

ROAD TRAFFIC REDUCTION ACT 1997

RUTLAND COUNTY COUNCIL

PROPOSALS FOR THE PERIOD 2001/2006

INTRODUCTION

Land-use planning proposals contained in the Rutland Local Plan will be influential in determining infrastructure. These development proposals, when given planning permission, will generate traffic growth. Such growth has to be sustainable in the longer term, whilst contributing to economic growth, yet have no adverse impact on the environment. Planning decisions will be influenced by the Council's overall philosophy and support in compliance with the provisions of the Road Traffic Reduction Act 1997. For Rutland, targets agreed by Members are:-

1. In Oakham and Uppingham a reduction in actual numbers of traffic movements, with the transfer of trips currently being made by car for short journeys to other means such as walking, cycling or increased use of public transport services.
2. In rural areas outside Oakham and Uppingham, i.e. the remainder of the County, a percentage reduction anticipating that some growth will be unavoidable. Additional bus services introduced as a consequence of the Rural Bus Grant will support this objective.
3. Curtailment of the number of visitors arriving in Rutland, particularly to visit Rutland Water, by car. Every effort will be made to encourage the use of alternative transport, i.e. by rail or coach, for the journey to and from Rutland and then to make use of additional bus services being provided within the County.

Anticipated Growth

There will be a direct correlation between the existing housing stock and the proposed increases in housing provision requested by Central Government, and traffic growth. Based upon 1991 census information and the Council's record of dwellings completed from 1st April 1991 to 31st March 1998, the figures are as follows:-

Location	No. of dwellings as of 31.3.98	No. of dwellings estimated at 1.3.2006	Increase	Percentage Increase
Oakham	3,940	4,700	760	19%
Uppingham	1,608	1,900	292	15%
Rest of County	8,179	9,000	821	9%
Total	13,727	15,600	1,871	13.5%

In very simple terms, this housing increase would generate between 3,740 and 9,350 additional car journeys per day within the County. These figures are based on one or two car families making at least one commuter trip per day, with an allowance for leisure activities.

An examination of Road Traffic Data from DETR (see table following) based on 5 locations – A6003 Manton; A606 Barnsdale; A606 Barleythorpe; A6121 Ketton and A6121 Ryhall – reveals an average increase in growth of traffic of 1.41% per annum (1997-1998) which, if compounded over the period to 2006, gives a 13.39% overall increase. This compares well with the 13.5% growth predicted from housing provision over the same period. The actual daily increase in AMV(AADF) is calculated at an additional traffic flow of 5,338 in 2006.

AMV (AADF)

		1998	1997	Increase	% Increase
Manton	A6003	9,196	9,032	164	1.81
Barnsdale	A606	8,590	8,440	150	1.78
Barleythorpe	A606	8,757	8,600	157	1.83
Ketton	A6121	5,518	5,409	103	2.02
Ryhall	A6121	8,315	8,334	- 19	-0.23
Total		40,376	39,815	561	1.41

Based on a 1.41% increase per annum (compounded), the rate of traffic growth would be as follows:-

1997 (Base)	Increase Per Annum	Accumulative Total
1998	561	40,376
1999	569	40,945
2000	577	41,522
2001	585	42,107
2002	593	42,692
2003	601	43,293
2004	609	43,902
2005	618	44,520
2006	625	45,145

45,145 – 39,815 = 5,330 = 13.39% increase in 2006 over base year of 1997

45,145 – 40,376 = 4,769 = 11.81% increase in 2006 over base year of 1998

Note: Figures subject to rounding up or down, so may not tally exactly.

ACHIEVING A REDUCTION IN GROWTH

Removing the Need to Make the Journey

Internet business and retail use is predicted to reduce the need to commute, or to make trips for shopping purposes only (National Economic Research Association). Figures of between 5% and 15% have been suggested. There is believed to be a high level of IT usage within Rutland and potential for future growth. Even so, it is likely that some commuter/business trips may be replaced by leisure or other trips on the basis of a car being available for such trips that would not have been the case previously. A figure of 5% of existing trips would appear to be a sensible starting target given that some reduction may have already occurred over the past 2 to 3 years or so, and therefore a contribution already made towards reducing car usage.

A 5% reduction based on total existing traffic levels, plus growth, has been calculated to be equivalent to 1,990 trips per day by 2006. This reduction has been allocated to Oakham, Uppingham and the rest of Rutland on a population split, though in reality this could be biased towards the County, as follows:-

Oakham	570
Uppingham	285
Rest of County	1,135

Cycling and Walking

A survey at peak hours, on a cordon around Oakham, revealed a total of 554 cycle trips in and out of the town centre of Oakham over a 4 hour period (2 hours a.m., 2 hours p.m.). With growth of 19% in housing units, this number of trips could be expected to increase to 660. Given the Government's targets of increasing the number of cycling trips by 2006, the net figure required to achieve this is double the base figure less the comparable increase due to housing growth. This results in a net figure of 449.

A similar count was made of pedestrian movements crossing the same cordon. Using the same principles as above, a total figure of 1,472 journeys by foot per day would be required by 2006.

Pro rata increases should be achievable for Uppingham, given the similar facilities available within the town. This equates to 225 for cycle movements and 735 for pedestrians.

No target is set for the rest of the County as it would be difficult to measure modal shift and unlikely to be achievable to the same degree.

Bus Journeys

As a result of bus service changes and enhancements, increases in patronage are anticipated. The resulting modal shift is expected to reduce overall car trips by 149 per day by 2006.

Contribution from Rail

A study in connection with a possible new service through Oakham has shown a potential for doubling the number of journeys currently undertaken by rail achievable by the target date of 2004. This figure (of 107) has therefore been taken into account in the table below.

Contribution from Modal Shift as a Consequence of Safer Routes to School

A reduction over and above the individual modes has been assessed from introducing Safer Routes to School. A conservative approach has been taken for primary schools in rural areas. The basis of the assessment follows.

Summary

Adding the contributions above, gives a total net figure of 5,476 reduction in car journeys, which may be compared with the 5,378 increase previously indicated based on DETR traffic counts on principal roads. In order to achieve zero growth therefore, major initiatives need to be implemented for the residents of Oakham and Uppingham to encourage walking or cycling to work, or for shopping or other local leisure trips, in order to meet Government targets and to cater for growth from development within the rest of the County.

Location	Journeys by bus	Journeys on foot	Journeys by bike	Journeys by rail	Removal of the need to make the journey	Safer Routes to School	Overall Reduction
Oakham	67	1,473	449	107	570	185	2,851
Uppingham	41	735	225	-	285	73	1,334
Elsewhere in County	41	-	-	-	1,135	115	1,291
Total	149	2,208	674	107	1,990	373	5,476

It is likely that school travel plans, introduced as part of the Safer Routes to School initiatives, and Green Commuter Plans being developed for the Council and other master employers, will contribute substantially to the targets being set.

Facilities for Measurement

The only traffic count data available to the Council with which to determine present traffic levels are those provided through the Department of the Environment, Transport and the Regions in relation to principal roads. The County Council is in the process of commissioning a dozen traffic counter devices, that will record data automatically, so that more local information is available with which to assess current and future traffic numbers. These traffic counters are located chiefly on principal A and B class roads.

The feasibility study undertaken in connection with the Oakham By-pass proposals has allowed further information to be gained concerning traffic levels in and around Oakham.

A traffic model incorporating this data has been commissioned for the County and will be used to forecast traffic growth likely to occur in specific areas. This should allow for traffic growth, generated by housing development in individual villages, to be assessed and to determine whether measures taken to offset that traffic growth, by encouraging modal shift, have been successful. These measures will encourage the use of alternative transport arrangements, making use of enhanced bus service provision, cycling and walking. It is likely that school travel plans, introduced as part of the Safer Routes to School initiative, and Green Commuter Plans being developed for the Council and other major employers, will substantially contribute to the targets being set.

In reaching those targets it is understood that those using cars for social, pleasure and domestic travel (including the daily journey to and from work) will need to be encouraged to make less use of the car by having alternative facilities readily available and allowing a choice to be made. In many areas of the County, that choice is often not available at present.

Targets

Over the five year life of this Local Transport Plan, it is anticipated that the following alternative options will provide, eventually, a reduction in the number of car journeys as follows:-

Location	Numerical Increase	Numerical reduction	Net Numerical	Equivalent trip numbers	% increase or decrease
Oakham	1,520 to 3,800	2,851	- 1,331 to + 949	13,002	- 10 to + 7.3
Uppingham	584 to 1,460	1,334	- 350 to + 126	5,306	- 14.1 to + 2.4
Rest of County	1,642 to 4,105	1,291	+ 351 to + 2,814	26,991	+ 1.3 to + 10.4
Total	3,742 to 9,365	5,476	- 1,734 to + 3,889	45,298	- 3.8 to + 8.6

Note: Equating the traffic figures from DETR base information to the number of existing dwellings give an equivalent number of trips per dwelling of 3.3 or 45,298 movements daily. The net reduction or gain has been used to derive the figure above on which the percentage increase or decrease has been calculated.

Removal of Through Traffic

Studies undertaken in connection with the proposed Oakham by-pass revealed that approximately 25% of the traffic currently passing through Oakham Town Centre is not local traffic. Measures to control the movements of heavy goods vehicles within the rest of the County will concentrate HGV traffic on A and B class roads. It may be that some of this traffic will divert to the A1 trunk road and the A47. The latter is currently a trunk road but is due to return to local authority control on 1st April 2002. Growth in this traffic is largely outside the control of Rutland County Council, being dependent on commercial decisions and responses to market forces made outside the County.

Future Progress

The Council has recently appointed a Performance Monitoring Officer for highway activities, part of whose duties will be to develop statistically valid parameters with which to measure and determine best value and other performance indicators. The philosophy behind the Council's Road Traffic Reduction Act proposals will therefore be further developed over the next 12 months or so, with a view to providing robust targets. In the meantime, based on the data above, provisional targets for 2006 are:-

Location	Lower Net Growth Target	Higher net growth Target	Anticipated Growth with no Modal Shift
Oakham	- 10%	+ 7%	+ 19%
Uppingham	- 14%	+ 2½%	+ 15%
Rest of County	+ 1%	+ 10½%	+ 9%
Total	- 4%	+ 9%	+ 13.5%