see the re-instatement of the school crossing patrol on the Ashwell Road. However, it has proved difficult to recruit a suitable person and traffic calming measures are being considered as an alternative.

15.12 Home to School Transport

School transport is provided free of charge for children of primary school age who live more than two miles away from the catchment school, and for secondary school children who live more than three miles away from the catchment school (provided it is to the nearest appropriate school).

School transport comprises double decker buses, coaches, and taxis, where appropriate. The Rutland County Council transport officer is endeavouring to provide coaches with seatbelts for transport to all primary schools.

To help reduce the traffic congestion caused by cars on the 'school run' and to fill empty spaces on the bus a pilot service will be offered to pupils living less than two miles away from their catchment schools in Uppingham. The service will be monitored for three months to see if it has encouraged parents and children to change from using the car to using the school bus.

15.13 Safer Routes and the Environment

Each school term, Rutland County Council produce 'Green Pages', being an environmental newsletter for the schools in the county.

Green Pages aims to provide a co-ordinated approach to environmental issues that may be of interest to the schools. It includes energy conservation, healthy schools award information, eco-schools information, safer routes to school updates, green travel initiatives and environmental information.

Schools taking part in the safer routes to schools projects will be encouraged to participate in the Planning For Real exercises. These exercises help the children to become familiar with their local environment and involve them in deciding safer routes to their schools.

15.14 Safer Routes to School Targets 2001-2006

Over the next five year period the goals for the Safer Routes to School initiative are as follows;

Targets	
15T1	Establish base line data for school journeys for every school in the county by April 2001. The data will be collected as a result of questionnaires completed by children and their parents.
15T2	A review of site access and potential 20mph zones will be carried out for all schools by April 2002.
15T3	Implementation of 'School Safety Zones' around clusters of schools.
15T4	School Travel Action Teams in each school by 2005.
15T5	Two schools per year to create School Travel Plans.
15T6	Targets set with individual schools as part of their School Travel Plan to reduce the number of car journeys made.
15T7	A 'Safer Route to School Scheme' to be established for each school in the county over a five year period. Working on the basis of 5 schools per year, all schools will be involved in the programme by April 2006.
15T8	To encourage more students to cycle to school while at the same time addressing the 'at risk' cycling age group of 12-16 years by carrying out advanced cycle training in secondary schools.
15T9	Secure cycle storage to be provided in each secondary school and the Rutland 6 th Form College by April 2006.
15T10	The Rutland Schools Road Safety Partnership to host a bi-annual county wide road safety event for the primary school children. The event will contain interactive workshops for the children to participate in and will look at all areas of road safety.
15T11	The Rutland Schools Road Safety Partnership also intends to set up a programme of visits to the secondary schools where pupils can work along side the emergency services in mock rescue operations as part of road safety education.
15T12	To expand the walking bus initiative in more primary schools.
15T13	To establish a pedestrian training programme for primary school children.
15T14	To carry out more 'pilot' crossing patrols for schools that request them. However, each school will need to show a significant increase in the number of children who walk to school as a result of the school crossing patrol, before permanent crossing patrols will be provided.

16. Measures to Encourage Voluntary Adoption of Travel Plans by Major Employers

16.1 Green Commuter Plans

The County Council during 1999/2000 negotiated an arrangement with a major local employer whereby their buses picking up and returning workers from and to villages within Rutland, could be used by those wishing to access other employment opportunities within Oakham. The arrangement was beneficial to a number of people who would not otherwise have had the opportunity for gainful employment. Unfortunately, the arrangement came to a premature end with the cessation of trading by the company concerned, who closed a number of factories across the East Midlands. Temporary arrangements enabled the service to continue until such time as those individuals who had been making use of this combined service were able to make other arrangements.

It is perhaps unfortunate that such an initiative failed because of commercial realities but it has shown that such arrangements can be delivered for the benefit of the community as a whole and the experience gained through this initiative will be helpful exploring other opportunities that may arise in future.

16.2 Council Travel To Work Plan

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.

Targets	
16T1	To undertake examination of at least one firm's Green Travel Plans per annum and seek to implement change by encouraging modal shift from 2001 onwards.

17. Airport Service Access

There are no civilian airports within Rutland. The nearest commercial airport with international services is East Midlands, to which there is no direct access from Rutland. Services are available by rail via Leicester to Loughborough, where there is a bus connection to the airport. Improved access to East Midlands Airport may be achieved if plans to provide an East Midlands parkway station at Ratcliffe on Trent are implemented, together with a more direct rail service from Oakham via Loughborough to Nottingham. The Council would support such developments.

There is a direct train service from Oakham station to Stansted Airport with an approximate hourly service and to Birmingham Airport, via Birmingham New Street which necessitates a change of train.

Should the passenger service materialise over the current freight line via Corby to Kettering by Midland Mainline plc, opportunities for access to Luton Airport and Heathrow/Gatwick by a more direct route would be available. Access by rail to these airports is currently only available via Peterborough or Leicester, requiring a change of trains.

18. Disability Issues

18.1 Present Position

The Council has developed strong links with the Rutland Access Group (RAG), a local voluntary organisation that is active on behalf of those local residents with mobility difficulties. This group undertakes annual inspections of facilities available for the mobility impaired, targeting different areas within the County. Reviews have already taken place in Oakham, Uppingham and Cottesmore and, at the suggestion of the Highway Section, RAG is surveying Ryhall during 2000/2001. The findings of the group have influenced the allocation of appropriate funding with which to develop routes within Oakham and Uppingham, including the provision of lowered kerbs at junctions, the upgrading of pelican and zebra crossings to the latest standards to facilitate their use by the mobility impaired (including tactile paving and modification to controls) and footway refurbishment schemes.

With the exception of one traffic signal location in Uppingham, where the Council does not have control of land required for the necessary improvement, all pelican and signalled locations within the County have audible and/or tactile provision incorporated in the signal operations. Proposed re-development of the one location remaining, may make possible the upgrading of this particular location to appropriate standards shortly.

18.2 Future Policy

This co-operation is now being developed with a view to improving facilities within other larger village centres within the County, such as Cottesmore and Ryhall, with improvements being targeted to providing a direct means of access to village facilities for those with mobility difficulties.

This targeted approach is seen as making the best use of the funding opportunities available.

The needs of the mobility impaired will continue to be taken into account in developing bus services across the County and in opening up the possibilities of travelling further afield by rail.

18.3 Programme of Works

In order to give increased independent mobility to disabled highway users, a programme of footway crossing points and associated tactile paving is planned. This will also facilitate the journeys for mothers with prams.

Working within the Rutland Access Group areas where disabled individuals live can be targeted and built into routes connecting them to the main facilities in their town or village. Likewise, safer routes to school surveys will highlight needs of disabled students.

It is intended to build three or four main artery routes a year for the first 5 years. This will catch up with the existing backlog of work of this nature in Oakham, Uppingham and the larger villages. In the following 5 years, a similar number of routes within the smaller villages will be created. Being shorter in nature, these will require less expenditure.

When completed, each route can be mapped and a copy given to the Access Group. In this way an identifiable network of routes will be created. Enhancements to the public right of way network from 2005 onwards will deliver improved access to the countryside for the mobility impaired.

Expenditure of £30,000 per annum during the first 5 year period of the Local Transport Plan is envisaged.

Targets	
18T1	To install 60 dropped kerb crossings per annum, concentrating initially in major urban centres, commencing year 2000.
18T2	To undertake route planning for at least two mobility impaired persons from home to nearby centres of interest, commencing 2001.

19. Measures to Promote Social Inclusion

19.1 Bus Services

The proposed review of bus services within the County is directed towards making provision for those within the community that do not have access to a car and therefore may feel socially excluded. These include those women in households with one car (which tends to be used by others to gain access to and from work), older people within the community who do not have access to a car, those younger people who are seeking employment opportunities within the more urban centres, and those on lower incomes who are unable to meet the costs associated with car ownership. The success of the Rutland Flyer and the extension of the original service to include other villages, together with proposals contained within this Local Transport Plan, will make a major contribution towards addressing these concerns.

It is the intention to provide enhanced waiting facilities within each village to be served by existing and improved bus services so as to improve personal security measures across the “whole journey”.

19.2 Voluntary Sector Arrangements

The Social Car Scheme, operated by the voluntary organisation V.A.R. on behalf of the Council, plays a major roll in providing transport to those residents who cannot access regular public transport. Over the last year 43 volunteer drivers have given their time transporting frail, elderly and disabled people to essential appointments and social activities. In 1999/2000 the scheme provided 12,208 passenger journeys and travelled 156,944 miles.

Although 19% of trips taken were for hospital appointments, all these journeys were self referrals. The Council recognises the need to work closer with the neighbouring Health Authorities with a view to improving access for those with medical needs.

In January 2000 the V.A.R. Car was launched. This vehicle has been specially adapted to carry one person travelling in a wheelchair driven by an able bodied family member. In the first 5 months 111 people have benefited, travelling 1940 miles.

Villages Served 99/00	%
Braunston	5.5
Cottesmore	3.75
Greetham	3.75
Lyddington	3.75
Oakham	35
Uppingham	18
Empingham	7.5
Others (14 villages)	22.75

Destination	%
Leicester	30.5
Melton	7.5
Oakham	41
Stamford	6
Uppingham	5
Others (9)	10

19.3 Concessionary Travel

The Council also supports concessionary travel schemes for the elderly, disabled and unemployed. Permit holders can use either tokens or a half fare pass (free if disabled) on any bus or train service operating within Rutland as well as services travelling to Leicester, Stamford and Nottingham. Both tokens and passes can be used on the social car scheme. Tokens are accepted by taxis throughout the County.

In 1999/2000, 3269 elderly travel concessions were issued. This had a major influence on reducing social exclusion for many elderly people as well as reducing car use.

20. Co-ordination with Air Quality Action Plan and Action on Noise

20.1 Air Quality and Transport

During the early 1990's the Department of the Environment, Transport and the Regions (DETR) had been investigating the need for a new framework for controlling air quality. The result of this investigation was the development of the National Air Quality Strategy which has produced an integrated approach to managing air quality. The Strategy looks at a balance between national and local actions and it recognises that the requirements for reducing emissions will vary between areas.

There is a recognised link between road transport and the air quality in the UK. In 1996 road transport accounted for approximately two-thirds of the national emissions of four of the eight pollutants for which objectives have been set in the National Strategy. These pollutants are benzene, 1,3-Butadiene, carbon monoxide and lead. The Government has expressed confidence that national measures already in place will be sufficient to achieve the desired standards for these pollutants by 2005. However, road transport is also a significant source of the pollutants nitrogen dioxide (NO₂) and particulate matter (PM₁₀), for which the national strategy objectives will be more difficult to achieve.

20.1.1 Nitrogen Dioxide (NO₂)

As a local authority, Rutland will not be able to exercise control over summer oxidant concentrations since these will have a significant trans-boundary element. However, if it proves necessary local sources of NO₂ could be influenced to prevent winter episodes and reduce the severity of summer problems.

To determine the background levels of NO₂ in Rutland monitoring has been undertaken since 1997. There are 7 passive diffusion tubes within the County. The annual average concentration limit for nitrogen dioxide as laid out by the Air Quality Strategy is **21 ppb** with a 1 hour mean of **105 ppb**, not to be exceeded more than 18 times in a year. None of the sites in Rutland have been found to exceed the limit. The results are shown in **Table 20.1** below.

The diffusion tube located near the A1 at Tickencote was previously sited in Ridlington giving representative rural background values for the County (Ann. Av. 8.47 ppb for the period Oct 97 to Sept 98). However, the annual average traffic flow along the A1 at Tickencote and Greetham was predicted to increase to more than 20,000 vehicles by the year 2005. The tube was, therefore, relocated alongside the Great North Road (A1) near Tickencote from October 1998.

An estimation of NO₂ levels from the A1 was also undertaken using the GRAM model. The model predictions take into account the volume, speed and composition of traffic flow. These predictions represent values at the nearest dwelling, the closest villages to the A1 at this point being Tickencote and Greetham.

Table 20.1 Current background concentrations of NO₂ primarily due to dispersed road transport sources in Rutland (diffusion tube measurements) NO₂ in ppb

	Caldecott A 6003 (U1)	Uppingham A 6003 (U1)	Ketton A6121 (U1)	Tickencote A1 (U2)	Mill St Oakham (U4)	Melton Rd Oakham (N) A 606 (U4)
May '99	9.98	13.05	6.64	9.83	11.32	N/A
Jun '99	9.69	N/A	9.84	9.62	14.54	N/A
Jul '99	7.76	N/A	6.11	10.62	8.45	9.68
Aug '99	12.49	12.71	10.3	12.99	11.73	15.45
Sep '99	11.49	N/A	13.57	10.98	12.74	10.78
Oct '99	3.54	5.79	3.44	4.36	1.30	10.29
Nov '99	14.38	14.35	11.36	10.88	13.93	15.87
Dec '99	12.79	10.55	12.04	11.65	6.58	18.26
Jan '00	7.80	14.81	10.32	9.49	11.81	15.35
Feb '00	9.36	13.36	9.20	7.08	15.02	19.83
Mar '00	11.57	9.44	7.63	14.26	9.63	11.29
Apr '00	12.49	16.83	11.85	12.69	12.15	11.51
Annual Average	10.28	12.32	9.36	10.37	10.76	13.83
Previous Annual Average (May 1998 - Apr 1999)	10.05	13.76	10.71	12.60 (Oct 98 - Apr99)	10.03	14.42

Key: N/A data not available

Using the GRAM model figures for predicted NO₂ levels; from passing traffic on the A1 at Tickencote, were derived. Traffic flow information was obtained for 1998. The basic parameters for the model are shown below.

Table 20.2 Predicted annual average background levels of NO₂ at Tickencote using GRAM Model

Initial Data Types	Values for 1998
Traffic Flow	1224 vehicles/hour
Average Vehicle Velocity	100 km/hour
Predicted Traffic Growth	+4 % per year
Fraction of HGV's	15 %
Emission Density NO ₂	100 tonnes/km ² /yr
Annual average background NO ₂	12.227 ppb

The diffusion tube results for Tickencote (shown in **Table 20.1**) allow comparison with the predictions of the GRAM model. The measured levels fluctuated above and below the predicted annual average figure of 12.23 ppb. The measured annual average level for 1999-2000 at Tickencote was calculated at 10.37 ppb. The annual average is an extrapolation of 6-months results as the tube was only relocated to the Tickencote site from October 1998. The model prediction for NO₂ from traffic flow on the A1 affecting Greetham is even lower than for Tickencote.

Table 20.3 Predicted annual average background levels of NO₂ at Greetham using the GRAM Model

Initial Data Types	Values for 1998
Traffic Flow	1460 vehicles/hour
Average Vehicle Velocity	100 km/hours
Predicted Traffic Growth	+4%
Fraction of HGV's	15%
Emission Density NO ₂	100 tonnes/km ² /yr
Annual average background NO ₂	11.556 ppb

The predictions of the GRAM models used and the measurements taken so far are consistent with NAEI emission data. The National Atmospheric Emissions Inventory (NAEI) holds emission data on 1km square grid basis. This information has been collated from local and national statistics about emissions from industrial, domestic and traffic sources. Levels for this area are shown between 11 and 12 ppb on the database. This national data allows greater confidence in our own diffusion tube results.

Based on current levels and their comparison to previous years data it is predicted that NO₂ emissions in Rutland will not exceed the air quality objective (annual average 21 ppb) before the next review in 2005. This is a view which is supported by the DETR. Alterations to the road network solely to achieve reductions in NO₂ are not necessary.

20.1.2 Particulates (PM₁₀)

A principal source of particulate matter (PM₁₀) is road transport. However, these particulates may not necessarily be from local emissions. National data shows that PM₁₀ levels are currently exceeded at most of the sites on the air quality monitoring network. However, modelling indicates that existing policies will lead to significant reductions in the levels of PM₁₀ by the year 2005, with a 50% reduction in traffic related PM₁₀ emissions. However, locally the predicted traffic flow for the A1 at Tickencote and Greetham indicates a potential source of PM₁₀. Again the GRAM model has been used.

Table 20.4 Predicted emission density of PM₁₀ from road traffic, at Tickencote using GRAM Model.

Initial Data Types	Values for 1998
Traffic Flow	1257 vehicles/hour
Average Vehicle Velocity	100 km/hour
Predicted Traffic Growth	+4 % per year
Fraction of HGV's	15 %
Emission Density PM ₁₀	1.5 tonnes/km ² /yr
Daily average background	4.634 ug/m ³

Using modelling predictions, the A1 at Tickencote, as a low-level dispersed source, has a background level of 4.634 ug/m³ which is 15% of the national limit. The predicted emission density of PM₁₀ for Greetham using the model was estimated as 4.748 ug/m³.

Based upon these levels, traffic related sources are not envisaged to exceed the quality objectives for the pollutant before 31 December 2005 in Rutland. The DETR have expressed their satisfaction that no further review of air quality will be required before the next Air Quality Review and Assessment to be completed in 2003.

Rutland has no overriding need to intervene in transport routing to address air quality issues. The strategy is one of maintenance of existing trends in improving air quality rather than radical remedial action.

20.2 Maintain and Improve Environmental Quality: Noise

Rutland is a rural area with a low population (density 0.82 people per hectare). Instances of traffic related noise problems in Rutland are very few.

During a recent survey of noise related nuisance complaints for the year 1999, it was found that the department had received no road traffic related noise complaints.

Road traffic noise is actively considered during review of development proposals.

20.2.1 Uppingham

The sound levels undertaken for a proposed development in Uppingham were measured at several locations on the proposed site near the London Road/Spring Bank Way junction.

The survey was carried out on Monday, 26th November 1999 between the hours of 1400 and 1700 hours. The levels measured were average values taken from three separate hourly measurements at each location at the site and have summarily been converted to L_{Aeq} from L_{A10} , the original index of measurement. The purpose of converting these values from their original format was so that they could be grouped according to Noise Exposure Categories (NECs) as listed in the Planning Policy Guidance note PPG24. The traffic noise levels for the proposed dwellings nearest the highway ranged between 62 dB L_{Aeq} and 71 dB L_{Aeq} . However it was predicted that as a result of the impending development an appreciable amount of noise attenuation, by structural dampening effects and exposure radius reductions would serve to reduce overall levels experienced at each of the properties. The Calculation of Road Traffic Noise (CRTN) procedure was used to recalculate façade levels. Most of the properties were able to achieve levels low enough to fall within the bounds of an NEC 'A'. At properties where levels could only be reduced to Categories B (55-63 dB(A)) and C (63-72 dB(A)), additional acoustic treatment would be required. In the event only two elevations were exposed to noise levels that would fall within category C of PPG24, those levels were 64-65 dB L_{Aeq} . Only 8 dwellings had any windows exposed to more than the recommended WHO limits of 55 dB(A).

20.2.2 Oakham

- Levels within the Town

There is an absence of traffic noise measurements for the Oakham area. The bypass feasibility study focused on the use of predicted values based on road traffic movements for the years 2005 and 2020. In its entirety the project would

not only involve the building of roads to bypass Oakham, but also involve a modification to the road system at nearby Langham, ensuring that passing traffic bypasses the village also.

The Oakham bypass project consists of four separate scenarios, which are still under consideration. Scenario 1 involves the building of The Oakham phase, linking the A606 west of Oakham to the existing section east of the railway line. The second scenario features the addition of a link road between the A606 Stamford Road and the A6003 Uppingham road. Scenario 3 includes the Langham bypass section and finally scenario 4 includes the Langham and Oakham sections only precluding the Uppingham Link Road. Each of these phases were modelled separately with predictions for a 'base' year of 2005, acting as a no-bypass/do minimum scenario. Predicted levels for each of the four other separate phases have been based on traffic levels for 2005 as well as for the year 2020.

Similarly to those at Uppingham, predictions for this investigation were calculated using formulae given in the Calculation of Road Traffic Noise (CRTN) publication by the DETR. These were undertaken for various points along each of the proposed phase routes with additional estimations made for a 300m 'buffer' zone either side of the carriageway. For comparison, levels were also predicted for existing routes along the A606 through Oakham town and Langham Village. While the predictions calculated for the existing routes through Oakham and Langham will be of most immediate interest, the value of the predictions made with regard to the area around the bypass will not only be of value now but will prove extremely useful in the light of future appraisal.

A table listing Basic Noise Levels for the A606 through Oakham is shown below (RPS Consultants, December 1999)

Position of Prediction	No bypass dB(A)	Scenario 1		Scenario 2		Scenario 3		Scenario 4	
		dB(A)		dB(A)		dB(A)		dB(A)	
	2005	2005	2020	2005	2020	2005	2020	2005	2020
Uppingham Road (Link 14)	68.9	69.0	68.9	67.5	67.8	67.5	67.8	69.0	69.3
High Street (Link 67)	68.7	68.3	68.6	68.6	68.9	68.6	68.9	68.3	68.5
High Street (Link 40)	69.5	68.4	68.8	68.7	68.9	68.7	68.9	68.4	68.7
High Street (Link 73)	69.0	68.5	68.9	68.7	68.9	68.7	68.9	68.5	68.8
Melton Road (Link 27)	69.5	68.5	68.9	68.7	68.9	68.7	68.9	68.5	68.8
Melton Road (Link 45)	70.8	69.6	69.9	69.7	69.8	69.7	69.8	69.6	69.8

All predictions have been based upon estimates of 18hr flows.

All positions shown in the table above have been ordered according to their progressive situation through the town. Just to give an indication of the total measurement reach, the first position on Uppingham road is located opposite the Council Offices and the final point located on Melton Road (Link 45), where the A606 intersects the railway line.

As it can be seen from the table, predicted levels for the year 2005 based on a no-bypass scenario are not unlike those levels presently sampled in Uppingham.

With the implementation of each of the project scenarios a decrease in levels within the town can clearly be seen, even though it is small (by less than 1dB(A)). However, it must be remembered that half of the values shown correspond to predictions for the year 2020, indicating a stabilising effect with regard to noise levels throughout the town. A more reasonable explanation could however be attributed to plans to pedestrianise part of the centre of Oakham, rather than to mark a reduction in traffic flows as being purely the result of calming methods alone.

One exception to the trend was where levels were shown to fall by 2.1 dB(A) on the Stamford Road between the bypass route and the Stamford Road junction with the A6003, near the Council Offices at Catmose.

Levels within Langham would also be set to plummet as a result of the construction of the bypass with noise at some locations within the existing route through the village seeing a difference of up to a 5.1 dB(A). This was found when consultants compared the no-bypass scenario for 2005 and the complete bypass of the village as depicted by scenarios 3 and 4 in 2005.

- Levels along the Bypass Route

Predictions of noise levels for the proposed route of the bypass, unsurprisingly, tell a very different story. As the bulk of passing traffic is to be redirected along the bypass routes noise levels in the vicinity of the proposed carriageway are set to increase. To establish an idea of the extent of impact upon surrounding dwellings, 300m wide bands were on either side of the centreline of the route were drawn which were then divided into three 100m strips. The number of noise sensitive properties within each of these strips was estimated. The numbers will not be completely accurate due to the new development currently under construction on the outskirts of Oakham .

For the Uppingham Link Road the number properties which are expected to be exposed to an increase in levels are minimal. This includes no properties within 0-100m or 100-200m of the route, seven within 200-300m of the route, seven on Catmose Park Road and the grange Farm to the West Of the Link Road. The change in noise level will be negligible and certainly less than 3 dB(A).

The Oakham phase extends from Stamford road in the South looping around the town to the Northwest eventually linking with the A606 just North of Barleythorpe. In conjunction with scenarios 2 and 3 there are 249 dwellings in the 0-100m band, 255 dwellings in the 100-200m band and 270 dwellings in the 200-300m band. It is stated that all properties will experience levels in excess of 3 dB(A), however actual noise levels are predicted to be lower than 68dB(A) (the level at which properties become eligible for noise insulation). As parts of this section have already been built and it has been known for many years that this section of

the road was intended to form part of the bypass, an increase in noise levels have been anticipated.

At Langham only 3 properties fall within 300m of the intended route. Two are within 100-200m of the route and one within 200-300m. Although levels are expected to increase by over 3 dB(A) actual levels have been predicted not to extend beyond 68 dB(A). Should this phase of the bypass go ahead, it is planned that the road be sunk to 1m below existing levels and further mitigating measures such as slight mounding also be implemented to reduce impacts as much as possible.

It is clear that like many other traffic calming policies, the bypass project will indeed serve to reduce noise levels within the centres of Oakham and Langham, Ambient levels which do increase along the proposed routes of the bypass will be negligible, but will require special attention in order to ensure that any impacts which may occur in relation to noise nuisance are kept to a minimum.

Possible avenues that exist in terms of noise reduction could lie with the implementation of noise sensitive materials and landscaping, however these will only come at a cost and funding for their provision is uncertain.

Recognising the need for the quantification of local noise sources, the Environmental Health Department recently bought in its very own state-of-the-art Sound Analyser. The equipment is capable of extremely accurate measurement and will certainly be capable of providing background and traffic related noise measurements throughout the county in the future.

21. Action On Climate Change

21.1 Maintain and Improve Environmental Quality: Climate change.

Following the Kyoto Climate Change Conference in December 1997, the UK has a legally binding target to reduce greenhouse gas emissions to 12.5% below 1990 levels by the period 2008 to 2012. This means a reduction equivalent to 27 million tonnes of carbon. The UK has also set a domestic aim to reduce CO₂ emissions in the UK to 20% below 1990 levels by 2010.

The Transport sector is a major contributor to climate change and global warming. It is the third largest source of greenhouse gas emissions and, more importantly, it is the fastest growing. A range of measures to reduce this contribution will be needed from the transport sector. These will form an essential part of a balanced approach to reducing greenhouse gas emissions. There are a number of initiatives that have been introduced that have been identified in the Government's New Deal for Transport, including safer routes to school; improving the quality of bus services; priority bus fares; increased use of IT for shopping and working from home. Those initiatives are directed at improving the fuel efficiency of all vehicles on our roads, especially those that target the fuel consumption of cars, and have the greatest potential to reduce transport CO₂ emissions. Reducing the overall rate of road traffic growth, and local action designed to achieve a switch to less fuel intensive forms of transport, will also play an important role.

Although Rutland does not perceive a problem with air quality, the issue of climate change affects everyone and does not recognise county or country boundaries. The Strategy outlined within this Local Transport Plan implements many of the initiatives identified in the Government's New deal for Transport, and builds upon wider Local Agenda 21 initiatives, outlined in the Rutland Community Plan. In this way, Rutland will be contributing to the reduction of greenhouse gas emissions through a number of initiatives, through reducing the need to travel; encouraging cycling and walking across the county as a viable travel mode; developing the public transport network within the county; and reducing fuel consumption. Small changes in daily journeys to work and school are of particular importance since a large number of small changes in these journeys could, cumulatively, have a significant impact. It is believed that the traffic calming measures and safer routes to school proposed within this transport plan will aid in delivering this. The potential gains from this are large, leading to absolute reduction in local traffic levels by promoting alternative transport modes and improvements in the fuel efficiency of the vehicles that remain on the roads, leading to the overall reduction of CO₂ emissions.

Central Government has attempted to make estimates of the potential reductions of green house gas emissions from measures to encourage changes in travel behaviour. However, there is significant uncertainty attached to this. The projections outlined within this local transport plan will have a direct relationship to the reduction of personal car usage and reducing greenhouse gas emissions within the county. However, quantifying of them is not possible at this moment in time.

PLANNING AND MANAGING THE HIGHWAYS NETWORK

Principal road maintenance strategy

Bridge strengthening strategy

Five-year forward look at major highway projects

De-trunking

22. Principal Road Maintenance Strategy

22.1 Present Policy

Principal carriageway maintenance is informed by regular deflectograph surveys identifying those areas of carriageway that have failed or are about to fail. These surveys are supplemented by a review of accident clusters to determine whether measures need to be taken to maintain “skidding resistance” where carriageway strength is otherwise acceptable. Deflectograph surveys currently indicate that 15% of the principal road network has no residual life and that a further 9% is expected to reach this status over the next four years or so. Current funding only allows the status quo position to be maintained and does nothing to address the backlog of maintenance work required. Pendulum tests at certain accident cluster sites also reveal that action needs to be taken to restore “skidding resistance”, irrespective of the underlying strength of the carriageway.

22.2 Objectives

The aim of the County Council is to undertake adequate maintenance of principal carriageways to agreed national codes of practice with a view to maximising asset life and contributing towards sustainability issues and environmental considerations. The proposed programme of expenditure, in order to meet this aim, is set out in **Tables 22.1 and 22.2**. The locations are identified in **Figure 22.1**. The objectives will therefore be to:-

1. Continue to assess the residual strength of the principal road network by undertaking deflectograph surveys on a phased annual basis (90% of the network has been surveyed since 1st April 1997. The remainder will be completed next year).
2. Carry out surface dressing at appropriate intervals in order to maintain “skidding resistance”.
3. Examine and make use of cost effective alternative treatments with which to prolong the life of principal carriageways.
4. Review environmentally friendly recycling and thin pave treatments, and use if found to be economically justifiable.

22.3 Assessment and Monitoring

Monitoring will be by means of surveying a percentage of the principal road network using deflectograph techniques, supplemented by coarse visual surveys. In addition, surveys of accident clusters will be used to target additional maintenance requirements in respect of maintaining “skidding resistance”. This may direct resources towards carrying out minor highway improvement schemes at bends and junctions with a view to reducing future maintenance commitments (by extending the period before resurfacing becomes necessary).

Two new performance indicators are suggested:-

1. To obtain funding provision to allow for 5% renewal of the principal road network per annum. In addition, to secure funding to address the current backlog.
2. That 10% of the principal carriageway network be restored using environmentally sustainable techniques in year 1 of the Local Transport Plan increasing to 25% per year by year 5 of the Plan.

22.4 Deflectograph Surveys (Figure 22.2)

Deflectograph surveys identify the failure of much of the principal north-south link through the County (excepting the A1 trunk road). This is the A6003 between Corby and Oakham via Uppingham and the A606 from Oakham northwards via Langham to the County boundary towards Melton Mowbray. This route has the highest traffic levels on a daily basis and growth on this north-south link is likely to continue, providing as it does an alternative route from the A14 to the Greater Nottingham area. East to west links within the County (excluding the A47) show a lower level of usage, with no particular structural defects at the present time, but with the potential for (skid resistance) problems at certain locations. The major east to west link through the County remains the A47 trunk road, which is expected to transfer to the County Council for future maintenance on the 1st April 2002.

Any additional funding provided for maintenance purposes will be directed towards bringing forward the programme of carriageway renewal so as to address the current backlog of works required. In combination with proposed HGV controls, this will ensure that traffic remains on the most suitable routes.

22.5 A47 Maintenance

Maintenance requirements will be based on existing regimes for county roads, though staffing and other resources may have to be strengthened to accommodate the additional work load generated. No particular difficulties are foreseen at this time.

22.6 Targets

The targets over the five year Local Transport Plan will be to:-

Targets	
22T1	Strengthen the 24% of the principal carriageway network already identified as having failed (from deflectograph survey techniques), or about to, within the Local Transport Plan period 2001/2006.
22T2	Have addressed accident cluster site issues identified.
22T3	Have implemented cost effective recycling using thin pave treatments for resurfacing where appropriate (25% of whole works costs by 2006).

23. Bridge Strengthening Strategy

23.1 Present Position

All bridges on the principal road network for which the County Council has a maintenance obligation with a span over 1.8 metres, have been strengthened to the 40 tonne capacity. Other bridges on the County road network have now been assessed and strengthened, where appropriate, to the same limit, with the following exceptions:-

1. Three minor road bridges for which there is a nearby alternative have been given a 7.5 tonne weight limit.
2. One principal road bridge over a railway (A6121 at Essendine) is being assessed by RailTrack to determine whether it meets the 40 tonne capacity requirement. Indications at this stage are that this will be achieved, though there has been no formal acceptance by RailTrack plc at this time.
3. Four other bridge over rail assessments being undertaken by RailTrack plc on behalf of the County Council remain outstanding. However, indications have now been received that these are likely to pass the 40 tonne capacity requirement also.
4. A bridge in the ownership of British Rail Property Ltd. has been identified as not meeting the 40 tonne weight limit. This is likely to be demolished (with their agreement). British Rail Property Ltd. will be making a contribution in mitigation of future maintenance obligations. This work is likely to be completed this financial year.
5. The additional expenditure previously identified as being required in the early years of the Local Transport Plan 2001/2006 with which to strengthen RailTrack bridges is therefore unlikely to be required and has been omitted for funding at this time.

23.2 Inspection Programme and Expenditure

The County Council continues to carry out principal bridge inspections on an eight year cycle, together with general bridge inspections at two year intervals in-between. This programme of inspection identifies a continuing need for maintenance in order to maintain the current asset value of bridges within the County. In addition to the £200,000 worth of maintenance work identified in the provisional Local Transport Plan, the results from the inspections for 1999/2000 have identified a further £67,000 of work is required. This confirms the assessment made in the Local Transport Plan of the need to spend approximately £80,000 per annum to maintain the County bridge stock in an appropriate condition.

23.3 Other Issues

There remain a number of occurrences of parapet damage through incidents arising as a result of conflicting traffic movements and, given the rural nature of the County, the Council is implementing traffic control signals as a means of controlling such incidents rather than carrying out major bridge reconstruction and widening.

The one private bridge identified in the County has been assessed and meets the current 40 tonne weight capacity requirement (A6121 at Ketton – over private railway line giving access to Ketton Cement Works).

There are no other road bridges within the County identified as requiring attention at this time. A number of bridges on the public right of way network, for which the County Council has maintenance obligations, require repair or replacement. Repairs to these are currently made through revenue funding.

23.4 Short Span Bridges

Bridges with a span of less than 1.8 metres have not been classified to date as requiring assessment for 40 tonne loading. Advice received from DETR (via CSS), that spans between 1.8m and 1.5m should now be assessed, has required a re-checking of bridge records. These show that a further 11 short span bridges now require assessment for 40 tonne loading at an estimated cost of £13,000. It is anticipated that any defects found will be resolved within the existing budget allocation, provided this continues to be funded at current levels.

Bridges Longer than 1.5Metres Span

	Highway Authority	RailTrack	Rail Property Board	British Waterways Board	Other
Total number	79	5	5	0	3
Number still to be assessed for "40 Tonne" capacity	13	+	0	0	0
Number already assessed and found not capable of "40 Tonne" capacity	3 (14)*	+	1 **	0	0
Number considered to need strengthening	0 #	+	1 **	0	0
Number considered to need major structural maintenance	0	N/A	N/A	N/A	N/A

- * Excluding those bridges already strengthened, shown in brackets
- ** Uffington Road – to be infilled
- # Excludes 3 weight limited bridges
- + Assessed but no firm decision received from RailTrack's consultants
- N/A Not applicable

Targets	
23T1	To continue a programme of bridge repairs based on inspections undertaken over a rolling 8 year period.

24. Five Year Forward Look at Major Highway Projects

24.1 Oakham/Langham By-pass

In its provisional Local Transport Plan the County Council gave a high priority to the completion of the Oakham/Langham by-pass. Consultants – Parkman Limited – were appointed to undertake a feasibility study in respect of this by-pass proposal. These studies concluded that there was an economically justifiable case to be made for the completion of that section of the by-pass from the A6003 Uppingham Road to the south of Oakham and the A606 at Barleythorpe to the north of Oakham, making use of sections already completed that service new residential development to the east of the town centre and commercial/industrial development to the north.

The consultant's study reveals that there was no economically justifiable case that could be sustained for the completion of the by-pass to the south and west of Langham village. All subsequent references in this section therefore relate to the provision of a by-pass for Oakham alone.

24.1.1 Background

Proposals for a by-pass of Oakham (**Figure 24.1**) have been under discussion for a number of years and the concept of a “distributor loop road” has been contained in the adopted Local Plan since 1986. The provision of a by-pass was supported by the Inspector at the Public Inquiry undertaken in 1998 for the Local Plan, which is due for adoption shortly. The A606 Oakham/Langham by-pass scheme was programmed to be undertaken by 2006 under Transport Policy 3 of the adopted Leicestershire Structure Plan (1994). As part of the consultation process for the Local Transport Plan, the public were invited to comment on the principle of the by-pass scheme. Although the number who responded was low, over 90% supported an Oakham by-pass.

It was recognised that available data had become substantially out of date and that the justification for the scheme needed to be reviewed in the light of the change in the Central Government's approach to the construction of new highway schemes and the issue by DETR of the document “New Approach to Appraisal” or “NATA”.

Oakham town centre suffers from traffic congestion throughout the day (see **Illustration 24.1**), which is particularly severe on market days and during the summer months. As a consequence, there is considerable conflict between through vehicular traffic, particularly HGV's, and cyclists/pedestrians/local traffic. On-street parking, loading, safety, noise and pollution are all areas of concern. In addition, the main road (A606) into the town from the north-west crosses the main railway line by a level crossing. The closure of these level crossing barriers causes long traffic queues that frequently extend for the full length of the High Street. The only other way across the railway is by means of a further level crossing, controlled by automatic half barriers, to the south-west of the town centre.

The A606 enters Oakham from the north by a right angled bend at its junction with Lands End Way. This junction serves as an access to the Sixth Form College and to a major industrial estate with provision in the Local Plan for its enlargement. There is no central turning lane marked. By another right angled bend at its junction with Cold Overton Road, the A606 crosses the main railway line via a gated level crossing. This crossing is under the control of the adjoining signal box. Immediately east of the crossing there is another junction with Station Road (B668) and Northgate Street. Continuing along Melton Road, there is a severe constriction in width just before the junction with Dean Street. This forms a bottleneck as there is insufficient width for two vehicles to pass safely and the footways are also dangerously narrow. This is followed by several other side road junctions along the High Street. The road varies in width with a number of parking areas marked out by white lines.

The location of the highest accident cluster spot within Rutland is at the High Street/Church Street/Gaol Street junction before the A606 enters the main shopping area adjoining Market Place. Despite pelican controlled crossings at either end of this section of the A606, much conflict arises between cars manoeuvring to park on street, lorries and delivery vans wishing to load/unload at adjoining retail premises, bus stops for local services, and pedestrians crossing at uncontrolled locations, often between queuing stationary traffic.

At the Burley Road/Mill Street junction is the first of two mini-roundabouts. The second is at Catmose Street/Stamford Road junction immediately to the east. The A606 leaves the urban environment via Stamford Road from this second mini-roundabout. The other arm forms the A6003 south towards Uppingham and Corby. All traffic from the south and east wishing to proceed north has to pass on the section of road between the two mini-roundabouts. There currently is no alternative route. Completion of a link road serving residential development to the east is anticipated by the end of this year, having been brought forward by the developer. This may provide a measure of relief at this location. However, the parallel roads to the north and south of High Street will continue to funnel traffic to the Melton Road level crossing, for which no alternative exists. South Street is designated to provide the means of access to a large supermarket development, a start on which is anticipated during 2001, and for which a Section 106 Agreement allows for the introduction of appropriate traffic calming methods. Station Road to the north currently provides a sub-standard route when the High Street has to be closed for essential maintenance work but is inappropriate for sustained use because of adjoining residential development and intensive use by pupils at the Oakham School.

24.1.2 Existing Sections of Oakham By-pass

Four sections of the proposed by-pass have already been constructed by residential developers to serve areas of new housing that have been built, or are in process of construction. In general, these lengths have been built to the same standard as the proposed by-pass (9.6 metres wide) and were set by the former Highway Authority prior to local government reorganisation.

24.1.3 Traffic Flows

The dominant flow through Oakham is the Melton Road/High Street corridor. Of the three A roads into the town, Melton Road at the north-west corner has the highest flow at 12,200 AADT, followed by the Uppingham Road to the south and then Stamford Road to the east. The B668 Burley Road, Ashwell Road, and the Cold Overton Road/Braunston Road corridor also have substantial flows. There is a considerable amount of “school run” traffic on all roads into the town (approximately 10% of total traffic flows), some of which is attributable to traffic with people being dropped off at the railway station. 25% is through traffic.

Congestion in the town is a major problem throughout the day. The effect is primarily caused by the closure of the level crossing gates, although narrow roads, numerous side roads, pelican crossings and parking bays exacerbate the situation. The consequence is that for most of the day the main town centre roads have a continuous line of slow moving traffic along them. HGV's heading for industrial premises located within the town also have to use the town centre for access, as there is no other alternative route available.

24.1.4 Accidents

Accident clusters occur at the A606 junctions with Lands End Way; Cold Overton Road; the High Street at its junction with Church Street and Gaol Street; and adjoining Market Place. Of the 24 recorded injury accidents over the last five years or so, 16 have involved vulnerable road users (cyclists, motorcyclists and pedestrians); 16 have involved vehicles or pedestrians turning or entering into the A606; 9 accidents involved nose to tail crashes where a vehicle failed to stop in time; and 7 accidents involved vehicles parking. It will be clear from the figures provided that single accidents generate multiple casualties.

24.1.5 A606 Level Crossing

This crossing is manually controlled by the signal operative in the adjacent signal box. Four barriers are interlocked with the signalling so that the train driver gets a green light only when the barriers are down. RailTrack has advised that this is the safest and most robust method of operation. There is no room for improvement in the operation of the crossing. The length of time the barriers are down depends on the speed of trains, e.g. for slower moving freight trains the barriers are down longer. Passenger and freight services are limited to 75 mph through the station. The day to day operation of the barriers changes owing to time tabling variations and is entirely at the discretion of the signal box operative. For example, the barriers are not raised for a very short time to clear traffic queues if another train is approaching. The underlying principle is that trains should not be delayed. On average, barriers are closed for approximately 20 minutes in every hour.

The only other link between the two halves of the town separated by the railway line is by means of an automatic half-width barrier crossing on Brook Road. Such crossings are generally considered to be less safe than manually controlled ones that have full-width barriers, as some vehicles may be tempted to jump the barriers by performing a dangerous “S” manoeuvre. RailTrack advise that at this automatic crossing the barriers are down for a slightly longer period than at the Melton Road crossing.

At present Central Trains services stop at Oakham approximately hourly in each direction between 6 a.m. and 10 p.m. Monday to Saturday. In addition they run additional non-stopping trains through Oakham each day. Freight trains on average run at a frequency of one train in each direction every 2 hours. In addition, the line is often used as an alternative route on Sundays for various services that are diverted as a consequence of engineering works on the Midland Mainline.

24.1.6 Future Development

The Local Plan envisages that the majority of housing development within the County, up to the year 2006 and beyond, will take place within the urban centres of Oakham and Uppingham. Most of that development will be targeted within Oakham. This is in line with the Government's Integrated Transport Strategy which will facilitate journeys by cycle or on foot within the town. Enhanced bus and rail services will contribute to reducing the use of the car within the urban area. However, this additional development will add to the potential for conflict within the town centre between pedestrian and traffic movements. Anticipated increases in rail services will lengthen the time that traffic is queuing on closure of the level crossing gates. Central Trains have indicated that they will be increasing the number of trains through Oakham in each direction to one stopping and one non-stopping in each direction from October 2000. A further possibility is an additional train in each direction every hour through the provision of a new service via Corby and Kettering to London by Midland Mainline from 2004. RailTrack have also indicated long term objectives to increase the freight usage of the line, which could lead to a doubling of the existing number of freight trains. The impact of these changes on the main level crossing in Oakham would be to close the barriers for approximately 35 to 40 minutes every hour during the extended working day.

24.1.7 Options

A no by-pass/do minimum scenario has been compared with four other options. These assume that all committed development detailed in the Local Plan will have been constructed. This includes the proposed super store located on South Street, as well as all residential sites (the majority of which are located to the north-east of the town). In addition, the employment area at the northern end of Lands End Way has been included as has the link between Burley Road and Stamford Road (completed by the housing developer). Traffic calming proposals on South Street have also been included.

The four scenarios tested were:-

1. Oakham by-pass (without the Stamford Road/Uppingham Road link)
2. Oakham by-pass (see **Figure 24.2**)
3. Oakham and Langham by-passes
4. Oakham and Langham by-passes (without the Stamford Road/Uppingham Road link)

Traffic surveys were undertaken over a two week period between the 28th September and 7th October 1999. The surveys comprised of 13 manual classified turning counts, and one link count at all major junctions around Oakham. A registration plate matching survey across the study area cordon was

created to assess origin and destination trips. Vehicles were classified into three categories, namely cars/light goods vehicles, HGV's and buses.

In the morning peak, major routes taken are north-bound from the A6003 to the A606 and south-bound from the B668 to the A606. The majority of HGV's travel north-bound from the A6003 or A606 along the High Street.

In the p.m. peak, the main routes are along the A606 through the town and between the B668 and A6003 for cars and light goods vehicles. HGV movements are similar to the morning flow with most vehicles travelling north-bound from the A6003 and A606 as before.

The average percentage of HGV's for the a.m. peak was 6.5% and 5.1% for the p.m. flow. A full local model validation was undertaken. With a bridge over the railway on the line of the by-pass, traffic flows on Melton Road would reduce by 27% and between 21% and 26% in the High Street.

If train services increase as anticipated, without a by-pass there will be a dramatic effect on the traffic patterns within the whole of Oakham. The western part of Oakham would effectively be severed from the town centre and the eastern part of the town. With a bridge over the railway, traffic from the west could utilise Lands Ends Way (extended) and Ashwell Road, the consequences of which are receiving further study by Parkman Limited.

24.1.8 Potential Safety Improvements

A number of measures have been identified whereby the present accident record could be reduced if a no by-pass situation was chosen. It is anticipated that 50% of those occurring at present could be resolved by implementing other measures at a cost of £300,000.

24.1.9 Improvements to Traffic Flow/Congestion

The consultants concluded that very little could be done to reduce the overall level of congestion in the no by-pass scenario. The two alternative east/west routes to the High Street within the town are unsuitable to receive any significant increase in traffic flows. As previously indicated, South Street is to have traffic calming measures installed as part of Section 106 works associated with the new supermarket. Station Road bisects various parts of Oakham School and therefore has a large number of vulnerable pedestrians crossing and re-crossing.

The possibility of introducing a one-way system along Station Road and High Street is predicted to have the effect of diverting traffic to other parts of the town, particularly through residential areas to the south-west and across the rail line by Brooke Road. This potential redistribution of traffic has safety and congestion implications for these parts of the town which are likely to prove to be unacceptable. Measures to increase traffic flows along the High Street may have some effect but would not remove the difficulties caused by the level crossing, which cannot be removed. Such measures would effectively turn the road into one where vehicular traffic dominates even more than it does at present, at the expense of other users, in particular pedestrians.

An outline design has been completed for the Oakham by-pass. This defines the land required from existing owners and accords with national design standards. Mitigation measures have been included to address environmental concerns identified by Parkman's sub-consultants – RPS. Further studies are being undertaken by RPS with a view to providing a full environmental statement to support a planning application for the Oakham by-pass (including the Uppingham Road/Stamford Road link) in April 2001.

Accessibility for pedestrians and others, access to public transport, addressing community severance, and integration with land use proposals and policies are all considered to benefit positively if a by-pass goes ahead to completion.

24.1.10 Costs

Scheme cost estimates have been derived from tender data for a recent similar by-pass scheme in Cheshire. The estimates for the various scenarios are given in the following table. Land acquisition costs have been based upon agricultural land values of £3,000 per acres with a 200% allowance for compensation costs.

Scenario	Construction Cost + Land Acquisition Cost	NPV for Assessment 1 (Actual Accidents)	NPV for Assessment 2 (Default Accidents)	Average NPV (Average of 1 and 2)
1. Oakham Section Only	£3.7M + £138,000	- £636,000	+ £488,000	- £ 74,000
2. Oakham Section and Uppingham Road Link	£6.6M + £231,000	+ £1,623,000	+ £3,648,000	+ £2,636,000
3. Oakham, Langham and Uppingham Road Link	£10.3M + £411,000	- £570,000	+ £982,000	+ £206,000
4. Oakham and Langham Sections	£7.4M + £318,000	- £1,836,000	- £1,158,000	- £1,497,000

Economic assessment of the schemes is derived from a cost benefit analysis using Cobra 10R5 as described in DMRV volume 13. The programme data on the highway network is used to calculate travel and user costs over a 30 year period with and without each scheme being assessed. The difference in cost between these two is the benefit of the scheme. The difference between the scheme benefit and its cost represent the economic value of the scheme, with the scheme being worthwhile if the economic value is positive.

All figures are expressed in 1994 prices and expenditure and costs are discounted from the year in question to 1994 at a rate of 6% per annum. This is because highway scheme investment is expected to yield a return of 6% on its cost. 1994 is called the present value year; the discounted costs are the present value of cost (pvc); the discounted benefits are called the present value of benefits (pvb); the net present value (npv) is pvb less pvc.

The assessment has proved to be sensitive to the treatment of accidents within the programme. The assessment used observed data on accidents for 1994 to 1998 for existing links and default rates for new lengths of road. This has given a large negative benefit for the accident element of the assessment, which is considered to be unrealistically pessimistic. A second assessment has therefore been made using national average default values throughout, which gives a positive result for accidents.

The level crossings were closed for three trains per hour in each direction. This increased to four trains per hour from May 2000. Tests have also been undertaken for service levels of five or six trains per hour each way.

Low traffic growth forecasts have been applied to the observed traffic flows. An assessment using high fuel costs and economic growth has also been carried out.

Various pvc/pvb/npv results are given in the following table.

	SCENARIO 1		SCENARIO 2		SHORTENED SCENARIO 1
	4 trains/hour	6 trains/hour	4 trains/hour	6 trains/hour	6 trains/hour
PVC	2454	2454	4352	4352	1718
PVB	2380	4856	6988	9765	3240
NPV	- 74	2402	2636	5413	1522

24.1.11 Air Quality

Existing air quality in Rutland is good. An air quality review undertaken by Rutland County Council in accordance with Part 4 of the Environment Act 1995 concluded that the risk of air quality objectives for these pollutants being exceeded in Rutland by the end of 2005 was considered negligible. RPS used an assessment that follows the methodology set out in guidance on NATA (DETR 1998) concerned with scheme affects on local air quality. The aim is to provide a quantification to the change in exposure to PM¹⁰ and NO² emissions that would be experienced by persons affected by the scheme proposals. It also uses the net change in the level of carbon dioxide (CO²) as an indicator for impacts on global emissions. The assessment has shown that all sections of the proposed by-pass show a net reduction in the exposure of properties to pollutants.

On the main Oakham by-pass some properties near to the proposed route would experience modest increases in exposure to pollutants but the weighted increase in exposure of properties is exceeded by a factor of at least 4 by the reduction of exposure at properties on existing routes through the town. The net change in carbon dioxide emissions is beneficial for the Oakham by-pass.

Consultation with English Nature will be necessary to resolve slight negative impacts that may be generated by the Uppingham Road/ Stamford Road link insofar as this may affect the environs of Rutland Water. Mitigation measures are proposed to offset issues identified.

On the basis of the detailed study undertaken, the consultants concluded that the provision of the A6003/A606 link together with the remainder of the by-pass incorporating the bridge over the railway to the A606 at Barleythorpe, was a worthwhile investment.

24.1.12 Implementation timetable

This is as follows:

Planning application	April 2001
Planning approval	June 2001
Preparation of mixed and compulsory purchase orders	December 2001
Complete detailed design and allow for public enquiry	Completion by December 2003
Commence construction	September 2004 (bridge over railway – December 2004)
Completion and open to traffic	by September 2006

Parkman Limited have been asked to develop these proposals on behalf of the Council with a view to submitting a detailed case to Central Government for funding approval at the appropriate time, as an update on the performance of the Local Transport Plan proposed for 2001/2006. The Oakham by-pass is in the draft Structure Plan for Leicester, Leicestershire and Rutland as one of four schemes to be promoted within this period.

24.1.13 Town Centre Improvements (see **Figure 24.3**)

The provisional Local Transport Plan for Rutland incorporated measures for the pedestrianisation of Oakham town centre. These anticipate the removal of through traffic from the High Street via the proposed by-pass, allowing for pedestrianisation between Market Place and Church Street. Gaol Street is to be pedestrianised as part of the section 106 Agreement with the supermarket development adjoining South Street. Traffic calming measures to be implemented as part of that same agreement on South Street would deter traffic from using this route as an alternative. HGV controls would be implemented through means of a Traffic Restriction Order to ensure that this route was not available for through HGV traffic. A routing agreement for the supermarket development restricts access to the supermarket for HGV's via New Street to the west.

Further restrictions would be placed on Station Road so as to ensure that the B668 did not become an alternative for by-passable traffic. South Street and Station Road would, however, remain available for use by bus services, cyclists and pedestrian users. Access would also be retained for emergency services vehicles. Such measures would effectively ensure that all through traffic and much local traffic would have to use the by-pass in order to travel between the north and south sides of the town. Further traffic calming measures would be introduced on Ashwell Road, to avoid this becoming a "rat run", and on Station Road. These measures would have the effect of linking the major residential development to the east of the town with the town centre, thereby encouraging modal shift. In other words, residents may find it more appropriate to walk or cycle into the town centre rather than to use the car for a relatively short journey. For those less mobile, enhanced bus services would provide a link into the market place on one side of the pedestrianised area or Church Street on the other. These services would also link into the railway station to provide an integrated service.

Pedestrianisation of the High Street (**Figure 24.4**) should generate more favourable shopping conditions and enhance retail and commercial benefits in due course. Enhanced street lighting and CCTV improvements would follow.

None of these improvements to the town centre could be undertaken without the provision of the by-pass, incorporating the bridge over the railway. Although qualitative, the environmental benefits that follow further the Government's policy for an Integrated Transport Strategy insofar as these have not ruled out rural by-passes in appropriate circumstances, and follow the precedence set for other similar by-passes within the East Midlands.

24.1.14 Overall Summary

Completion of the by-pass will provide long-term sustainability for the town development by:-

1. Facilitating alternative means of travel to the use of the private car
2. Improving road safety
3. Improving air quality
4. Reducing congestion
5. Enhancing the vitality and viability of the town centre
6. Facilitating future development in a sustainable location taking account of the conservation status of the town centre
7. Safeguarding the environment
8. Facilitating the introduction of additional train services on an important east-west railway link within the East Midlands

24.2 PFI

There is a requirement for all major schemes to be assessed for development as a private finance initiative venture. The Oakham by-pass is not considered an appropriate scheme for PFI consideration. The capital value of the project is less than £10 million. There are no other projects requested that would increase the value of the scheme above this figure. It is appreciated that later guidance reduced this capital value to schemes with a value greater than £5 million. However, giving consideration to the other requirements that contractual arrangements would place upon the operator a considerable service element for most of the whole life cost of the asset cannot be addressed. The future maintenance of the by-pass would not have a significant service component and there is little opportunity for other items to be included with which to overcome this shortfall.

Further, the line and design of the by-pass has been fixed within the Local Plan for some considerable time and there is little benefit that could be gained by a contractor in putting forward other alternatives at this time. In other words, there is no identified risk that could be transferred to a third party.

Despite the slight adverse environmental issues identified by consultants to date, given the Uppingham Road/Stamford Road link proximity to Rutland Water, there could be some opposition generated to the project. This could deter potential PFI partners from bidding for the project and therefore puts the success of the project dependant on actions outside the control of potential PFI partners.

Uncertainties as to the level of increase in rail services could also be such as to deter potential PFI partners from taking an interest at this time.

24.3 Other Schemes

As part of the Local Plan consideration, Members requested that further studies be undertaken as to the viability of by-passes for Caldecott, Glaston, Empingham and Whitwell, or alternatively to promote traffic calming measures within these villages. Funding for these studies remains to be determined, though individual schemes are unlikely to cost more than £5 million. These rural by-pass proposals have therefore not been progressed as part of this Local Transport Plan, though they may feature in later Local Transport Plans should viable schemes be identified following feasibility studies.

25. De-Trunking

Correspondence with the Highways Agency has continued and a target date for de-trunking of the A47 through Rutland established for the 1st April 2002. Subject to appropriate funding arrangements, the County Council welcomes this opportunity to assume responsibility for the A47 as part of the County road network. The County continues to support safety improvements to the A47 being carried out by the Highways Agency, prior to the change-over taking place. Discussions will continue with a view to effecting a seamless transfer of services.

The A1 trunk road through Rutland will continue to be maintained by the Highways Agency.

Targets
T25T1 Achieve de-trunking by target date of April 2002.

RURAL ISSUES

Recognise the particular needs and special character of the countryside

26. Recognising the Particular Needs and Special Character of the Countryside

26.1 Characteristics of Rutland

The County of Rutland is defined as a rural area. It therefore has needs that are particular to rural areas, which would not be addressed by some of the measures put forward for dealing with traffic and transportation issues within more urban centres.

There are particular needs to be addressed for people living and working in rural areas and concerns regarding access issues to sensitive locations, such as Rutland Water.

26.2 Quieter Lanes - South Shore of Rutland Water

The philosophy behind this Local Transport Plan addresses the needs of tourists and visitors to Rutland Water and other areas by offering an alternative means of access through enhanced bus services and cycling and walking. There are proposals within the Local Transport Plan to discourage the use of access by car, particularly to the southern shore of Rutland Water by the provision of a quieter lanes initiative. This will discourage the use of roadside verges for the parking of cars, whose drivers are wishing to avoid the payment of charges made by Anglian Water Authority for car parking within the boundary of the reservoir, as well as reducing speeds on the local road network, and encourage car users to make use of alternative facilities.

The bus network proposed, whilst catering for tourism, will also provide services to those within villages around Rutland Water that currently do not have access to a car. The bus service is therefore seen as mutually supportive to local residents and tourists in providing an integrated transport strategy for this sensitive area of the County.

A start on implementing a quiet zone in the Normanton area is proposed for this financial year. The area will be gradually extended to cover the whole of the south shore of Rutland Water over the five year period of the Local Transport Plan.

26.3 Countryside Agency Support

Discussions will take place with the Countryside Agency as to whether smaller initiatives within this zone could be supported through their funding arrangements. The completion of a cycle link between Lyndon and Manton, which would provide a circuit around Rutland Water separate to the existing highway network, where there are perceived safety issues, is something that has been proposed to the Countryside Agency but they were unable to support the proposal at this stage because of other priorities.

26.4 Information technology development within Rutland in support of sustaining the rural economy in partnership

The Rutland Network Project ' www.rutnet.co.uk' is a joint venture between Rutland On Line Ltd and Rutland County Council, with funding from the East Midlands Development Agency, to bring together the local community, local businesses and Local Government in an integrated vision of on-line services. The aim is to improve the delivery of all services, public and private, to the people of Rutland, a majority of whom live in sparsely populated villages often disconnected to local services. The aspiration is to enable Rutland to be a networked community.

The over-arching objective is to work in partnership with the community, private and public sectors to provide every household with access to the internet and the Rutland Network. Direct access to services in the home will reduce journeys by car and help to combat social exclusion, as well as providing the potential for people to work from home.

The objectives of the Rutland Network Partnership are to:

1. Create opportunities for people to work at home
2. Promote e-commerce
3. Support local small firms
4. Provide leisure activities including travel, games, networking, hobbies, etc.
5. Provide opportunities for learning at all levels
6. Provide easier access to all public services including health, benefits, local authorities, etc.
7. Provide opportunities for local polling, democratic participation and elections
8. Provide access to a wider range of goods and services
9. Provide community bulletin boards and chat lines
10. Reduce the need to travel to access goods and services
11. Provide external communication for those who are isolated or have limited access to transport or have mobility problems
12. Provide wider access for socially excluded groups
13. Provide specific support for young and older people
14. Provide the opportunity for citizens to interact with the Council and its decision making
15. Provide community access to information

The creation of a common Rutland web site and communications platform called The Rutland Network 'www.rutnet.co.uk' – or Rutnet for short - has already been achieved, along with the creation of a local Internet Service Provider (ISP) that provides everyone in Rutland with an internet e-mail address.

Rutnet has recently been awarded 'LGA Website of the Year' and 'Tourism and Community Information Site of the Year' by the Local Government Association.

Examples of work carried out by the project so far that has successfully contributed to the aims and objectives of the Local Transport Plan are:

Library access: public inter-net access has been established in Oakham library increasing access to services and opportunity on-line

Business survey and directory: every local business will be surveyed on their use of IT and skills base. There is also an on-line business directory for the local area promoting e-commerce, diversifying economic opportunity to local businesses, and providing access to the community and contributing to reducing car use

Skills survey: the TEC has conducted an IT survey covering four local villages – Barrowden (64 surveyed) Market Overton (100), Belton (102) and Essendine (69). The survey results will be used to identify training needs to support searches for funding from the Lottery under £5000 bids and the Heritage Initiative.

Community pages: villages have been approached to co-ordinate their own community pages that include updates on 'What's On?', Parish Council information, church information, local photos and property for sale, and attractions and events.

Forums: there are six live forums including a 'Car Sharing Forum' encouraging people to share journeys to work. Other forums topics are books and literature, genealogy, political, technology and general.

Transport pages: direct access to bus timetables and routes for each village in Rutland, as well as general information on car hire, trains, bike hire, taxis and local road works

	Fri Only	Fri Only	NMTh	Fri Only	Saturdays Only	
Seaton						
Thorpe By Water						
Lyddington						
Uppingham North Street	09:10		13:00	16:50	07:50 09:10	13:45
Bisbrooke				16:55		
Seaton				16:59		
Glaston Three Horseshoes	09:14		13:04	17:04	07:54 09:14	13:49

Travelling to work pages: provision of the opportunity to communicate with local people who would like to car share for journeys to work

Traveling to Work

- [Bus](#)
- [Train](#)
- [Taxi](#)
- [Car Sharing](#)

[Back to Rutland On Line Home](#)

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Targets

T26T1 Designate a minimum of 2 km of quieter lanes per annum, commencing 2000.
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FREIGHT

Sustainable distribution

27. Sustainable Distribution

27.1 Rail

The local railway line is used by a number of freight services either passing through between destinations, or servicing freight facilities at Corby, just over the border in Northamptonshire.

A local private siding exists at Ketton where Castle Cement originate a number of bulk cement deliveries to the London area, and receive occasional deliveries of coal.

The opportunity to provide alternative freight distribution facilities making use of the rail link through Rutland has been examined but has not found favour with those local firms adjoining the railway line who could make use of such facilities. There has also been a lack of interest from rail freight operating companies in such possibilities to date. The current rail infrastructure retains links to the north of Oakham that could be used for this purpose and these facilities will be safeguarded through the planning process. Local firms are made aware of the availability of grants through SSRA for rail freight improvements.

There may be opportunities for freight rail service improvements on the east coast mainline passing through the eastern corner of the County of Rutland as part of RailTrack plc improvements to facilitate freight movements within this area and as part of the franchise renewal for passenger services, particularly if an alternative high speed line is promoted in due course, as proposed by one of the main operator companies.

RailTrack plc have indicated that the existing rail line through Rutland between Peterborough and Nuneaton on the west coast mainline is a candidate for improvement to their W10 standard, together with signalling alterations.

The freight line from Manton junction (Oakham) to Corby continues in use to service freight handling facilities in Northamptonshire and this use will continue to be supported, contributing as it does to the possibility of providing passenger rail services to the Midland Mainline at Kettering and London.

27.2 Road

Distribution of goods and services by road will remain the prime means of freight movement within the County for the foreseeable future.

It remains a priority of the Council to ensure that HGV movements take place on that part of the network most suitable, i.e. A and B class roads. The imposition of area-wide HGV restrictions on the remaining classified road network and unclassified roads will continue with a view to minimising damage caused by HGV movements on these less suitable County roads and in making a contribution towards quieter lanes and environmental improvements within the County (see **Figure 27.1**).

The views of HGV operatives within the area have been sought with which to determine whether there are any minor highway improvements that would address any concerns that they might have at this time. None have been identified. However, the completion of the Oakham by-pass would allow the present conflict between HGV movements within Oakham town centre and other highway users to be resolved and allow a direct link from the commercial/industrial centre of Oakham to be obtained to the A1 without HGV's needing to proceed through the town centre. The further completion of a section of the Oakham by-pass between the B668 Burley Road and the A606 Stamford Road (programmed for the end of 2001) will allow HGV movements from premises nearer the town centre to make use of this route and also avoid the town centre.

Routing agreements and freight quality partnership arrangements will be promoted through the planning process, as and when the opportunities arise, and the Council is considering an invitation to partake in a joint Leicestershire/Leicester City arrangement with a view to developing freight quality partnerships with freight operators that may be of mutual benefit.

27.3 Water

There are no opportunities for water-borne freight movement within the County.

Targets	
27T1	Complete one phase of area-wide controls for HGV's per annum until all areas requiring restriction have been covered.

SERVICE PLANS

1. Network Management
2. Highway Maintenance
3. Transportation Strategy
4. Public Transport
5. Public Rights of Way
6. Development Control

FINANCIAL FORMS

1. LTP F1
2. LTP F2
3. LTP F3
4. LTP F4

A S T FORMS