

Moving Rutland Forward - Rutland's Fourth Local Transport Plan (draft version) 2018 - 2036

A Consultation Response on behalf of Civil Society in Uppingham from the Uppingham First Community Partnership and its constituent Business and Neighbourhood Forums

1. Introduction

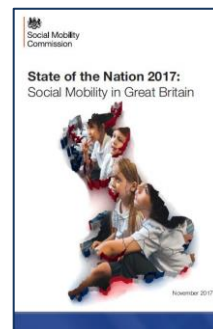
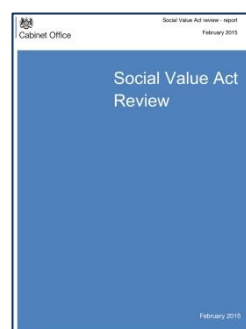
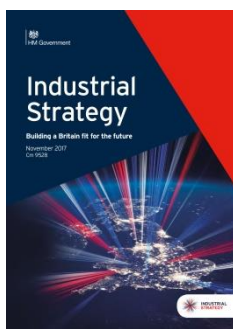
1.1 Uppingham First (The Partnership) and its constituent social and economic partners welcome publication of the draft Fourth Local Transport Plan for Rutland and thank the political and professional leadership of the county council for this public consultation opportunity to respond and comment on its content from a business and community perspective.

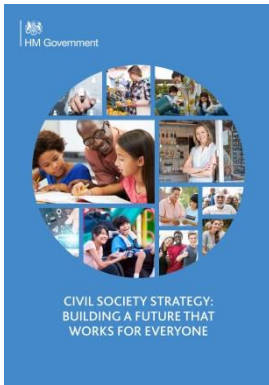
1.2 Following prior circulation to Uppingham business and community groups, The Partnership considered the draft transport plan and its supporting documentation at a board meeting on Tuesday December 4th 2018. Subsequently, this composite response has been prepared and endorsed by the leadership of both Uppingham Business Forum and Uppingham Neighbourhood Forum following consultation with their own membership. The outcome is this comprehensive community and business view on the draft transport plan and the county's needs up to 2036.

1.3 This public consultation response has drawn not only upon the county council's own published evidence base and related strategy documents, but also the quantitative and qualitative research, policies and proposals in a number of community led plans for Uppingham, themselves the subject of much public consultation and community endorsement (see www.uppinghamneighbourhoodplan.info) These include 'Uppingham 2025', the 'Uppingham Neighbourhood Plan' and the 'Uppingham Town Centre & Business Zones Plan' (updated 2018).

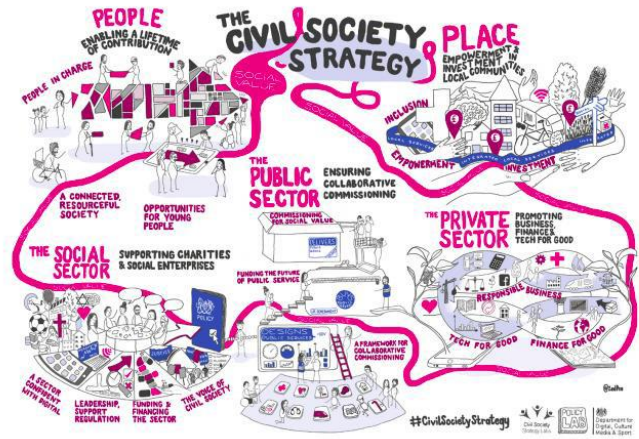
1.4 This response also recognises the direction of travel and content of a number of national government, business and civil society publications and policy documents including:-

- The UK Industrial Strategy (2017) in which it is made clear that transport is particularly important to supporting local growth in rural communities
- the Public Services (Social Value) Act, now reviewed, in which government's vision for public services in the future was one of collaborative commissioning with local organisations being engaged in a meaningful way and all the resources of the community (including public funding) being deployed to tackle community challenges
- The High Street Report which calls for businesses to step forward on town centre plans and addresses the issue of town centre parking
- The State of the Nation Social Mobility Review (2017) in which it is made clear that working families do worst overall in rural areas with poor transport links resulting in travel to work times nearly four times those in urban areas
- The House of Commons Transport Committee Review of Community Transport (Ongoing) in which government has recognised the importance of voluntary sector community transport providers and their vital contribution to community wellbeing.





- The government's Civil Society Strategy in which it confirms it wishes to extend support to voluntary and community organisations, such as The Partnership, to help them deliver community led public services and to broaden the range of funding options for community initiatives such as the provision of local transport.



1.5 By 2036 planning policy and the current rate of scientific progress suggests the Rutland population and related vehicular traffic will have increased by around 30% calling for a proactive forward strategy for highway infrastructure. Driverless cars and public transport vehicles will be commonplace. Cost effective electric public transport will facilitate electronically controlled dial-a-ride public transport modules. Many internet sales will be delivered by drone and/or driverless transport. A worldwide post-Brexit trading market will be integrated with a vibrant and electronically savvy Uppingham high street with a world class virtual portal. Much healthcare will be delivered at home supported by treatment centres requiring support from public community transport. The same may be true of Education. Our employment and commercial zones will need to be linked to an integrated transport network. Community wellbeing, healthcare, leisure time activity and the county's market town centres will require adequate provision for the parking and charging of vehicles. Pedestrian walkways and historic walking and cycling routes throughout the county will require programmed maintenance. Access to public green space and the countryside will be highly valued. Concern for the environment and addressing remaining vehicular sources of environmental pollution will, of necessity, be a county priority.

1.6 It is expected by 2036 that the county will be a 24 hour society with an outstanding leisure offer. The economic benefit of tourism will demand a forward looking approach to highway infrastructure and parking. Many public services will be delivered by community not for profit organisations. Public sector funding of commercial transport operators may well have ended, offering potential for a flourishing community led Rutland Electric Bus Company linking Rutland's highly prized sustainable villages to the county's then three significant towns.

1.7 A Rutland Transport Plan for 2036 should have a community enhancing vision, a strategy to achieve that vision and specific project proposals as interim steps on the strategy timeline. The online consultation response template offers little opportunity to address what is not in the emerging fourth Rutland Local Transport Plan as well as comment on its initial content. This consultation response is therefore forwarded in this format to enable an appropriate contribution.

1.8 This formal community led consultation response is intended to complement that submitted by the Uppingham community's statutory sector representatives, Uppingham Town Council. The Partnership is supportive of the Town Council's comments.

1.9 The following paragraphs first comment sequentially on the draft Rutland Transport Plan's existing content and then, founded on The Partnership's research, identifies some additional issues thought to be missing.

Notes

1. Given that RCC Cabinet Member and RCC Portfolio Holder for Transport Cllr Lucy Stephenson is a statutory sector director on the board of Uppingham First, her prior views on this response were not sought to avoid any potential conflict of interest with her Rutland County Council remit and priorities.

2. Draft Plan Comments

2.1 Comments on the existing text are:-

Page 13 – Bus Network – Add.....No bus station facilities are currently provided in Uppingham.

Page 18 – Tourism – Add..... The Eyebrook Reservoir and our two market towns

Page 19 – Employers – Add after Oakham Enterprise Park..... Uppingham Gate and Station Road in Uppingham

Page 20 – Shopping – Change paragraph to state thatRutland has two market towns, each with a diverse range of retail and shopping opportunities

Page 22 – Supporting Business and Economy – Amend..... to make clear that the commercial roll out is fibre to the premise

Page 23 – Provision of Call ConnectAmend to make clear that Call Connect does not serve Uppingham or Oakham

Page 23 – Creating a Safer Community – Engineering improvements - Acknowledge that..... more needs to be done on the A6003 e.g. Station Road/Spring Back Way junction in Uppingham

Page 28 - Maintaining our Assets - last paragraph - Insert in the document..... the intention to collaborate with neighbouring authorities to campaign for the A47 to be enhanced to a dual carriageway

Page 28 – 5.3.5 – The Partnership would be keen to collaborate with any independent community transport initiative

Page 29 – 5.5.2 – Undertake an Annual Parking Review - Add.....including an assessment of the business case for an additional long stay car park in Uppingham.

Page 29 – 5.5.3 – WRS6 – Add.... In collaboration with social and economic partners (Having already done extensive work on this issue, The Partnership would be pleased to adopt national advice and work with RCC to enhance the transport aspects of its Town Centre & Business Zones Plan)

Page 30 – 5.8 – The Challenge of Growth and Development – This section appears to be in conflict with the proposals for St Georges!

Page 33 – 6.2 – There is little evidence that the majority of the Rutland community wish to be forced onto two wheels. However, whilst the majority of the population of Uppingham is older, and less likely to use cycles due to the hilly nature of the terrain there should be scope for limited bike parking in the centre of town to facilitate our younger residents, those who may wish to cycle in from surrounding villages, and visiting cyclists attracted by Rutland Water and the local countryside.

Page 34 – 6.3.2 – Business Site Travel Plans - Note that all significant employment sites in Uppingham are now linked by the Uppingham Hopper

Page 35 – 6.5.2 – Further Parking Provision - Add The evidence already collated by Uppingham First necessitates an assessment of the need for an additional long stay car park in Uppingham

Page - 35.6.5.3 – Town Centre Plans - The Partnership acknowledges national policy and advice for local businesses to be proactive in this matter. Government have also acknowledged the community input underpinning the Uppingham Town Centre & Business Zones Plan. The Partnership welcomes recognition that there should be a 'transport' based market town plan. Significant work has already been undertaken in Uppingham and The Partnership would be happy to collaborate in the production of such a plan.

Page 35 – 6.6 – Shortage of New Business Sites – Add after ‘North Luffenham’ and Uppingham Gate

Page 36 – 6.9.2 – WRS9 - HGV Restrictions – Add.....Given the picture now emerging on the scale of development in Corby, a proactive approach to the projected increase in heavy goods traffic passing through Uppingham on the A6003 will be pursued.

Page 45 – 8.5.4 – Work with Residents - Uppingham Neighbourhood Forum (UNF) welcomes the intention to work more closely with residents on such issues as speeding and parking. The UNF is happy to make its quarterly public forum and town wide distribution and communication network available for the purpose

Page 47 - 8.7.6 – PGS1 – Reduce the need to drive - The Partnership would wish to stress the critical contribution that the ability to drive into Uppingham and park is to the social and economic sustainability of the town

Page 52 – 9.8.1 – Support Sustainable Passenger Transport Opportunities – The Partnership welcomes the final paragraph. The Uppingham Hopper would welcome additional support from RCC.

3. Moving Rutland Forward – Passenger Transport Strategy 2018 - 2036 Comments

Page 3 – 2.1.1 – Local Bus Services - Add It would be possible for the independent voluntary sector to set up a community transport Rutland Bus Company

Page 5 – 2.2.2 – Main Services – Add.....the Uppingham Hopper

Page 7 – 2.2.5 – Community Transport – Add.....(para1) the Uppingham Hopper runs a 5 day a week timetabled community bus service(para 2).... UppWatch (the Uppingham Good Neighbour and community car scheme)

Page 9 - 2.2.8 – Rail Services – Add..... Many residents in the south of Rutland access rail services at Corby

Page 10 – Passenger Transport Information – Add Currently RCC produces no leaflets or timetables that recognise the Uppingham Hopper service despite its timetable being integrated with the county’s commercial bus services

Page 12 – 2.3.2 – Community Transport and DRT – Add....This survey excludes the Uppingham Hopper

Page 16 – 3.2 - Strategy Elements – Add..... Community Transport should be represented in the graphic

Page 17 – 3.2.2 – Baseline Service – Note.....It is possible that the Uppingham Hopper could make a limited contribution to an out of town service

Page 18 – 3.2.5 – PT Information and InfrastructureNoteThe possibility of a future Uppingham bus station should be promoted or acknowledged here...

Page 21 – 4.4.2 - Voluntary Car Schemes – Note..... UppWatch provides such a service in Uppingham but currently receives no financial support from RCC

Page 31 – 6.1.2 – Information Media - Note As indicated earlier, RCC neither produces nor publicises information on the Uppingham Hopper. Its timetable and support number is at www.uppinghamhopper.uk

Page 32 – 6.2 - Infrastructure - Note.... The Uppingham Hopper would benefit from a bus stop box being marked on the highway outside Martins in High Street East

Page 35 – 7.2.4 – Monitoring and Review – Note.....The Partnership would be happy to provide Performance Review data for the Uppingham Hopper

4. Moving Rutland Forward – Rights of Way Improvement Plan 2018 - 2036 Comments

The Partnership would echo the Town Council's comments in its consultation response. In particular, the fact that Uppingham pavements are the town's principal rights of way. They should be maintained to a high standard with tarmac patching being deemed inappropriate for the stone paving in the town centre conservation area.

5. Important Areas Not Addressed in the Draft Transport Plan

The following issues appear not to have been addressed in the documents.

- A more forward looking, technology driven, vision of what needs to be achieved by 2036 as commented upon in the introduction to this response
- Improved access to the A47 from Uppingham Gate – Success with the full development of the Uppingham Gate employment site and a neighbouring housing site is likely to require review of Uppingham Gate primary connection to the A47
- Uppingham Town Centre junctions on the A6003 (Spring Back Way, High Street East/West, North Street East/West) and traffic/pedestrian management require a major rethink in the light of the projected increase in traffic up to 2036
- The Uppingham Neighbourhood Plan calls for a major review of the highway and entrances to the Station Road Industrial Estate
- Uppingham Bus Interchange requires re-design and a bus station (See Uppingham 2025)
- The cost of parking permits requires review
- Uppingham's primary economic need is a further long stay car park
- A cost benefit analysis of the social and economic value of free parking in municipal car parks could add to the sustainability of the high street
- A study of the case for and against an Uppingham north/south bypass. The Partnership is happy to assist in this matter and is to undertake a brief survey of community and business opinion during January 2019
- The need for traffic management in High Street East to ensure proper access by the emergency services (very evident on market day)
- The need for a safe cycle path from the A47/A6003 junction into the town centre
- The potential for greater commercial sponsorship of highway related areas including programmable electronic highway information signage to support tourism initiatives and community safety
- The county's electric vehicle charging infrastructure will require significant development by 2036.

Thank you for the opportunity to respond. The Partnership would be happy to provide more information on its views if required.

Ron Simpson BEM
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Coordinator - Uppingham Neighbourhood Forum
Secretary and Director – Uppingham First



Unless otherwise requested please direct all correspondence to The Secretary, 7 Hawthorn Drive, Uppingham, Rutland LE15 9TA