

Uppingham Bypass Survey – January 2019 – Business

Analysis by RMJS Associates – Response rate circa 20%

1. In the long term (say 20 years) would the building of a north/south bypass around Uppingham have a desirable/undesirable impact on the town?

<input type="checkbox"/> Extremely desirable	25%
<input type="checkbox"/> Very desirable	15%
<input type="checkbox"/> Somewhat desirable	20%
<input type="checkbox"/> Not so desirable	10%
<input type="checkbox"/> Not at all desirable	25%
Other	5%

2. Can you say why?

- Desirable from environmental view & for residents, not so for business
- Would keep lorries from Corby out of town. There is a build up of traffic in Orange St and speeding on Ayston Rd
- Pollution, safety/accident risk
- Would allow more space for visitors
- Would be death of the town and have a detrimental effect on shops and small businesses as nobody will know we exist
- Lower footfall would impact on trade
- Passing customers would not return
- Other towns with a bypass have become less vibrant economically
- It would be a possible white elephant
- Detrimental effect on business and town's economy
- Fewer people would come into town, taking business away
- Town needs through traffic to remain viable for business and communities
- Currently have thriving high street
- Yes. Large goods vehicles travelling from the A47 towards Corby would utilise the bypass decreasing traffic volume on already busy and hazardous A6003. This would increase safety overall particularly at the dangerous junction at South View. It would decrease pollutants which mark and discolour historic stone buildings.
- Uppingham is small enough to drive through. Also allowing people to bypass the town makes less people come into town which can/will take business away
- It would allow those who want to come to Uppingham much more freedom and space to do so
- Town already has less high street footfall than 20 years ago (re-routing of A47) More arable land would be sacrificed again
- It will negatively impact on local businesses. Uppingham is one of the last small towns to have a thriving social high street

3. In the long term (say 20 years) would the building of a north/south bypass around Uppingham have a desirable/undesirable impact on your business?

<input type="checkbox"/>	Extremely desirable	15%	
<input type="checkbox"/>	Very desirable	10%	
<input type="checkbox"/>	Somewhat desirable	20%	
<input type="checkbox"/>	Not so desirable	25%	
<input type="checkbox"/>	Not at all desirable	20%	
	Other	10%	N/A; No impact on me

4. Can you say why?

- We are a small business seeing local people or those who have knowledge
- Easier for local deliveries
- Mostly local clientele but some have to travel for business
- Less pollution of air and noise
- I am not a retailer. Footfall in Uppingham is low. A bypass could damage retailers
- Easier for local deliveries
- Rumour states that a petrol station is being built and a small shop and car garage. This would destroy the one in town
- Customers may well find it easier to go to other locations rather than Uppingham
- We get a lot of business from people passing through the town who otherwise would not know us
- As a small independent business we rely on passing trade and repeat customers. This proposed bypass will have a detrimental effect on us, will cause an undesirable impact on suppliers/companies that provide us with products. It will have a knock-on effect on other businesses in the wider community. It will also have a detrimental effect on our customers that rely on our local vicinity so they don't have to travel
- By going through town one will be more aware of what businesses are there. With less traffic fewer people may be likely to stop there from visual advertising cues
- Might miss out on occasional footfall from one-off visitors
- Yes. Goods traffic would decrease on A6003 meaning consumers making the journey to Uppingham would have easier access to the town
- Depends which way they go, East/West
- Many of the shops no longer serve only a local clientele. The other two sources of customers are planned visits, often to shops of specific interest, and people who stop off on long journeys. This is especially true of people travelling to Norfolk to places like the N W of England. A bypass would inevitably mean that many of those travellers would not stop here (x2)
- I think that people using our business would find it easier to travel to and from Uppingham (yes)
- No people, no customers, no business
- Businesses depend on footfall and passers through. A bypass would destroy our thriving town.

5. Should the town's Neighbourhood Plan Group encourage the County Council to identify the possible build line of a north/south bypass to the west of Uppingham and seek funding to build it during the next 20 years?

- | | |
|---------------------------|-----|
| <input type="radio"/> Yes | 50% |
| <input type="radio"/> No | 45% |
| Don't know | 5% |

6. A 30% increase in vehicular traffic by 2030 is projected for the A6003 and a weight limit is not permitted. As an alternative to a bypass, should the County Council instead seek to create highway management features which will discourage heavy vehicles from using the route?

- | | |
|---------------------------|-----|
| <input type="radio"/> Yes | 70% |
| <input type="radio"/> No | 20% |
| No response | 10% |

7. Any thoughts on what they should be?

- Traffic Corby-Uppingham should be directed via A43. Caldicott would benefit hugely with this too
- Parking on Ayston Rd be prevented until 9am
- Decrease speed limit, better maintenance of roads, wider roads for wider/heavier vehicles
- Use Bulwick bypass
- Re-direct traffic from Corby
- Lorries would never stop in Uppingham so I doubt it would affect businesses here but an alternative way for these vehicles to get to the A14 and Corby industrial areas needs to be considered
- These should involve the development now of non urban roads well clear of the town's (existing roads that a) to limit the need for through traffic e.g. A43, A427/A4304, A606/Oakham to A1 via Cottesmore
- Make section too narrow for HGVs
- Anything that encourages large vehicles to use A43 which is what they should be doing anyway
- A weight limit. The lorries can use the A43
- Not a practical suggestion

8. What other comments do you have on the long term need for a north/south bypass around Uppingham?

- Vital – the proposed St Georges development will increase the need
- This would be highly beneficial for increasing safety of users and pedestrians of the A6003, preserving Uppingham as a historic market town and for ensuring the long term viability of Uppingham’s businesses and the market traders
- I don’t think it is required
- Needs to happen far sooner than 20 years
- Evidence that car ownership is reaching tipping point. Unless large house building can you be sure traffic will increase?
- Building near Eyebrook Reservoir as it is a wildlife/woodland area of specific interest may be an issue
- Preserving a build line is important as it gives flexibility for future growth. However, it is not sensible to make a decision to seek funds to built it until the town understands the overall projected impact of a bypass on the neighbourhood (x2)
- Having lived all over the country I have never lived in such a social, characterful town. The town is charming due to the fact that it is usually busy. I fear a bypass will make the town quieter which in the long run. Will strip it Uppingham of all its character.
- Uppingham doesn’t need a bypass- just a restriction on HGVs
- Increasing traffic. Increased risk to pedestrians along Ayston Rd/Orange Street. Traffic calming solutions welcome in the interim
- In twenty years things will have changed – maybe diesel lorries will be a thing of the past. Whatever you do, it will be wrong, because you cannot predict the future. So don’t bother. All you will do is waste taxpayers’ money
- I think there is no need for a bypass. There is an urgent need for parking. If there were fewer parked cars on main roads those roads would be wide enough to accommodate traffic
- The bypass would be a positive for heavy goods vehicles that find navigating the smaller roads/residential homes (that are located near the roads) difficult. As the residents rely on the road outside their properties for parking, thus making the road even more challenging for the heavy goods vehicles to pass and for the safety of residents and properties
- Need to still provide clear signage at the market and encourage visitors to the town and town centre

9. Where is your business located?

Town Centre: Station Road: Uppingham Gate: Home based: Welland Vale

60% 10% 5% 5% 5%

Other (please specify) ...Central 5%.....London Road 5% no response 5%
