Rutland County Council

Local Transport Plan 3
Rutland’s Transport Strategy
April 2011 to March 2026
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Foreword

I am delighted to commend to you Rutland County Council’s third Local Transport Plan.

Rutland is a unique county and has much to offer as a place to live, work and visit. We want to preserve all the things that are held dear and at the same time develop the county in a way which secures our future prosperity. The county council is committed to working in partnership to deliver projects that will realise this aspiration and address key rural issues.

Transport is an enabler across a wide spectrum of services. It has a major contribution to make in ensuring that our economy remains strong, our environment is protected, people feel safe when travelling on our roads and are able to access essential services. This local transport plan sets the strategy for doing all these things in conjunction with other agencies and the wider community.

As we move forward we are entering a new world where both funding and resources will be limited. Over the coming years we will need to explore additional funding sources and innovative ways of working to help in achieving our vision for transport in Rutland.

Mark Wells
Portfolio Holder for Highways and Transportation
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Executive Summary

Introduction

This is the third Local Transport Plan (LTP3) for Rutland. It covers the period 2011 to 2026 and sets out our transport vision for Rutland over the next 15 years, the transport challenges we face and how we propose to address them. It is a statutory document required by the Transport Act 2000, as amended by the Local Transport Act 2008. It builds on what we have achieved during the last 10 years through LTP1 and LTP2 and is aligned with the Rutland Local Development Framework (LDF) which shapes the way in which Rutland develops to 2026 and beyond.

Since LTP2 there has been a departure from the usual LTP process and a flexibility given to local authorities in determining the timescale covered by the strategy. This also allows a strategy that is much more focused on shaping policies that deliver against local issues and circumstances. LTP3 is in three parts:

- The strategy (including Transport Asset Management Plan) which covers 15 years and sets out our transport vision for Rutland but will be ‘refreshed’ should any significant changes to national/local policy occur

- The evidence base which brings together national, regional and local information/data that informs the strategy

- The implementation plan which covers 3 year periods over the life of the strategy and contains the programme of work we propose to carry out

In addition there are the following supporting documents:

- The Strategic Environmental Assessment (SEA), required under European law to ensure that any environmental impacts resulting from the strategy are mitigated against. In terms of transport infrastructure and the programme of works proposed in our implementation plan there is little within LTP3 that will have a major impact on the environment of Rutland and this is reflected in our SEA.

- The Health Impact Assessment (HIA)

- The Equality Impact Assessment (EIA).

National and Local Policy

In writing LTP3 we have followed guidance published by the Department for Transport which outlines national transport policy, with particular emphasis on the economy and climate change. We have also looked closer to home at local transport issues that are especially important to Rutland due to our rurality and size.
We have linked LTP3 closely to Rutland’s Sustainable Community Strategy to be sure that we are addressing the issues important to people living in, working in and visiting the county. Consultation has also been carried out on the broad aims and objectives of LTP3 with other stakeholders, town and parish councils and the community.

While we have been writing LTP3 much has changed nationally, with the election of the new coalition government in May 2010. The subsequent focus on reducing the national deficit has had a serious impact on the funding received by local authorities and in turn on the funding that will be available for transport over the coming years. We have endeavoured to account for this in our first 3 year implementation plan and we will look to changing the way we work to make the best of additional sources of funding that are open to us and working in partnership with other authorities and local communities.

**Structure of LTP3**

We have structured LTP3 around the 7 strategic aims that resulted from wide consultation by our Local Strategic Partnerships when writing Rutland’s Sustainable Community Strategy. These strategic aims also form the framework for the county council’s Strategic Delivery Plan.

The LTP3 Chapters are:

- Maintaining high levels employment and a thriving economy
- Improving access to services
- Creating a safer community
- Protecting the rural environment
- Promoting good health and wellbeing
- Increasing our cultural, sport and recreational offer
- Creating a brighter future for all

This is a departure from previous Local Transport Plans which tended to be structured on specific issues e.g. road safety, public transport, congestion. In moving away from this we hope we have been able to identify more clearly the way transport acts as an ‘enabler’ for other things and sometimes as a catalyst for another project or service area. Good transport contributes to, amongst other things, creating sustainable local communities, equality and social inclusion, environmental objectives and a better local economy. This also mirrors the new ‘One Council’ structure of the County Council with a move away from ‘silo’ working to much more fluid cross cutting ways of working.

**Challenges and Opportunities**

Each of the LTP3 chapters includes our vision for how transport will contribute to the particular strategic aim and how we propose to realise the vision over the life of the strategy. We make conclusions from the evidence base and use them to identify our existing and coming challenges. Proposed solutions and opportunities to work in
partnership and with the community are detailed and then the main focus for our work is summarised. The main direction over the coming years will be:

- Maintaining the transport network and minimising delays and congestion in order to support the local economy
- Developing and expanding public transport including demand responsive services
- Managing existing transport assets in an environmentally friendly way and minimising adverse impacts on quality of life and at the same time reducing our carbon emissions
- Working with partners to make sustainable travel a viable option for local people and visitors to the county by developing travel plans, car sharing opportunities and encouraging the use of public transport
- Developing Rutland as destination for rural cycling and walking to grow tourism in the county
- Working with the voluntary sector to grow community transport and other sustainable transport initiatives
- Working with the police, emergency services other authorities and the community in making Rutland a safer place to live in, work in and visit
- Work with colleagues and the health service to promote healthier lives through increased exercise.

Implementation and Performance Monitoring

Our implementation plan turns the strategy into schemes and sets out the capital programme for the next three years. During the life time of the Local Transport Plan five implementation plans will be produced. A new method of prioritising potential integrated transport schemes has been devised that better reflects the wider role of transport and tests best value. This has been used to draw up our capital programme.

In terms of performance management of LTP3 we have undertaken a review of all data we collect to ensure that we take a critical look at what we collect and why we collect it. However, this too has been overtaken by changes at the national level with the announcement by the coalition government of a radical review of all the data collected by central government from local government and vice versa. This will have further impact on our own review. When we have finalised our set of Indicators and Targets we will publish them in a separate document and review annually as part of our implementation plan.
Chapter 1 - Introduction and setting the scene

Rutland is England’s smallest county covering an area of approximately 390 km$^2$. The latest mid-year population estimates (2009) show a population of 38,400. This is projected to rise substantially to 47,300 by 2026 and to 49,200 by 2031. The density of population is low with less than one person per hectare. Rutland has been classed as the most rural county or unitary authority in England and Wales with a high proportion of land in agricultural use.

Rutland is situated in the south east of the East Midlands Region and is bordered by Lincolnshire, Leicestershire and Northamptonshire. It forms part of the recently approved Local Enterprise Partnership of Greater Cambridgeshire Greater Peterborough.

Figure 1 - Rutland Regional Location

1.1 Demographics

Oakham is the larger of the two market towns and is the main service centre for Rutland. With a population of 11,363 (ONS Mid 2007 estimate) it has a range of education, employment, community, health and leisure facilities and offers diverse retail and shopping opportunity including a twice weekly market. Its railway station provides links to cross country services and bus services to the surrounding area and wider network.

Uppingham has a population of 4,733 (ONS Mid 2007 estimate) with a more limited range of facilities, employment and shopping, a weekly market and bus services to the surrounding area and links to Corby, Stamford and Leicestershire from where links can be made to the wider network.
Rutland has 52 villages ranging in size from small hamlets with a few houses and no facilities to larger villages with facilities such as a school, a convenience store, a post office, general medical practice, employment opportunities, community and leisure facilities and bus links to the towns and neighbouring villages. The six largest villages each have a population of more than 1,000 and account for about 25% of Rutland’s population.

Beyond Rutland’s borders, Stamford lies just outside the county boundary, providing a range of community facilities, shopping, education, health services and acting as a service centre to some of the villages on the eastern side of Rutland. Corby lies approximately 3 miles south of Rutland and is planned to double in size in the next 30 years. A new rail station was opened in Corby in 2009 and allowed the first direct Oakham to London St Pancras service.

**Figure 2 - Map of Rutland**

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**Living in Rutland**

Rutland is a relatively affluent area with very low levels of deprivation, the lowest in the East Midlands and 334 out of 354 nationally, where 1 is the most deprived. There are low levels of long term unemployment, low levels of crime and lowest levels of premature death (under the age of 75) in the East Midlands. However, there are small pockets of deprivation spread across the county which can tend to be masked by the wider prosperity.
**Education** - there are above average levels of educational attainment with the highest level of pupils obtaining 5 or more GCSEs at grades A-C in the East Midlands. Rutland has 17 primary schools located in the towns and larger villages and 3 secondary schools located in Oakham, Uppingham and Great Casterton. There are large independent schools in Oakham and Uppingham.

**Health** - Rutland has a higher proportion than the East Midlands regional average of people in good health and lower levels of limiting long-term illness. The county has a community hospital in Oakham providing inpatient and outpatient services which it is planned to develop to include a new health centre. Rutland is also served by larger hospitals in Leicester, Peterborough and Grantham. GP and dentists’ practices are located in Oakham and Uppingham and some of the villages.

**Population** - there are below average numbers of people in the 0-15 and 20-34 age groups and above average in the 16-19 and 35-69 and 80+ age groups compared with the East Midlands regional average. Numbers of people aged 65+ are expected to roughly double during the plan period. Ethnicity is low being under 2%.

**Crime** - levels are below the East Midlands regional average.

**Income** - based on 2001 census data, 35% of household incomes were below £20,000; conversely 36% of households had incomes in excess of £35,000. This results in concealed pockets of deprivation and housing affordability problems given the high house prices.

**Housing** - the average house price in Rutland in September 2010 was £216,082 compared with the East Midlands regional average of £128,646 (Land Registry House Price Index Report). It is one of the least affordable areas in the region to live with an average house price to incomes ratio of more than 8:1. A recent survey shows more than 20% of households unable to buy market housing, with over 90% of social tenants and almost half of private tenants unable to afford to buy. Rutland has a high proportion of detached and very large houses and properties owned outright compared with the rest of the region. Former local authority rented properties are now owned and maintained by Housing Associations. There remains a high need for affordable housing within the county.

**Employment** - the service sector provides the most jobs in Rutland with the remainder in manufacturing and construction. This broadly reflects the East Midlands regional average but a higher proportion than average are employed in tourism related businesses. Agriculture, once the traditional employer for the county is now a minority employer and declining.

Major employers with importance to the local economy include Ministry of Defence establishments at Cottesmore and North Luffenham, HM Prisons at Ashwell and Stocken Hall, independent schools at Oakham and Uppingham, Hanson Cement at Ketton and Rutland County Council in Oakham. Small businesses also have an important role. However, change is on the horizon with RAF Cottesmore due to close by 2013 and the announcement by the Ministry of Justice in January 2011 that Ashwell prison will close by the end of March 2011. Economic activity rates for both men and women are above the East Midlands and national averages with low levels of unemployment. There is a high incidence of self-employment for men and women. A high proportion of the resident work force is managerial or professional. Earnings of residents on average are higher than those for the region.
Transport network - the A1 passes through the eastern part of Rutland providing good north-south road links. East-west connections are less good, although the A47, which traverses the southern part of Rutland, and A606 Stamford-Nottingham road provide east-west road links. Oakham has direct rail links to the east coast main line and Stansted Airport and Birmingham to the west. A direct once-daily rail link to London via Corby commenced in 2009. A number of long-distance footpaths pass through Rutland. Rutland has high levels of car ownership – with only 14% non-car ownership. Although there are continual efforts to improve public transport as well as cycling and pedestrian facilities, there is a high level of car dependence and commuting with 40% of Rutland residents who travel to work going out of the county to work.

1.2 The structure of the strategy

In line with the governments focus on localism Rutland County Council has 7 Strategic Aims which are the basis on which all the work of the council is focused and forms the framework for the council’s Strategic Delivery Plan. These Strategic Aims have their origin in the Sustainable Community Strategy for Rutland developed by Rutland Together (The Local Strategic Partnership).

We have taken these Strategic Aims and used them as the framework for our Transport Strategy by using each as a separate chapter within the document. By taking this approach we recognise that there is a tendency for repetition between some of the chapters. We make no apology for this as it demonstrates how interrelated highways and transport is with so many of the council’s overarching aims and objectives. This approach also makes transparent the need to work across directorates rather than in silos in the delivery of projects and with other stakeholders and the wider community to realise the aspirations in the Rutland 20 Year Vision.

We are also conscious that as we write the strategy many changes are taking place at the national level. As new policies are introduced we will review the chapters in the strategy against them to identify any changes that maybe required.

1.3 Impact of National Policy

Economic conditions in the UK have changed since 2006, precipitated by the global financial crisis and the subsequent recession. The government has stated that the most urgent task facing the country is to implement an accelerated plan to reduce the deficit, with the contribution being mainly from reduced spending rather than increased taxes. The Government is committed to reducing the deficit, facilitating long-term, sustainable growth and tackling carbon emissions.
1.3.1 The Comprehensive Spending Review

Following the Comprehensive Spending Review announcement on 20\textsuperscript{th} October 2010 the following statements were made by the Department for Transport on future policy:

In the July 2010 budget, the Chancellor pledged to make the tough choices that will allow us to maintain investment in new and existing infrastructure that will support a growing economy, while eliminating the structural deficit over the lifetime of the Parliament.

Transport provides the crucial links that allow people and businesses to prosper. Our spending review settlement is based on cutting waste and taking hard decisions about priorities that have allowed us to secure the investment in vital transport infrastructure that will support the national economic recovery.

The spending review set a clear direction for reform, focused on shifting power away from central government to the local level. The Coalition Government has made clear that it wants to end the era of top-down government by providing a radical devolution of power and greater financial autonomy to local authorities. Greater local control, participation and accountability is the most effective way to increase the sustainability of local transport systems so they can promote economic growth, minimise the environmental impact of travel, improve public health and address social exclusion.

To deliver this, we are revolutionising the way local authorities receive transport funding. In the past, central Government dictated to local communities how and on what they should spend their transport funding. This will no longer be the case as local communities will now be free to decide what their own priorities are and will be able to set their budgets according to local, not national priorities. That is why we are moving from 26 grant streams to just four grant streams.....

.....However we recognise that for many people, particularly in rural areas, the car is the only practical choice and that is why we are prioritising spending on making the UK a world leader in ultra low carbon cars. Our Local Sustainable Transport Fund will enable local authorities to bid for money to address the transport priorities in making their communities safe and sustainable.
Impact of Comprehensive Spending Review on our vision for transport over the next 15 years

Chapters 4 to 9 of this strategy contain a number of proposed transport measures that are designed to work towards achieving the vision set out at the start of each of the chapters.

However, it is important to note that at the time of writing we are entering a new world where both money and resources will be less plentiful.

Local transport funding will be reduced by 28% over the next 4 years and to support localism the DfT will be moving from 26 grant streams to 4 from 2011-12.
  - A local sustainable transport fund (capital and revenue)
  - Major schemes (capital)
  - Block funding for highways and maintenance (capital)
  - Block funding for small transport improvement schemes (capital)

This will undoubtedly put pressures upon the programme of work we can deliver and we will need to consider carefully all opportunities for funding that are open to us.

We also acknowledge that financial cuts mean new ways of working to ensure best value for money. We recognise that we will not achieve all of our aspirations unless we take advantage of alternative sources of funding.

To put ourselves in a stronger position we will require better forward planning of schemes, working in co-ordination with town and parish councils and the voluntary and private sectors. This will provide us with the basic components for building bidding documents as shorter term funding opportunities arise.

1.3.2 Economic Growth and Carbon Reduction

Economic growth and carbon reduction are in broad terms the main planks of transport policy over the next few years. This has already been articulated in some of the guidance received so far. For example the Sustainable Transport Fund will challenge local authorities to bid for funding for projects that support economic growth and reduced carbon emissions in their communities as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion. The fund replaces a range of previous grants for sustainable forms of travel and will include a mix of revenue and capital funding over the next four years.
1.3.3 Enterprise Partnerships and Regional Growth Fund

In September 2010 the government announced that Regional Development Agencies (RDAs) were to be abolished and that some of their responsibilities would be taken by the new Local Enterprise Partnerships (LEPs). LEPs will be important in terms of identifying and taking forward infrastructure improvements to facilitate economic growth. Such projects could be private sector led, or public/private partnerships. DfT have contributed a substantial amount of money to help support LEPs they will be expecting to see results in the form of collaboration on, and delivery of, transport projects.

The Regional Growth Fund is a new £1.4bn 3 year fund operating across England aimed at stimulating private sector led sustainable economic growth and employment. The fund will run between 2011 and 2014 and bids will be accepted from private bodies and public/private partnerships. It is expected that LEPs will have a role in coordinating across areas and communities and in bidding for the fund.

1.3.4 Funding Opportunities

In terms of funding there will be less money via the Integrated Transport Block, but LEP monies and the Sustainable Transport Fund do present opportunities for local authorities to bid for funding to take forward suitable projects over the next few years. The Community Infrastructure Levy is another source of potential funding. The levy, although introduced during April 2009, has been retained by the coalition government. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area.

1.3.5 Big Society/ Social Enterprise/Voluntary Sector

In announcing his vision of the Big Society David Cameron declared a new era of people power at the centre of the new government.

“Social enterprise is at the heart of a ‘deep and serious’ reform of public services as part of the Big Society agenda. We know that the best ideas come from the ground up, not the top down. It is one step in the plan to empower local people and roll back big government, bureaucracy and Whitehall power, while declaring a new era of people power at the centre of the new government.” David Cameron, 18 May 2010.

The Local Government Association, welcomed the Big Society’s devolved power to local authorities and said councils, the third sector and social enterprises must work together to ‘respond to this initiative.’
1.4 Impact of Local Partnerships, Strategies and Structures

1.4.1 Local Enterprise Partnerships (LEPs)

LEPs have been created to bring businesses and the public sector together to help tackle issues such as local transport and infrastructure, economic development, employment, planning and housing, enterprise and supporting business start-ups.

On the 28th October 2010 the Greater Cambridge Greater Peterborough Local Enterprise Partnership (GC GP LEP) bid was given the green light to proceed by the Department for Business, Innovation and Skills (BIS). The GC GP LEP bid was one of only a handful of bids to be approved by BIS and Communities and Local Government ministers.

Leaders from local businesses, local authorities, universities and social enterprises submitted the LEP proposal to Government in September this year, based on the complementary functional economic areas of Cambridge and Peterborough, alongside neighbouring market towns and communities, together with Rutland, West Norfolk and King’s Lynn, North Hertfordshire, Uttlesford, St. Edmundsbury, Forest Heath, and South Holland.

The mission statement of the Greater Cambridgeshire and Greater Peterborough is to lead our area's growth to 100,000 significant businesses and create 160,000 new jobs by 2025 in an internationally renowned low carbon, knowledge-based economy. This clear ambition requires a step change in business success, unlocking the ability of the private sector to create jobs, wealth and offset the impact of public sector job losses.
The GC GP LEP area covers the local authority boundaries of Cambridgeshire, Peterborough City, Rutland, Cambridge, East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire Districts, and extends to cover the real economic geography extends into part of North Hertfordshire, Uttlesford, St Edmundsbury, Forest Heath, South Holland and King’s Lynn and West Norfolk. In total, this area is home to 1.3 million people, around 700,000 jobs and 60,000 enterprises that generate approximately £30 billion per year.

1.4.2 Local Strategic Partnership - Rutland 20 Year Vision

Rutland’s Sustainable Community Strategy – A Vision for Rutland’s future, has been developed by ‘Rutland Together’ the local strategic partnership which is made up of representatives from the public, private and voluntary sectors and the business community.

Rutland Together is designed to be strategic with a local focus and enables organisations to support one another and work together on various initiatives and services to address local social, economic and environmental issues. The plan establishes a very clear view of the Rutland we want in the future, protecting the things that are held dear but, at the same time reacting to the challenges and changes that will shape the place in future and the way in which we live.

The community strategy is structured around seven themes that emerged after much deliberation, consultation and analysis of evidence, reflecting the wider context of life in Rutland today. Each theme has been developed into strategic aims and objectives that give direction to both the local strategic partnership and the county council in determining the services they deliver individually and in partnership.

The table overleaf demonstrates how the LSP themes feed into the county councils strategic objectives which, in turn, have been used as the chapter headings for LTP3.
Links between Rutland Together Key Themes, RCC Strategic Aims and LTP3 Objectives

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<td>Access to Services</td>
<td>Improving access to services</td>
<td>Improving the availability and range of sustainable transport</td>
</tr>
<tr>
<td>Community Safety Partnership</td>
<td>A Stronger and Safer Community</td>
<td>Creating a safer community</td>
<td>Making our roads safer</td>
</tr>
<tr>
<td>Rutland Environment</td>
<td>Sustaining our Environment</td>
<td>Protecting our rural environment</td>
<td>Protecting our countryside Tackling climate change</td>
</tr>
<tr>
<td>Caring for All</td>
<td>Caring for All</td>
<td>Promoting good health and wellbeing</td>
<td>To improve the health of our community by tackling obesity</td>
</tr>
<tr>
<td>Active and Enriched Lifestyles</td>
<td>An Active and Enriched Community</td>
<td>Increasing our cultural, sport and recreational offer</td>
<td>Increasing participation in culture and sport</td>
</tr>
<tr>
<td>The Children’s Trust</td>
<td>A Brighter Future for All</td>
<td>Creating a brighter future for all</td>
<td>Enhancing positive activities for young people</td>
</tr>
</tbody>
</table>

1.4.3 Local Development Framework

The local development framework (LDF) provides the blue print for Rutland over the next 15 years to 2026 and beyond, setting policy on development and growth. The LDF comprises a folder of documents that can be amended and updated as required and takes into account a wide range of national, regional and local policies and has regard to social, economic and environmental issues. It is closely linked to the community aspirations set out in the Sustainable Communities Strategy. The Core Strategy is the key Development Plan document as it establishes the overall vision, objectives and spatial strategy and all other documents within the LDF must conform to it.
A further document in the LDF folder that is key to the Local Transport Plan is the Planning Obligations and Developer Contributions Supplementary Planning document (SPD). The SPD outlines Rutland’s preferred approach to planning obligation policies and requirements for developer contributions in relation to new development. Contribution covered by the SPD relate primarily to residential developments. Non residential developments, particularly retail and commercial, will be considered on a case by case basis. Where the new development is acceptable in principle but the proposal raises negative impacts which would not be controlled by imposing planning conditions, developer contributions can help to reduce or mitigate its impact on the locality by requiring a developer to either deliver or contribute to services, facilities by way of either physical works or financial contributions. In prioritising the distribution of developer contributions the County Council will be guided by the council’s Sustainable Community Strategy, the 20 year vision statement, strategic aims and objectives from the corporate plan and this local transport plan. As a result developer funding opportunities, generated by developments such as Tesco and Hawksmead can be directed at providing some of the transport solutions outlined in this strategy.

In order to ensure that this Local Transport Plan and the Council’s planning policies are interrelated we have decided on a 15 year plan to mirror the timescale covered by the LDF as land use and transport are so closely linked.

1.4.4 RCC Structure – One Council

During March 2010 the improvement and development agency (I&D²A) were invited to carry out a corporate peer review of Rutland County Council. The review focused on taking stock of progress in recent years and providing some external reflection on the challenges likely over the next few years. On completion of the review one of the areas for consideration that emerged was to ‘Improve cross cutting working’.

Since the time of the review the ‘challenges’ brought about by changing national policy have come thick and fast. Rutland County Council has worked quickly to respond to those challenges. The main focus has been the ‘One Council’ restructure, moving from five directorates to three, People, Places and Resources. It has been a difficult journey, however, as well as resulting in savings the new structure has been designed to curb silo working and enable better communication and coordination across all areas with the goal of more focused service delivery, efficiencies and value for money.
Chapter 2 - Looking back our achievements since 2000

Although this strategy is about looking forward with our vision for transport over the next 15 years it also gives us the opportunity to look back at the things we have achieved and progressed over the past 10 years during LTP1 and LTP2.

By looking back we can celebrate achievements, learn by our mistakes and provide the context for some of the things we want to take forward during LTP3. Reviewing what we have done also gives us the confidence, and provides us with the evidence, to support the choices we make now about the transport strategy and policies for the future.

2.1 Improving the environment and road network

Oakham Bypass opened ahead of time and within budget and was awarded silver commendation in partnership with Alfred McAlpine from the Considerate Constructors scheme. The bypass has resulted in a better environment and quality of life for residents, businesses and visitors to the town. Since the opening we have seen a reduction in traffic through Oakham Town Centre and people making use of the footpath/cycleway adjacent to the bypass as a means of recreation and as a link to the green fringes of Oakham and the wider countryside. LTP3 will see further focus on linking the towns of Oakham and Uppingham with the surrounding rural areas to both improve access and recreational opportunity. We will work during LTP3 to consolidate the benefits brought by the bypass through improvements to the townscape of Oakham by further minimising traffic intrusion, improving connectivity between bus and rail and making walking and cycling easier and safer.

Since 1995 the County Council had been exploring ways to create a safe and attractive off-road circuit around Rutland Water. The vision was to provide a dedicated route for cyclists and walkers, avoiding the public roads which are used at present. An area of particular concern was the Sounding Bridge near Manton where because of narrow section of footway under the bridge users resorted to riding on the busy A6003. After considering the options it was felt that the public could be directed away from the bridge by creating an entirely new route between the existing cycle track on the north side of the Sounding Bridge and Manton village. Rutland Water is a site of special scientific interest, designated as a European Special Protection Area and internationally recognised as a globally important wetland site. It was important when designing the scheme to strike the right balance between conservation and recreation. Rutland County Council worked closely with Natural England throughout the design phase to put together a package of measures to ensure that the creation of the bridleway did not affect the integrity of the Rutland Water Special Protection Area.
The route was opened in June 2010 and the completion of the project would not have been possible without the support of groups including the Rutland Water Partnership, South Lincolnshire and Rutland Access Forum, Leicestershire and Rutland Bridleways Association and the British Horse Society.

In June 2008 County Wide Civil Parking Enforcement was introduced incorporating active enforcement in the towns of Oakham and Uppingham. It was introduced to mitigate against the road safety and congestion implication’s of the lack of parking enforcement and in order to improve traffic management. Motorists contravening parking regulations by parking vehicles on double yellow lines, overstaying time limits, blocking footways and generally parking inconsiderately often hinder traffic flow in the town centres. The effect of more consistent on-street enforcement will also:

- Encourage short journey commuters to leave their cars at home
- Encourage the use of long stay car parks freeing up short stay on-street parking areas for shoppers and visitors
- Help blue badge holders by ensuring that dedicated spaces are not abused
- Help residents parking schemes operate effectively

2.2 Improving access to services and providing alternatives to car travel

We have succeeded in consolidating the existing public transport network making sure that the services we contract are delivered to a high standard. This has been achieved through working with operators to, improve on service timings and connections, build on driver training and customer care, introduce through ticketing on some of our services, increase the number of wheelchair accessible services and deliver an hourly service on our main contracts. The Oakham Hopper Service, introduced in June 2006 has been a particular success, stopping at all the popular destinations, Tesco and Co-op supermarkets, Railway Station, Market Place, Memorial Hospital, Rutland College and residential areas. The service is buggy and wheelchair friendly with low floor access and covers three routes around the town between 7am and 6.30 pm on an hourly basis. The service is timed specifically for people wanting to travel into Oakham for work, education or shopping.

Rutland County Council is also a partner in the Wheels to Work (WOW) project that provides transport solutions to young people who experience difficulty in accessing training and employment opportunities. The scheme owns mopeds which are loaned to applicants for a 6 month period and they also provide personalised travel plans and general travel advice. Anybody wishing to hire a moped must hold a provisional driving licence and pass the Compulsory Basic Training (CBT) course that the scheme provides before the loan of the moped is effective. All who use the mopeds are provided with a helmet, gloves, reflective vest, waterproof jacket and a lock.
A weekly charge is made to cover the wear and tear costs and insurance of the moped. A percentage of these payments are returned at the end of the hire period and can contribute towards the purchase of their own transport. A 16-year-old apprentice joiner from Oakham was the first person in Rutland to benefit from the scheme which allowed him the mobility required for his work. Without the moped other employees had to leave their jobs to take him from one site to another. Funding for the scheme has been secured up until the end of March 2011 and it is hoped that future funding can be identified to develop the scheme further during LTP3.

2.3 Working in partnership and across boundaries

Call Connect is the brand name of a demand responsive bus service being piloted in the east of the county during 2010 focusing on Stamford as the nearest town offering a range of essential services. This service is a partnership with Lincolnshire CC, Northamptonshire CC and Peterborough City Council. We have also funded Volunteer Action Rutland to deliver a volunteer car scheme for people who find it difficult to travel to health appointments by other means. Our future aspiration will be to extend the demand responsive service across the whole of Rutland in association with neighbouring authorities and to explore with VAR the expansion of their transport role within the county in line with new opportunities arising through changes in central government policy.

Since 2006 we have participated in delivering a programme of Health Walks, a Primary Care Trust initiative aimed at people returning to activity after a period of ill health or for those who want to gently build up physical activity.

We have also been involved in the Rutland Walking Week promoted by our colleagues in Active Travel. The 2010 Walking Week offered a total of 34 walks over a 9 day period consisting of varying distances and locations. A total of 139 people went on the walks, some of them walking on more than one occasion and a total of 26 volunteers led walks.

During 2011 a Walking Festival is to be organised consisting of a 2 week programme of walks including a number of family and ‘buggy’ walks during half term in a bid to open the events up to a wider range of people.

The council also became a member of the Midlands Highways Alliance in 2007. This is a collaboration of thirteen councils and the Highways Agency who share a common goal to help Highway Authorities improve highway services across the Midlands area and help deliver efficiency savings by working together. The MHA was originally ‘pump primed’ by the regional East Midlands Improvement and Efficiency Partnership (REIP) with project support from Constructing Excellence’s consultancy arm, the Collaborative Working Centre.
The objectives of the Midlands Highway Alliance are to:

- Establish and develop collaborative procurement frameworks to secure the delivery of major highway capital schemes, medium sized highway schemes and professional services
- Establish, implement and develop a continuous improvement model for highway term maintenance to achieve convergence to best practices
- Embed partnering principles and construction best practice in all its work and throughout the supply chains to optimise commodity acquisition

We have used the Midlands Highways Alliance procurement framework for the work done on the de-trunked A47.

2.4 Investing in our assets

We improved the condition of our principal and non principal roads through a programme of highway maintenance work. In addition we secured additional government funding to bring two bridges on our principal roads at Empingham and Whissendine up to standard. We strengthened and resurfaced sections of the former A47 trunk road through a successful DfT funding round bid for £1.259 million. This gave Rutland a share in additional funding that allowed local authorities in the East Midlands to make improvements to important local roads, bringing benefits to local people and businesses as well as those visiting the Region.

2.5 Listening to our residents

We have consulted people on our proposals for highways schemes and engaged with our local communities through groups such as the Rutland Access Group, a local voluntary campaigning organisation, who audit walking routes to identify and address barriers to use. The group carries out 1 major access survey each year and liaises with the county council to improve access throughout Rutland. We also carry out bus satisfaction surveys to highlight any issues with our public transport services. Returns from our ‘in house’ satisfaction surveys show a high level of satisfaction with our services, however, those conducted through the ‘Place Survey’ have shown a lower level of satisfaction.

2.6 Improving travel information

Consultation during LTP1 identified that information on Public Transport was an area that required improvement. We have listened to our residents and developed bus timetable information that is more easily understood and accessed. We have adopted a consistent design standard and have issued timetable booklets that detail all Rutland routes. Each edition is distributed to, libraries, GP surgeries, hospitals, dentists, council offices and residential homes. We also supply tourist information centres, tourist attractions and bus
stations in neighbouring authorities. We are keen to develop new points of access for timetable information and now have contact with travel shops in Stamford, Peterborough and Leicester. We also work with the Association of Transport Co-ordination Officers (ATCO) Information and Publicity group to share best practice and work towards national minimum standards.

### 2.7 Creating a safer community

This has always been and will remain a high priority for us, we have worked consistently to improve safety on our highway network through a combination of engineering, education and enforcement. We have directed funding at engineering measures in the form of Local Safety Schemes prioritising the places with a known collision history, such as, the A6003 between Uppingham and Caldecott and put traffic calming into many of our communities. A programme of Safe Routes to School schemes has also been completed with 92% of schools participating. We have subsidised the Pass Plus new driver training to encourage our young drivers to participate in post test driver awareness lessons and visited our schools to train pupils to ride their bikes and walk with confidence and to keep safety in mind when using the roads and footways. We have worked within the Leicester, Leicestershire and Rutland Road Safety Partnership to target the places and communities where people feel their quality of life and safety, is diminished by traffic speeds and have used the mobile camera van and the Community Speed Watch (CSW) programme to counteract this. Since 2008 fifteen villages have participated in the CSW programme and during 2010 the villages of Cottesmore, Ketton, Thistleton Stretton and Whissendine have taken part. In addition, drivers caught speeding in Rutland have been offered Speed Awareness Training through the partnership in lieu of points on their licence.

### 2.8 Smarter Choices

During 2008/09 we secured funding from the East Midlands Development Agency to deliver a Sustainable Travel Plan for Rutland County Council as the forerunner to developing Business Travel Plans and a countywide car share scheme. The Council travel plan has resulted in the development of a car sharing scheme and the use of a pool car and pool bikes during the working day. Further to this, we will be placing a greater focus on encouraging cycling. During LTP3 we will be exploring cycling mileage payments to encourage staff to cycle for workplace travel. Sustainable commuting will be encouraged by developing a cycle to work scheme as well as the promotion of cycling through cycle to work days. Publicity and marketing of these initiatives will be ongoing within RCC via notice boards, the Travel4Rutland web pages, new starter information and weekly news bulletins.

### 2.9 Lessons Learnt

The need for a stronger focus on evidence to support decisions and improved evaluation of the things we have done, and the impact they have had. A need to rationalise the performance indicators we use and test their fitness for purpose in relation to local targets as we move into LTP3. To take a more co-ordinated approach to forward planning especially in view of the funding opportunities arising through the new Local Enterprise
Partnerships, Community Infrastructure Levy and Sustainable Transport Fund. This will enable a robust case to be put forward to secure limited funding and also provide us with the basic components for building bids allowing us to take advantage of shorter term funding opportunities if they should arise.

**Summary**

We have achieved much during the last 10 years of LTP1 and LTP2 and now look forward to building on this strong foundation as we move into LTP3 and the next 15 years of our transport strategy.
Chapter 3 - Consultation

Our consultation on LTP3 has included all sections shown in Figure 3 below. We placed a LTP3 display and questionnaires in all of our libraries during August and September 2010 and took the same display to the Rutland Show at Burley Park in June and to Rutland Day at Rutland Water in September. Our questionnaire offered the opportunity to comment on our key transport challenges and possible solutions and could be accessed through the county council web site as well as in libraries and at specific events.

**Figure 3 - Consultation Matrix**

Previous to the LTP3 consultation views on the transport challenges facing Rutland had already been gained through consultation via the Local Strategic Partnership and in the development of Rutland’s 20 Year vision and through the previous Local Transport Plan process. There are no significant changes to report in the subsequent consultation returns. Support remains high for road maintenance, improving access to services, improving road safety and providing young driver training, and the delivery and promotion of cycling and walking.
Chapter 4 - Maintaining high levels of employment and a thriving economy

Our Vision

A transport system which provides improved access to employment opportunities for all residents of the County and which ensures that we can maximise the potential of our natural economic advantages, including:

- growing our tourism offer;
- better connecting our Market Towns;
- strengthening our links with other local, regional and national economic centres.

4.1 What will this mean for Rutland by 2026?

The vision for the two main market towns is to have created thriving, vibrant and prosperous towns by 2026 which both act as the economic centres of the County and which serve the needs of the wider hinterlands. Oakham will be the main focus for development and provision of services and employment followed by Uppingham. The prosperity of the towns will have been achieved by both retaining existing businesses and encouraging new investment by providing the conditions in which a diverse economy can thrive. In the main this will be achieved through a mix of inherent skills, business confidence and an appropriate balance of employment, commercial and residential development. This success will have been supported by the provision of employment sites that offer quality of infrastructure provision, ease of access and proximity to trading markets.

In order that they can serve the wider hinterland emphasis will be placed on ensuring they are as accessible as possible, both through continued provision of public transport between the market towns and their hinterland and by guiding development to places best served by existing public transport services.

Over the course of LTP3 we will have also worked with Rutland employers and delivery partners to overcome barriers to the take up of employment. This together with more affordable housing as outlined in the Local Development Framework will result in employers being able to recruit locally to the semi-routine and routine work category.

The vision for the villages is to have diverse and thriving communities where planned and carefully managed development will have taken place to ensure that sufficient jobs and homes are provided for local people. In particular the larger local service centres of Cottesmore, Edith Weston, Empingham, Greetham, Ketton, Market Overton and Ryhall, will provide the necessary day to day services to ensure rural communities have the choice to work and play close to where they live. This should create a more even balance of people travelling out of the County for work against those living and working in the County. Figure E1 provides an overview of the main settlements in Rutland and their relationship to major transport routes.
The growth in tourism will also help to bring about employment and a thriving economy and by 2026 Rutland will be seen as ‘the’ rural cycling destination in the country. A place where cycle routes are fully connected making the whole County cycling friendly. Rutland will be a holiday destination where people can use their cars (or public transport) to get here and then use cycles to get around whilst they are here.

4.2 Conclusions from Evidence Base

In 2010 the ratio between employment opportunities and workforce availability in Rutland was circa 1:2. There is also a current imbalance in the types of vacancies notified to Job Centre Plus and the occupations sought by Job Seekers Allowance (JSA) claimants. The majority of available jobs lie in the lower paid semi-routine and routine category and evidence shows that employers have difficulty recruiting despite there being workforce available.
The majority of Rutland residents live outside the primary and secondary towns in isolated communities which are not well served by public transport creating a problem for those attempting to access shift work. The ability to overcome this difficulty and enable Rutland businesses to recruit local people to these jobs will provide a major boost to Rutland’s economy.

In addition to improving access to these routine and semi routine jobs there is also the need to retain local people. Data shows a higher percentage of people travelling out of the County for employment purposes against those travelling into the County for work. Figure E2 details the imbalance between in and out commuting levels recorded in the 2001 census.

Figure E2 – Commuting Patterns in Rutland by Ward

Estimated population changes in Rutland over the coming years suggest a very small growth in people of employment age which will exacerbate the difficulty of recruiting to routine or semi routine work. This highlights the need for affordable housing within the County in order to retain local people and their contribution to a diverse local economy.
The Council’s Tourism Strategy 2007 – 2012 identifies tourism as a sector of the local economy which is capable of increasing economic growth all year round by attracting a range of different types of visitors throughout the year. It is therefore important that this Local Transport Plan considers the needs of the tourism sector. Figure E3 details some of the main tourist attractions within the County.

Figure E3 – Tourist Attractions
4.3 The Challenges

The findings of our review of the available evidence base and the results of our consultation exercise have identified a number of challenges for Rutland over the LTP3 period when considering the route to achieving our economic and employment vision; these are summarised below:

- In order to aid a thriving economy we need to maintain and develop good transport links to ensure our towns are integrated and embedded into the wider community. There is often limited access by bus to centres of employment and there is limited or non-existent public transport provision to our most rural communities. (Challenge E1)

- We need to develop good transport links to Rutland’s key tourism attractions and centres of recreation. We need to better connect the three biggest areas for tourism – our two market towns and Rutland Water. (Challenge E2)

- By better connecting our rural villages we can enable greater access to employment and services and encourage tourism by giving people the motivation and the means to get there and back. (Challenge E3)

- We need to provide a warmer welcome for group travel i.e. coaches and minibuses as this market spends a lot in our towns and brings money into our economy. (Challenge E4)

- Rail connectivity needs to be improved between Oakham and London or Oakham and Peterborough. (Challenge E5)

- Many people in Rutland work nights or shift patterns and it is currently very difficult to travel by public transport out of hours. (Challenge E6)

- We need to ensure new housing and developments are located appropriately to give access to and support local services. (Challenge E7)

4.4 The Solutions

Transport has an important role to play in addressing these challenges and helping Rutland to fully realise its economic and employment aims, the transport schemes we have identified with the potential to do this are summarised below:

- We will ensure through the Local Development Framework that the location of development either ties in with access to transport or provides work opportunities and services within or close to the new development. (Helps meet challenges E1, E7)

- Digital Rutland (Helps meet challenge E1)
- We will ensure good cycle links between our main towns, caravan and camping sites and Rutland Water and research the business case for a County wide cycle hire scheme. (Helps meet challenge E2)

- We will lobby for better and more frequent direct rail trips to London and work with rail companies to better publicise rail links to other cities. (Helps meet challenge E5)

- We will improve bus, taxi and rail interchanges in the short to medium term and aspire to a new interchange in the longer term. (Helps meet challenges E1,E2,E3,E4,E5)

- We will work in partnership with Voluntary Action Rutland to develop a social enterprise for shift and night time workers (Helps meet challenges E1,E3, E6)

- We will extend “Call Connect” for people to be able to travel to work. (Helps meet challenges E1,E3)

- We will continue with the “wheels to work” scheme. (Helps meet challenges E1,E3)

- We will work in partnership with businesses to reduce the need for people to travel for work. (Helps meet challenges E1,E7)

- We will work with our ‘access to work’ adviser to gain better understanding of the transport challenges that face those seeking employment and training. (Helps meet challenge E1)

- We will work with attractors and businesses around the County to identify coach friendly places to visit, eat and shop. (Helps meet challenge E4)

- We will ensure visitor information is incorporated into bus timetables and publications. (Helps meet challenge E1,E2,E3,E4)

- Work with taxi services to improve the service available to tourists. (Helps meet challenges E1,E2,E3,E4)

- We will be engaging with local businesses to develop work place travel plans. (Helps meet challenges E1,E3)

- We aim to make it easier for people to get jobs by extending services within libraries to include access to work, information, advice and guidance. (Helps meet challenge E1)

The following section outlines in more detail the role that different potential transport strategy proposals could play in achieving the goal of “Maintaining high levels of employment and a thriving economy”.
The Role of: Future Policy and Strategy

Local Development Framework - The role of the Council as the highway and planning authority is central to meeting the Council’s strategic transport objectives. The Spatial Strategy is designed to reduce the need to travel by car through locating development proposals in the most accessible locations in the larger settlements and ensure appropriate contributions are sought from new developments to reduce or mitigate the impact on highway and transportation networks in the area.

The local highway authority will utilise the contributions arising from new development and supplement, where possible, through other funds, improvements to the local highway network and the delivery of local public and community transport services in partnership with the private, voluntary and community sectors, wherever appropriate.

Digital Rutland - Rutland County Council aims to reduce the need for people to travel by improving coverage of broadband in the County. This will give people the opportunity of running businesses from their home and enable employers to allow staff to work from home. From a transport point of view this scheme has a number of advantages. The reduction in the need for people to travel will have a positive contribution on the environment by improving air quality and reducing congestion. In addition people in higher paid jobs will not be forced to travel out of the County in order to find work and people that have difficulties accessing transport may have the opportunity to still access work.

The Role of: Walking and Cycling

The development of tourism in Rutland - As stated in the introduction to this chapter tourism has a key role to play in helping Rutland build a thriving economy. It is intended that transport will enable this development.

Rutland is ideally placed to take advantage of the increase in popularity of walking and cycling holidays and to encourage cycle tourism as an environmentally sustainable form of tourism with minimal impact on the environment and host communities. Improvements to the strategic walking/cycling routes particularly around Rutland Water, and the linkages to nearby towns and villages, form a key element of the sustainable tourism economy.

In order to encourage people to visit Rutland Water without spoiling the environment through increased air pollution and the need for more car parking, it is necessary to make walking and cycling an attractive alternative. This requires the provision of well signed pedestrian and cycle routes between the towns of Oakham and Uppingham and the surrounding caravan, camping and eco-lodge sites and Rutland Water. The current facilities are detailed in Figure E4.
It is proposed to fill in the missing links to create continuous cycle routes to Rutland Water from the locations shown on the above plan. Cycle tourists represent a growing and valuable tourist market particularly for rural areas. Cycle tourists will spend at least as much in a rural area as other types of tourists. Cycle tourism is good at generating local trade and offers particular opportunities for local businesses and services. Spending by these tourists can help to support rural pubs, village shops, small scale rural attractions and rurally based providers of accommodation. Importantly the money they spend remains in the local economy. Cycle tourism also offers the opportunities for cycle hire and cycling holiday operations in rural areas. As cycle tourists will use local businesses there is a greater likelihood that the money they spend will stay in the local economy.

We will also seek to work with companies who have experience in running cycle hire facilities such as the existing successful cycle hire facility at Rutland Water to provide a similar facility at the train station in Oakham where people can hire a bicycle to cycle between the station and Rutland Water.

A pedestrian and cycle audit will be carried out at all tourist attractions and a programme produced to provide secure cycle parking facilities at all locations.
4.7 **The Role of: Public Transport**

**Improved Rail Links** - The Council will continue to work in partnership with Network Rail and the Department of Transport to improve passenger rail services and facilities to Oakham and other parts of the region and bus, pedestrian and cycle links to the rail station. This will help to increase tourism in the County and enables the possibility of advertising Rutland as a tourist destination in locations outside the County.

Rail lobbyists have called for the Corby service to be extended northwards on a regular basis both to give Oakham and Melton a better route to London and to give Corby a viable service to northern destinations. To do this there would probably have to be improvements to the Kettering – Manton junction line, which is currently adequate for the Corby service and the handful of freight trains running between Corby and Manton. Whilst the Council would welcome this improvement, it recognises that this is highly unlikely in the lifetime of this LTP.

**Oakham Station** - Oakham station is the first place many people see when they arrive in Rutland. The station should be better used as a point of information and be a hub of tourism information. To do this we will provide

- Better tourism racking systems and fulfilment of those racking systems to ensure a constant flow of tourism information for visitors; and
- A warmer welcome with signage, maps and information point

**Oakham Interchange** - The above section identifies how we intend to encourage people to travel to and from Rutland by train for work and tourism purposes. However in order for people to be encouraged to travel around the County by sustainable means it is necessary to provide a transport interchange in Oakham. One possible location is at the rail station.

The majority of bus services operating out of Oakham currently originate / terminate from the John Street bus interchange located adjacent to the western side of the town centre between High Street / Melton Road and the Tesco store on South Street. The location of this interchange is not ideal. It is relatively peripheral to the town centre, the heart of which is approximately 250m to the east and it is remote from the train station making a longer journey between bus and train difficult to achieve.

If Rutland is serious about encouraging tourism it is essential that there is a transport interchange facility at the train station, enabling tourists to access their destination within Rutland easily.

**Community Transport** - It is very clear from our evidence base that some people find it difficult to access work opportunities that become available, whilst at the same time some businesses have reported difficulty in recruiting local people. It is proposed that in partnership with Voluntary Action Rutland (VAR), who run our voluntary community transport scheme, we will introduce sustainable solutions that will provide transport to work for people who are unable to access jobs. The Council will utilise its strong links with VAR to develop a possible social enterprise using the variety of minibuses owned by the public and voluntary sector.
VAR has a number of minibuses which are deployed to give access opportunities to community groups affiliated with the organisation. Rutland County Council has a number of minibuses associated with services to both children and adults. The Council has been in discussion with VAR to see if there are future opportunities to develop a social enterprise as a transport provider, potentially under its umbrella. With the recent relaxation of the section 19 and 22 legislation in the Local Transport Act 2008, it is hope that VAR can act as a catalyst for an operation that becomes more active in the local bus market.

The improved coordination of VAR’s resources and volunteers may help to go some way towards alleviating the problems faced by some people when attempting to access work.

**Demand Responsive Transport** - Further opportunities to improve access to work is via extending the demand responsive transport service which is being piloted in the east of the county to cover the entire County.

Currently in Rutland public transport is provided by a number of fixed routes serving fixed stops to a scheduled timetable. Once registered it is a legal requirement for the operator to adhere to a published timetable. Demand Responsive Transport (DRT) (sometimes referred to as dial – a – ride, or flexi bus) routes are still registered but cover a scheme area and offer services within stated times rather than operate to a rigid timetable. A DRT system solution is the best fit option and will provide better value for money compared to the costs associated with deploying conventional fixed transport routes.

During 2010 Rutland County Council launched a pilot project for a demand response service in the east of the County. The service is a collaborative venture involving Rutland together with Lincolnshire County Council, Northamptonshire County Council and Peterborough City Council. The pilot enables residents in the east of the County to pre-book bus journeys into Stamford and some destinations within Peterborough. It also allows village to village travel where both villages are within the scheme boundary.

It is intended that the service will play a significant role in getting people to work, particularly if their job entails “out of hours working.”

The Stamford centred DRT service is being used by Rutland as a pilot and if it proves to be successful, then a roll-out of further schemes across the County will be implemented. The costs associated with financing such a roll out could be provided by collaborating with neighbouring authorities whose communities will benefit from being within a scheme boundary. Also, further funding could be released by the cessation of other high-cost, under-utilised rural routes and re-investing the funds into DRT schemes. It is important to note however that DRT services should be seen as an opportunity to augment existing, well used arterial bus routes, not replace them. Therefore the concept is to continue to support public services carrying larger volumes of passengers between settlements. In this case DRT will provide transport for the smaller settlements with little or no current transport activity.

The pilot will enable the Council to evaluate the benefits and use the knowledge gained as a spring board to develop demand response transport elsewhere in the County. It is proposed following the success of the pilot to extend this service further so that the entire rural population of Rutland will have access to a bus service “on demand.” It is a desired
outcome of Rutland County Council that problems associated with rural isolation and lack of access will eventually be eliminated.

**Taxi Services** - Many visitors already cycle around the reservoir but currently if they get tired or decide to stop at the pub and have a few drinks there is currently no way of getting the bike back to the cycle hire centre or the train station, or even where the car has been left. We would like to encourage a Bike Taxis service whereby a taxi firm could ferry tired cyclists and their cycles back to their starting points.

**Wheels to Work (WOW)** - Wheels to work that provides transport solutions to young people aged 16 – 24 who experience difficulty in accessing training, employment and/or educational opportunities due to a lack of suitable public or private transport. WOW provides

- Provision of a personalised travel plan and general transport advice; and
- Provision of a personal mode of transport to an individual through the loan of a moped.

The Council collaborates with Melton Borough Council. At the time of writing all of the twelve bikes on the scheme are being utilised and there is a waiting list for some wanting to get onto the scheme.

Rutland County Council is committed to continuing this scheme and as long as Melton Borough Council also decide to continue with the funding it is anticipated that Wheels to Work will continue to provide a much needed service throughout the life of this strategy.

**4.8 The Role of: Smarter Choices**

**Workplace travel plans** - Travel consumes business resources, but much of the cost is not immediately evident. Mileage claims are only the visible tip of an iceberg. Under the surface there are the hidden costs of staff time spent travelling on business and a surprisingly high average annual cost of £400 to provide each parking space. If the impact on the balance sheet is worse than it first appears the same is true of the impact of travel on the environment. Transport is the fastest growing source of greenhouse gas emissions and commuter and business travel constitute nearly 40% of miles driven by car.

We aim to encourage and work with Rutland’s businesses to produce workplace travel plans and monitor their progress on an annual basis. In addition we will extend our car share scheme to include many of these employers.

We also aim to treat Oakham and Uppingham as major employment centres and attract many of the small businesses based in these places to sign up to the car share scheme.

Along with encouraging employers to join the car share scheme we will also expect the work place travel plans to include incentives for their staff to walk and cycle to work. Where the travel plans identify barriers to cycling on the routes to work we will seek to overcome these barriers. A cycling and walking audit will be undertaken between the areas where employees travel from and a programme of infrastructure improvements will
be drawn up and placed in the implementation plans. Figure E5 details the location of the major employers within the County.

Figure E5 – Major Employers

**Library Services** - There is no job centre in Rutland, the nearest ones can be found in Melton and Stamford. Rutland County Council has extended its library services at Oakham to include access to work information, support and guidance and plans to extend this to Uppingham. We will work with the library service to identify the transport barriers that exist for the job seekers they are helping into employment and share the information with the business community as we engage with them in the development of work place travel plans.

4.9 **The Role of: Highways and Traffic Management**

**Transport improvement schemes** - A number of transport improvement schemes are identified in the County aimed at improving road safety, traffic flows and alleviating congestion. A Bypass for Caldecott and Uppingham are also identified in the Council’s Sustainable Communities Strategy. In addition, the bypass for Uppingham is also included
in the Strategic Transport assessment for Oakham and Uppingham. Feasibility studies will be carried out on both these proposals as and when the national financial situation allows.

**Highways Maintenance** - Highway Maintenance is covered in the Transport Asset Management Plan in the appendix. It is however important to note here the importance maintenance has on the local economy. It is recognised that well maintained roads are an essential requirement for the prosperity of local companies, especially along essential distribution channels. Rutland County Council intends therefore to work in partnership with local businesses to find sufficient funding to keep our principle and non principle roads maintained to a high standard.

Winter gritting is also essential to local businesses. It is proposed to work in partnership with businesses to provide a comprehensive gritting programme, for example a number of businesses have suitable vehicles for travelling on icy or snow filled roads and would be able to help out with gritting in emergencies.

**Network Management** - The introduction of the Network Management Duty in 2005 requires the County Council to do all that is reasonably practicable to keep traffic moving on its highway network. It places an emphasis on the importance of an active and coordinated management of the road network. This could be through better coordination of street works and highways works, as well as by those using the network through altering journey times and routes or using alternative methods of travel.

The Council will produce a plan to develop systems and procedures which will provide both proactive and reactive responses to network management and keep it under review during LTP3. The plan will focus on measures to relieve disruption (delay due to planned incidents such as street works and unplanned incidents such as accidents. This will include the development, improvement and enhancement of the highway and changes in its use through a variety of measures including traffic management of new works, signing improvements and traffic regulation orders, public transport provision, the promotion of walking, cycling and public transport use.

The County Council will continue to work closely with the key works promoters to ensure that works are planned to reflect the priority given to the more strategic parts of the highway network, and the conditions that apply to them. This will ensure that promoters are able to develop working methods which will complete works in the most appropriate manner to minimise disruption, whether this be through night, off peak or shift working. The Council will also explore the opportunity to introduce measures to control activities in a more prescriptive manner than has been possible in the past,, such as charging works promoters when works overrun.

Car transport - Much of this chapter and indeed the Local Transport Plan as a whole is targeted at the encouragement and growth of sustainable travel. The car however will always play a vital role in our rural County. We will always continue to provide for the car where it is appropriate to do so. Local transport schemes which are aimed at enabling safer and smoother journeys for the motorist will always be considered and implemented where funds are available. All schemes whatever their target beneficiary will be
considered as part of our scheme prioritisation process and be given a ranking for funding approval. The scheme prioritisation process is explained in the implementation plans but its purpose is to ensure all potential schemes are considered on a fair and equitable basis.

The Government has acknowledged the importance of car transport in rural counties, however it encourages rural councils to encourage and promote the use of the electric car in order to protect the environment. Whilst we acknowledge that the electric car could be a way forward for these counties, the development of technology is still very much in its infancy and the cost of current innovations is high. Rutland County Council, will however, closely follow the investigations being carried out by ‘Uppingham First’ into an electric car recharging point and the trial in Leicester where electric recharging points are to be provided at car parks. If these trials prove to be a success and the cost is acceptable, Rutland will consider such schemes. It is unlikely however that the implementation of infrastructure for the electric car will occur in the lifetime of LTP3, unless it is privately funded.

Parking – Effective parking management is important to the economic, environmental and social wellbeing of the community. Parking policies form an integral part of overall transport management. Priority for parking space should reflect the hierarchy of road users needs. In recognising the need to control parking provision with measures such as pricing, location and availability, the balance between demand and supply will ultimately support the following:

- the local economy, by encouraging visitors and shoppers;
- residents’ needs, where access to parking near their town centre homes is desirable and for those living in the villages who need to use their cars to access goods and services in the main towns;
- local businesses, who need to have access to car parking for staff, and the loading and un-loading of deliveries;
- employees, travelling to work in the towns;
- special needs groups or the mobility impaired who need access to goods and services by car;
- the need for practical and sustainable methods of alternative forms of transport while encouraging the reduction of car use;
- the raising of revenue for the Council to reinvest into transport and parking infrastructure;
- assessing road safety issues;
- the movement of traffic in the town centres; and
- improvement benefits to the local environment

“Parking” covers several different areas, and a Parking Policy needs to address all of them; town centres, on-street, off-street, residential areas, park and ride and private non-residential parking.
Indiscriminate and uncontrolled on-street parking affects road safety, congestion and town centre visibility. Bus services and emergency services are also compromised. To help resolve this Rutland County Council commenced on street enforcement in Oakham and Uppingham in June 2008.

The council’s current parking policy dates back to 2008 and now needs to be reviewed to reflect changed circumstances. Not least of these changed circumstances is the move to civil parking enforcement across the whole of the county. A future challenge will be the provision of adequate parking facilities for our growing population.

### 4.10 The Role of: Freight

**Movement of freight** - Network Rail’s policy is to divert as much freight traffic as possible away from London, as a way of easing congestion and to facilitate the increase in service frequencies that Transport for London require on the North London line. A key freight flow is for intermodal traffic (i.e. containers) between the East Coast ports and the Midlands and the North (and it is anticipated this market may well expand) The idea is to route a large proportion via Peterborough, then either via Lincoln and Doncaster towards Yorkshire and the North East or via Oakham and Leicester to Nuneaton to the West Midlands and the North West. The principle issue is the enhancement of the route to accommodate high-cube containers which form an increasing proportion of the containers used on deep sea routes. There are also some layout changes at Ipswich and Nuneaton that will be needed. It is Network’s Rail intention that this work is completed by 2014.

It is feasible that this route once completed could be handling up to 45 trains per day, on a 24 hour basis by 2028. This will have significant effect on the amount of times the level crossings in Oakham will be down in a 24 hour period. It is important to assess the effect this will have on Oakham and therefore it is intended to;

- undertake further, more detailed analysis of the predicted future operation of the High Street / Melton Road / Barleythorpe Road / Cold Overton Road level crossing junction to determine the impact of a combination of additional traffic and anticipated increases in barrier closures; and

- investigate the possible creation of an alternative route between the B640 Barleythorpe Road and Cold Overton Road to the south in order to provide an effective alleviation of pressure on the level crossing junction. It should be noted that the construction of any new link would likely run across and have a direct impact on the existing Catmose Campus playing fields and, as such may not be considered favourably. The planning and environmental issues would need further consideration;
Any schemes that may come out of the investigation will be considered for inclusion into the implementation plans towards the end of the plan period.

**Summary**

Transport has an important role in helping to achieve the strategic objective of maintaining high employment and a thriving economy. The policies contained in the Local Development framework together with key schemes such as the expansion of community transport and the growth of tourism by developing Rutland as a rural cycling destination will provide valuable contributions to this key objective.
Chapter 5 – Improving access to services

Our Vision

A County in which all groups can access important social, health, leisure and educational opportunities through the application of flexible transport options suited to rural living. Rutland will be an exemplar in terms of partnership working arrangements with partner organisations, other local authorities and the third sector.

5.1 What will this mean for Rutland by 2026?

Our aim for Rutland is that by 2026 people from all sections of the community will have been provided with access to homes, jobs and services and where practicable services will be taken to people within their communities. Similarly, more of the County’s younger and working age population will have been retained and the needs of the elderly will also have been better met. Much more will have been achieved to help disadvantaged and vulnerable groups within the community, both in terms of identifying areas where investment is required and through removing barriers to access new and improved social, health, leisure and educational facilities. The provision of better services and access to them for all those living within the County will be achieved by working in partnership with the voluntary, commercial and health sectors to provide a transport system that provides a flexible and responsive public transport offer that enables improved access to the goods and services, employment opportunities and social and leisure activities that residents of Rutland desire and need. This will help to make Rutland a fairer, nicer place to live, work and play.

5.2 Conclusions from the evidence base

Rutland is a sparsely populated, rural County where transport issues will present a number of very specific challenges over the course of LTP3.

Over the last 18 months, the Council has been actively looking at how services can be better provided to the public and whether this could be most effectively achieved by getting residents to services or alternatively by taking services to residents. The Council has examined where resources are located, how they are used and where they can be better deployed. The information gathered from this initiative has been useful in identifying strengths/weaknesses and been a good indicator of where resources could be targeted in the future.

The Council recognises that transport in all forms, whether public services, statutory services (i.e. home to school and post 16 transport), or community transport initiatives, contributes toward a common strategic objective – delivering transport solutions. The Council places high value on ensuring efficiency, this approach can particularly be seen to bear fruit when integration and co-ordination are fundamental aspects of the planning process.
The uniqueness of Rutland is apparent in the provision of local bus services. There is only one commercial bus route operating within the County with all of the other service routes attracting some level of subsidy from the Council. In all likelihood, core routes will never be completely commercially viable and therefore will always be dependant on subsidy funding.

During the LTP2 period, emphasis was put on ensuring the provision of a high quality, affordable, reliable and accessible public transport network. To this end, the Council has helped shape, and invest in, a number of cross County routes. These routes are designed to connect the larger urban settlements both inside and outside the County. Patronage on these routes is strong and continues to grow, year on year. The figure below details the general routes served by core public transport services.

**Figure A1 - Main Bus Routes**

Overall, passenger numbers using public transport have exceeded the LTP2 targets since 2005. It should be noted that concessionary fares patronage accounts for roughly one third of all passenger journeys made within the County. **Figure A2** below provides a comparison between the bus patronage targets laid down in LTP2 and the actual levels achieved between the period 2007/08 – 2009/10.
In addition to the cross County network, a number of routes exist to enable some smaller rural settlements to be connected to our market towns. However, it would be fair to say that these are expensive to operate, as they have low patronage and therefore require high levels of subsidy to maintain.

5.3 The Challenges

The findings of our review of the available evidence base and the results of our consultation exercise have identified a number of challenges for Rutland over the LTP3 period when considering the ways in which “Access to services” can be enhanced throughout the duration of LTP3, the main challenges identified are summarised below:

- Rutland is a sparsely populated County therefore transport is always going to be a challenge. We need to maintain and develop good transport links to ensure our towns are rooted into the wider community. There is often limited access by bus to our most rural communities (Challenge A1)

- Core routes will never be commercially viable and therefore will always be dependent on subsidy funding. During the lifetime of the LTP3 continued subsidy funding by the Council will become harder to provide (Challenge A2)

- Rutland has an ageing population. During the life of LTP3 a greater proportion of the population will lose their ability or desire to drive and become more dependent on public transport Challenge (A3)
5.4 The Solutions

Below are a range of transport solutions which will be used over the lifetime of the strategy to overcome the identified challenges and help us to achieve the vision of a fully accessible County. These solutions are not exhaustive but provide a representative sample of solutions we intend to employ. These solutions are covered in more detail below;

- We will continue to pursue a coordinated approach to resolving accessibility issues, by operating as “One Council”. (Helps meet challenge A1)

- We will work with other departments and organisations to ensure that new services are located in the most accessible locations and bring services out to the community (where possible) thereby reducing the need to travel. (Helps meet challenge A1,A2,A3)

- We will continue to promote the Wheels to Work initiative. (A1)

- We will ensure that new development provides the accessibility improvements required to grow our County sustainably (Helps meet challenge. A1,A2,A3)

- We will continue to promote cycling and walking as key travel modes for shorter journeys. (Helps meet challenge A1)

- We will identify areas for walking and cycling investment through our ongoing work with the Rutland Access Group. (Helps meet challenge A1,A2,A3)

- We will review, promote and where possible extend the availability of Demand Response Transport. (Helps meet challenge A1,A2,A3)

- We will investigate and promote improvements to bus technology suited to rural services. (Helps meet challenge A1,A2,A3)

- We will continue to support concessionary travel. (Helps meet challenge A3)

- We will work with the third sector to enhance Community transport provision. (Helps meet challenge A1,A2,A3)

- We will work towards the provision of a new public transport interchange for Oakham. ( Helps meet challenge A1,A2,A3)

- We will work to ensure that available travel options are effectively advertised through suitable marketing and publicity. (Helps meet challenge A1,A2,A3)

The following section outlines in more detail the role that different potential transport strategy proposals could play in achieving the goal of “Improving access to services”.

5.5 The Role of: Future Policy and Strategy

One Council - Rutland County Council is striving hard to work as a unit, rather than as a number of different departments each concerned with their own specialist areas. This will help to ensure that transport needs are considered at start of projects rather than at the end. No longer for example will schemes designed to boost training opportunities be provided in inaccessible areas, or if it is then a method of getting to the training will form an integral part of the project. This should help overtime to reduce the instances where good work is being carried out but proving to be barely successful because people struggle to access it.

Reducing the need to travel - All of the initiatives covered in this chapter to date take people to services. It is recognised however that the rural nature of the County with its small isolated communities, when considered together with the fact that Rutland has an aging population whose mobility will reduce whilst their reliance on services will increase will make the provision of a comprehensive access to services provision difficult to achieve. This will only be exacerbated by the severe economic climate that we now find ourselves in. It will be necessary therefore to find ways of actually reducing the need for people to travel by taking services to people.

The Sustainable development principles contained in the Local Development Framework states that new development in Rutland will be expected to be located where it minimises the need to travel and wherever possible where services and facilities can be accessed safely on foot, by bicycle or public transport. Improving Broadband coverage in Rutland will also contribute to minimising the need to travel with Businesses able to trade more easily from rural premises.

The Spatial Strategy is designed to reduce need to travel by car through locating development proposals in the most accessible locations in the larger settlements and ensure appropriate contributions are sought from new developments to reduce or mitigate the related impact on the highway and transportation networks in the area.

In addition to reducing the need for people to travel through the planning guidelines contained in the Local Development Framework, it is also proposed to reduce the need to travel through the implementation of a programme to extend the services available at county libraries and at other central points within communities. This will have the effect of taking services to people. See the section on libraries in the Maintaining high employment and a thriving community.

Wheels to Work - During LPT2 the Council partnered Melton Borough Council to provide short term moped loans to 16-25 year olds. This enabled young people to access education, employment and training opportunities where transport links are unavailable or impractical. The scheme has proved to be very popular with the available mopeds permanently booked out and a waiting list for new applicants to the scheme. The mopeds have been extremely successful in helping people to attend that all important interview. It is proposed to continue through LTP3 with this scheme and explore
ways to extend it to help with access to work for people outside the 16 – 25 year olds by joining forces with local businesses for details see chapter 3.

Section 106 agreements - It is fully intended to improve the County’s bus service via planning gain and all potential opportunities will be explored, for example if planning applications for superstores are granted it will be expected that they will help to subsidise a bus service to get the shoppers to the stores and link in with the proposed interchange.

5.6 The Role of: Walking and Cycling

Walking and Cycling – Walking and cycling have a key role to play in connecting to the wider transport network, accessing services and facilities and promoting low cost sustainable healthy travel in the County. The detail of proposals for the continued improvements to cycling and walking during the life of LTP3 are covered in the chapters “Protecting our rural environment”, “Maintaining high employment and a thriving economy” and “Promoting good health and well being”.

Rutland Access Group - This group has a membership made up of representatives from local disability groups and statutory agencies. The group to date has been allocated a budget from the Integrated Transport block of the LTP Capital Grant. Quarterly meetings are held to discuss topics of accessibility and transport and to make improvements where these can be accommodated.

Each year, the group hold an access audit in an area of one of Rutland’s two market towns or at one of the villages. Together with officers from Highways and Transportation a programme of work is developed identifying where improvements to footways, crossings or signage can be made. A survey of all bus stops will be undertaken to assess whether they have level access for wheelchairs and a rolling programme of modifying the stops to provide level access will be carried out.

It is proposed therefore to continue working with the Access Group during LTP3 and continuing to provide funding for improvements as and when the economic climate allows.

5.7 The Role of: Public Transport

Demand Response Transport - The Council is facing significant pressure to develop alternative options in order to meet the demands of imminent or emerging service needs. Both the current contract and public transport networks will not be able to cope with the likely future demand. Nor will there be enough flexibility with transport resources to adapt to the problem of providing transport solutions for relatively small number of passengers living in presently unserved locations.

Currently in Rutland, public transport is provided by a number of fixed routes serving fixed stops to a scheduled timetable. Once registered it is a legal requirement for the operator to adhere to this published timetable. Demand Responsive Transport (DRT), (sometimes referred to as dial-a-ride, or flexi bus), routes are still registered but cover a scheme area and offer services within stated times rather than operating to a rigid
A DRT system solution is the best fit option and will provide better value for money compared to the costs associated with deploying conventional fixed transport routes.

During 2010 Rutland County Council launched a pilot project for a demand response service in the east of the County. The service is a collaborative venture involving Rutland together with Lincolnshire County Council, Northamptonshire County Council and Peterborough City Council. The pilot enables residents in the east of the County to pre-book bus journeys into Stamford and some destinations within Peterborough. It also allows village to village travel where both villages are within the scheme boundary. The benefits of this service are wide ranging:

- It serves a wider geographic area than can be served by a fixed bus route.
- It provides a transport solution that is available not only for the two key groups targeted by the Council, (over 75’s and families with children under 5), but is available to all age groups.
- As the minibus only goes where the journeys are required, the service is more efficient than a conventional bus route and represents better value for money.

Lincolnshire County Council has developed a number of DRT schemes within its border and has seen a considerable improvement in the way services are deployed as well as experiencing dramatic growth in patronage using these schemes.

Each DRT scheme uses either one or two wheelchair accessible minibuses operating in a zone of 7 to 10 miles centred round a large settlement (usually a market town). Residents living in a DRT zone register as a scheme member and thereafter are able to pre book journeys up to 7 days in advance. Journey’s can be between any two points within the zone or into the centre of the hub. Fares are typically comparable to, or in some cases less than, those charged on conventional fixed bus routes

The Stamford centred DRT service is being used by Rutland as a pilot and if it proves to be successful, then a roll-out of further schemes across the County will be implemented. Figure A3 (overleaf) provides an indication of the coverage of the current and future DRT Zones.
The costs associated with financing such a roll out could be provided by collaborating with neighbouring authorities whose communities will benefit from being within a scheme boundary. Also, further funding could be released by the cessation of other high-cost, under-utilised rural routes and re-investing the funds into DRT schemes. Should funding through government subsidy reduce we will also explore the possibility of this type of service being funding through the Local Enterprise Partnership or the Sustainable Transport Fund.

It is important to note however that DRT services should be seen as an opportunity to augment existing, well used arterial bus routes, not replace them. Therefore the concept is to continue to support public services carrying larger volumes of passengers between settlements. In this case the DRT service will provide transport for the smaller settlements with little or no current transport activity.

The pilot will enable the Council to evaluate the benefits of the scheme and use the knowledge gained as a spring board to develop DRT elsewhere in the County. It is
proposed following the success of the pilot to extend this service further so that the entire rural population of Rutland will have access to a bus service “on demand.” It is a desired outcome of Rutland County Council that problems associated with rural isolation and lack of access will eventually be eliminated within the County. Figure A4 below detail the potential future coverage of a phased DRT scheme.

Figure A4 – Effects of a phased delivery of DRT service

In addition the DRT model will be used to improve the 14–19 curriculum transport and the post 16 transport, which are covered in detail below. The model will also be used by Adult Social Care for some journeys provided by the Council for clients into planned day care and other scheduled appointments.
Home to School & College Transport - Where opportunities exist, public services will be used by the Council to provide transport solutions for statutory duties such as home to school and college journeys. However, where no public transport routes exist, the authority has to provide contract transport to meet student’s requirements.

As further diploma lines are rolled out, there will be a demand for transport solutions for a very small number of students who require links to destinations away from their host school. Taking into account that the numbers will be minimal and that diploma lines are only likely to be operating off-site on two days per week, it would not be sustainable to create new transport links purely for this purpose. However it is anticipated that some 14-19 journeys will be pre booked with the DRT service.

Post 16 transport - As with 14–19 it is anticipated that some post 16 students requiring bespoke transport from schools and colleges currently un-served by public transport could be absorbed into the DRT operation. Should any of the 3 secondary schools take up the option of becoming an ‘Academy’, thereby going out of local authority control, student transport provision would need to be addressed on a case by case basis.

Improvements to bus infrastructure and technology - Over the next 15 years it is intended that the Council, in partnership with bus operators, will explore, and where possible apply, the latest technology available for making the whole journey experience better for passengers. Examples include Smartcard readers, real time information systems and mobile phone messaging systems.

Smartcard readers - At present, local bus operators do not have the technology to read ENCT passes electronically. The benefits of having this capability are more in the favour of the local authority rather than the bus operator. The main benefit to the operator is that deploying machines capable of coping with electronic passes will help speed up passenger boarding times, which in turn will help buses to stay on track with the timetable. The benefit to the local authority would be the acquisition of more robust passenger information viz a viz numbers travelling, between what points and accurate ENCT data. A further benefit is that electronic readers will reject cards that have previously been hot-listed or listed as stolen. However, whilst the cost of the on-bus reader is relatively affordable, the costs associated with the necessary hardware and software to provide the back office function is expensive. Currently, small bus operators do not have the incentive or appetite for such an investment. Whilst local authorities wish to acquire the benefits from electronic systems, the necessary funding is an issue.

An affordable solution may arise from having a single regional back office function funded by member authorities in a collaborative venture. Rutland County Council aims to pursue this option.
**NextBUS** - Many local authorities are now investing in emerging technologies which make the provision of public transport information more accessible. One such technology is NextBUS. This platform allows a mobile phone user to be able to text a code relating to a specific bus stop to a journey planner such as Traveline, Transport Direct, Google etc. The user will then receive a text back from the provider informing the times of the next three buses from that particular stop. The costs associated with getting signage on each stop, as well as the cost of each call (texts are free to the user) would have to be borne by the Council. However, the platform itself does represent a good opportunity to make timetable information more accessible, as well as engaging with the next generation of bus user.

Rutland County Council has recently made the decision to use this technology as a solution for making bus times more easily accessible to our passengers. The system fits well with our rurality and the more isolated locations of our bus stops, which do not lend themselves to the provision of real time information seen at bus stops in bigger towns and cities.

**Concessionary Travel** - During the life of the LTP2 concessionary travel accounted for roughly one third of all public transport used within the County. The re-imbursement made to the bus operator was quite generous and represented significantly more than some other local authorities were paying. It is quite possible that during the life of LTP3, as the Council strives for efficiencies and savings, that the re-imbursement rate may need to be reviewed.

The Council will continue to offer additional benefits to residents under the auspices of concessionary travel. Residents with a disability who cannot use conventional public transport can apply for travel tokens. Secondly, residents who hold an ENCT pass can obtain a 50% reduction in the cost of a journey via a community car scheme provided by a local volunteer bureau. Over the last two years, over 3,500 journeys have been purchased through this stream. Journeys are typically for social or medical purposes, the majority of which could be satisfied through the normal public transport provision.

It should be noted that residents, other than those with disability, will lose their entitlement to travel tokens as and when the implementation of the DRT model of service is expanded across the county.

However, it is anticipated that the funding made available for travel tokens will be used to help fund the DRT services.
Community Transport – Following a meeting with ministers and community activists, David Cameron said the new government would support social enterprises, mutuals, co-ops and charities to give them greater involvement in the running of public services.

‘Social enterprise is at the heart of a ‘deep and serious’ reform of public services as part of the Big Society agenda. We know that the best ideas come from the ground up, not the top down. It is one step in the plan to empower local people and roll back big government, bureaucracy and Whitehall power, while declaring a new era of people power at the centre of the new government.’ David Cameron, 18 May 2010.

VOLUNTARY ACTION RUTLAND
Working for the Rutland Community

The Council has strong links with Voluntary Action Rutland (VAR) who are an active community transport provider within the County. As previously stated, residents who hold an ENCT pass can use the Community Car Scheme provided by VAR to secure journeys not available via normal public transport.

In addition to this, VAR receive an annual grant from Rutland Council which goes toward the provision of an administrative post within the VAR structure. With this funding VAR employ a transport manager who co-ordinates VAR resources and volunteers to provide transport solutions for eligible residents.

VAR have a number of minibuses which are deployed to give access opportunities to community groups affiliated with the organisation. Rutland Council has been in discussions with VAR to see if there are future opportunities to expand VAR’s role as a transport provider. With the recent relaxation of the section 19 and 22 legislation in the Local Transport Act 2008, it is hope that VAR would position itself so that the organisation becomes more active in the local bus market. VARs framework for the future development of community transport in Rutland, which is supported by Rutland County Council, is outlined below.

Voluntary Action Rutland - As Rutland’s umbrella organisation for third sector organisation working at the grass roots level, Voluntary Action Rutland is well placed to understand and map the needs of our local communities and understand the issues facing people living in isolated rural areas.
During the next 15 years we want to see development taking place that will see Voluntary Action in Rutland expanding its role in line with the new opportunities arising from the coalition government. We will investigate the feasibility of becoming a social enterprise that will facilitate joint service delivery with other partners and best meet the needs of our service users.

A wider role as a transport provider:

- VAR is the only community transport provider in the County and has strong links to RCC which provides an annual grant in support of its transport scheme.

- VAR currently operates a social car scheme for frail and disabled people in Rutland taking people to destinations for social activities and medical appointments.

- Voluntary Action Rutland’s Transport Scheme has the potential to grow and play a wider part in the development of transport services in Rutland. Particularly as the current coalition government strongly advocates greater involvement by the voluntary sector in the delivery of public services.

- VAR is potentially well placed through its existing work to get involved in the delivery of transport services for an additional range of service users e.g. people seeking employment, shift workers and extended school contracts.

VAR has been operating a Social Car Transport Scheme in Rutland for more than twenty years. Volunteer drivers transport frail, elderly, disabled and vulnerable people to social activities, health appointments and educational venues within the County and beyond.

At present this scheme is running at full capacity, with one paid member of staff managing a team of 50 volunteer drivers. It is successful, with the number of registered customers and journeys undertaken having grown steadily year on year. It is likely that demand will continue to grow (for example, as the ageing population figure rises and changes are introduced to the welfare benefits system).

In principle, there is no reason why the scheme should not be expanded, in line with the new opportunities identified by the coalition government, to offer an extended range of services to other groups in the community (e.g. people seeking employment, shift workers and extended school contracts).

There are legal constraints on charitable organisations such as VAR operating commercial ventures. These could probably be overcome by re-establishing the transport scheme as a Social Enterprise under the VAR umbrella. This might operate an expanded transport fleet comprising minibuses already owned by VAR and similar transport resources owned by RCC. There could also be opportunities to work collaboratively with other transport owners, as well as with voluntary organisations providing social and other services to vulnerable people.
**Oakham Interchange** - As at 2010 the majority of bus services operating out of Oakham originate / terminate at the St. John Street bus interchange located adjacent to the western side of the town centre between High Street / Melton Road and the Tesco store on South Street. On street bus flags provide limited timetable information regarding services and toilet facilities are located adjacent to the main stops along with a limited shelter providing seating facilities. An off-line bus lay-by allows vehicles to pull into the kerb off the main carriageway to permit passengers to board and alight from services. Whilst it will be important to retain and improve these bus stops, it would be preferable for Oakham to have a bespoke bus interchange facility.

A site has been identified near the railway station to create a modern, fit-for-purpose public transport interchange. The current bus interchange facilities are un-inspiring and do not give passengers any tangible link with either the railway station or with a taxi service. The opportunity for seamless integration between different public transport modes is lost as the user has to walk from the bus interchange to find the railway station or a taxi. Relocating the bus interchange represents a great opportunity to create a single point of access to access bus, rail or taxi. More details are provided in chapter 5 Maintaining a high employment and a thriving economy.

### 5.8 The Role of: Smarter Choices

**Marketing and Publicity** - Marketing and publicity is key to healthy and vibrant public services. In line with this, the Council ensures that public transport information will continue to be given the profile it requires. A comprehensive, commercially printed, countywide timetable booklet will continue to be produced twice each year. In addition, individual route timetable leaflets are produced in-house. The distribution of all our timetable literature is as wide as possible including libraries, tourist information centres, GP surgeries, hospitals, post offices, pubs and many other local meeting places. The Council frequently receives requests for literature from interested parties in our neighbouring Counties, for public dissemination.

Finding room in the budget for marketing and publicity purposes has always been difficult. In previous years, there has not actually been any funding specifically allocated for this activity but we have managed to identify areas where some funding can be used for marketing. Future activity will be under pressure due to budget constraints. The value of good publicity cannot be under-estimated and is an important component in successful public transport. It is therefore intended to continue with this publicity.

Also, as part of the Council’s statutory duties toward publicity, Rutland is a partner with the other East Midlands transport authorities in the provision of the Traveline service. The public can contact Traveline by telephone, text or online and make enquiries regarding public transport journey information.
Summary

Although public transport provision in the County is generally limited, the longer term transport strategy is based on deliverable and realistic improvements to public transport backed up by a strong working relationship with the third sector and a package of improvements to pedestrian and cycle routes throughout the County. It will go hand in hand with the Council’s effort to promote a sustainable local economy and greater access to services and will sit at the heart of our efforts to accommodate existing and future travel needs in a sustainable way.
Chapter 6 - Creating a safer community

Our Vision

Our vision for Rutland is for a County in which all members of the travelling public, whether residents or visitors feel safe whilst travelling, achieved through a combination of targeted safety interventions, appropriate design and the provision of good quality travel information.

6.1 What will this mean for Rutland by 2026?

By 2026 we will aim to have provided a safer, more convenient, efficient and attractive integrated transport infrastructure. We will have ensured greater reductions in road casualties locally over the plan period by encouraging better and co-ordinated working with our partners and by providing engineering, education, enforcement and publicity solutions. In addition we want people to feel safe using the transport network whether it is walking, cycling, riding or travelling on public transport. We will also ensure that appropriate measures are in place to encourage the safer use of our roads by an increasing number of vulnerable older road users.

6.2 Conclusions from Evidence Base

The creation of safer communities is a challenge that covers a wide range of areas however this chapter focuses most strongly on road safety in Rutland and the safety of people using the highway network and public transport.

Road Safety - The basis of our approach to road safety will be predicated upon the emerging national and general vision and strategy for road safety to 2020, which will form the basis for road safety efforts over the next ten years. In 2009 the DfT produced a consultation document called “A Safer Way – Making Britain’s Roads the Safest in the world”. DfT are currently developing a ‘New Strategic Framework for Road Safety’ with publication planned for April 2011. This framework will be an important cohesive element shared across local authorities and casualty reduction partners and could guide our own local target setting.
The Sustainable Safety vision states that the road network is inherently hazardous (that serious crashes can happen anywhere and at any time) and that all possible solutions are considered in an integral and rational manner with no priority preference for improving roads, vehicles or changing behaviour. Sustainable Safety aims to prevent human errors and offences as much as possible or to soften their consequences by allowing for human limitations when designing the traffic system. First of all the surroundings, such as the road and the vehicle, should be tuned to man’s capabilities and offer assistance and protection. In addition, information and education should prepare the human being for the traffic task, and, finally, his safe or unsafe traffic behaviour must be checked. The aspiration to have the safest roads in the world is clearly laudable. However, this vision is insufficient on two counts. Firstly, this target, dependent on variable conditions, is largely reactive, reflecting on the achievements, frameworks and delivery of other countries. As such, the target does not necessarily offer the challenges to achieve a worthy vision.

The road safety regulatory framework is the result of several substantial pieces of legislation, including the 1988 Road Traffic Act, the Road Traffic Offenders Act of the same year, the 1991 Road Traffic Act and the 2006 Road Safety Act.

When considering the delivery of road safety in Rutland we need to take into account the specific characteristics of the County, its transport network and the related potential for accidents. Rutland has one of the lowest casualty rates per 100 million vehicle kilometres of all the County and Unitary authorities in England. Figure C1 and Figure C2 show the trend in fatal casualties and killed and seriously injured over the last ten calendar years (NB 2010 figures are not yet verified) and for this reason Figure C3 shows all casualties over the last 10 years (1999 to 2009).

Figure C1 - Fatal Casualties by Calendar Year
Overall Rutland has a downward trend when taking into account all casualties, but as can be seen from the graphs the Fatal and KSI casualties show a different trend which is a concern. This has resulted in summit meetings bringing together council officers and county councillors, the police, driving instructors and emergency services to collectively consider actions to reverse this trend.
Police accident reports for the past 4 years (1\textsuperscript{st} December 2006 to 30\textsuperscript{th} November 2010) have been closely studied and the results analysed. The main trends to emerge are:

**Accidents** - A high proportion of accidents in Rutland occur on our ‘A’ roads and at locations where the speed limit is greater than 50 mph. (*By definition Road Traffic Collisions resulting in injury*)

**Casualties** - A higher proportion are male than female.

**Drivers** - Approximately half of all drivers involved in the accidents lived in county and the majority were car and lorry drivers. Over 25% were driving as part of their work.

Figure C4 provides a summary of the all accidents that occurred within Rutland over the last 4 years (1\textsuperscript{st} December 2006 to 30\textsuperscript{th} November 2010). It can be seen that the majority of accidents resulting in serious injury or death took place on the interurban road network and often on either links or junctions associated with A Class Roads.

Figure C4 - Road Accidents resulting in injury in the last 4 years
**Accident analysis** - When considering recent road traffic accident history within the County in further detail, the rural and relatively sparsely populated nature of the area is reflected in a number of trends with regards to accidents, both in terms of locations and patterns of accidents and potential contributory factors.

**Accidents by road type** - 55% of all Road Traffic Collisions (RTC) occur on our principal roads (A606, A6003 and A6121) and in the past 4 years 90% of collisions resulting in fatalities have occurred on these roads.

![Figure C5 - Accidents by road type](image)

**Accidents within speed limits** - over 65% of Rutland’s RTCs are happening on roads with speed limits of more than 50 mph.

![Figure C6 - Accidents within Speed Limits](image)
Analysis of accidents in Rutland over the last 4 years  
(1st December 2006 – 30 November 2010)

- 60% of injury accidents occurred in dry weather and 82% in daylight.
- 51% of casualties involved in accidents in Rutland were local to the area living in the post code areas LE15, LE16 and PE9.
- Males make up 60% of the casualties and 27% are in the age group 16-25 and 16% in the age group 26-35.

Figure C7 - Age and gender of casualties

![Age and gender of casualties graph](image)

Analysis of all drivers involved in accidents over the last 4 years  
(1st December 2006 – 30 November 2010)

- Approximately 22% of car drivers involved in accidents in Rutland have been in the age group 16-25 and 67% of these were male.

Figure C8 - Age and gender of drivers involved in accidents

![Age and gender of drivers involved in accidents graph](image)
- 28% of the drivers involved in all collisions were driving as part of their work at the
time.

- The majority of drivers (85%) were car or lorry drivers, 10% were motor cycle riders
and 4% cyclists.

- Analysis also identified driver error/reaction (‘failed to judge the other persons path or
speed’) as a major factor in most collisions.

**Personal Safety** - The evidence to inform us how safe people feel when walking and
using public transport in Rutland is based largely on the return of surveys and
questionnaires. Information from the Place Survey, local policing unit and the community
safety partnership indicate that Rutland is a safe place to live.

Similarly, the bus satisfaction surveys carried out by the council do not reveal a high rate
of safety issues.

Rutland is a low crime area and I hope to keep it that way by dealing
robustly with the people who commit crime in the county. I am pleased to
report that in 2009 there was a 12% reduction in burglaries and a 14%
reduction in theft from vehicles.

**Inspector John Monks, Commander of the Rutland Local Policing Unit**

### 6.3 The Challenges

The transport challenges facing Rutland as a County are specific to the nature of the
County. For example the analysis of road traffic accidents has identified a very high
proportion of accidents involving drivers from outside the County, and therefore not
familiar with the road network. Consideration of the specific transport issues related to
Rutland has led to the identification of the following main challenges:

- **Challenging age structure; Rutland has an aging population.** Over the next 15 years
  Rutland’s population is expected to rise from 38,400 to 47,300 with most growth
  anticipated to be in the 65+ age group. We must ensure that appropriate
  measures are put in place to encourage safer use of roads by an increasing number
  of vulnerable road users (Challenge C1)

- **Illegal and inappropriate speeding will continue to be targeted.** Exceeding the
  speed limit or travelling too fast for the circumstances are recorded as factors in
  almost half of all injury collisions in Rutland (Challenge C2)

- **Reducing the number of road deaths.** Male drivers/riders are much more at risk
  than females, with those aged under 20 having an exceptionally high risk due in
  part to their inexperience. Females are more likely to be killed or seriously injured
  as passengers in cars driven by males. The 16 – 29 age group account for over a
  third of all deaths on the roads and a third of fatalities are people who were
driving on the business of their employer at the time (Challenge C3)
• Addressing the number of accidents taking place on our ‘A’ Roads (Challenge C4)

• Protecting motorcyclists and scooter riders who represent just 1% of traffic, but 24% of road fatalities (Challenge C5)

• Protecting vulnerable road users including cyclists, pedestrians and horse riders (Challenge C6)

• Safety on our rural roads (Challenge C7)

• Changes in travel choices due to the uncertain economy - there is a potential for significant upward fluctuations in fuel costs that may encourage the use of alternate modes of transport to the private car such as cycling and motor cycling (Challenge C8)

• Ensuring that people feel safe using public transport (Challenge C9)

• Limited funding will put pressures on what we can deliver. We have recently seen the withdrawal of our capital and revenue Road Safety grant which will have an impact on enforcement plus the availability of surplus money from the speed awareness workshops which has been used for local road safety initiatives and training (Challenge 10)

6.4 The Solutions

Transport has an important role to play in addressing these challenges and helping Rutland to achieve the strategic goals associated with “Creating a safer community”, the activities we have identified with the potential to help achieve these goals are summarised below:

• Deliver programmes of road safety education to local early years groups, primary schools and secondary schools (Helps meet challenge C2,C3,C4,C5,C6)

• Deliver driver education to schools and colleges, local youth groups and local companies who employ young drivers. Subsidise and promote the Pass Plus scheme for drivers aged 17–25 and organise update courses for the ADIs. (Helps meet challenge C1,C2,C3,C4,C5,C6,C7,C8)

• Deliver training and advice to all types of road users including motorcyclists, car drivers, cyclists and pedestrians Helps meet challenge (C1,C2,C3,C4,C5,C6,C7,C8)

• Evaluate all the current road safety ETP programmes to ascertain their value and success. (Helps meet challenge C7,C8,C10)

• We will work with rural parishes on an online Road Safety Toolkit (Helps meet challenge C2,C3,C4,C7)
• Work with our colleagues in Planning and the Police to ensure that new developments are “Safe by Design” (Helps meet challenge C6,C7,C8,C9)

• Continue our work with the Rutland Accessibility Group to identify areas where improvements will improve walking and cycling safety and perceptions of personal security (Helps meet challenge C1,C6,C7)

• We will work to improve the perception of traveller safety when using public transport in and around Rutland (Helps meet challenge C1,C9)

• Prepare and carry out a programme of measures to promote road safety in line with the new Government strategic framework for road safety. (Helps meet challenge C1,C2,C4,C7)

• Carry out studies into accidents arising out of the use of vehicles on the local highways and disseminate information and advice arising from accident studies. (Helps meet challenge C2,C3,C4,C5,C6,C7,C10)

• Continue to carry out appropriate enforcement activities (Helps meet challenge C2,C3,C4,C7)

• Continue to develop and implement safer routes to school schemes (Helps meet challenge C2,C6,C7)

• Carry out safety audits on new infrastructure (Helps meet challenge C2,C3,C4,C7)

The following section outlines in more detail the role that different potential transport strategy proposals could play in achieving the goal of “Creating safer communities”:

6.5 The Role of: Future Policy and Strategy

Road Safety School Road Safety Education – We will continue to provide road safety education training for early years, primary schools, secondary schools and colleges in partnership with the local police and fire service. This includes our successful Junior Road Safety Officer (JRSO) scheme where currently 100% of our primary schools are members of this scheme and the Rutland Road Safety Quiz which has been running annually in primary schools since 1979. Our pedestrian (WalkWise) and cycle training schemes (Bikeability) in local schools will be also be continued. Theatre in education productions aimed at pedestrians and young drivers will be organised for primary and secondary schools.

We plan to develop a pre driver course for secondary school children age 14+ with an emphasis on passenger safety and driver attitude. We will continue with our young driver education programmes and continue to subsidise Pass Plus for drivers under 25. A Train the Trainer course will be developed for the Advanced Driving Instructors (ADIs) involved with all the Council’s schemes.
**Road Safety Training** - Cycle training courses aimed at adults to encourage people to start cycling again and also to cycle to work will be developed and promoted. Cycle maps to increase awareness of safer cycle routes will be produced and distributed. Pedestrian training for adults will also be continued via the Healthy Walking groups.

Driver training courses aimed at council essential car users and local companies for their employees will be developed. The training will be in safer and more fuel efficient driving and will include a theory and practical session using local ADIs. We will also continue to provide driver training courses for older drivers, this is particularly relevant due to our ageing population.

We will continue supporting and working with the Leicestershire, Leicester and Rutland Road Safety Partnership (LLRSP) and the East Midlands group of Road Safety GB to develop publicity and educational campaigns in our region. The themes are:

- motorcyclists and scooter riders;
- car drivers (young drivers, drink drivers);
- using mobile phones;
- uninsured drivers;
- non seat belt usage;
- school gate parking, speeding;
- 30mph zones, child car seats.

We will also continue to organise and run local Rutland campaigns in partnership with Community Safety, Oakham Police and Fire Service and EMAS. Local events such as Rutland Show and the late night Christmas shopping markets will be attended by members of the partnership to publicise road safety issues such as drink driving and speeding. Future campaigns will be based upon local knowledge and evidence gained from analysis.

**Online Rural Road Safety Toolkit** - An online toolkit will be implemented to assist parish councils and town councils in determining their road safety priorities in terms of speed management requests via local communities. The toolkit will explain current council processes and policies in relation to speed management interventions and includes sections on fixed and variable message signing and traffic calming measures.

**Safe By Design** – Policy CS 19 ‘Promoting good design’ in the Core Strategy of the Local Development Framework sets out standards for the design of new development in Rutland and includes the need to reduce the opportunity for crime and the fear of crime in the layout of sites. In addition the new Manual for Streets 2 guidelines will be used to inform design away form residential areas and in the urban and rural areas of the county.
6.6 The Role of: Walking and Cycling

Rutland Access Group - This group has a membership made up of representatives from local disability groups and statutory agencies. The group to date has been allocated a budget from the Integrated Transport block of the LTP Capital Grant. Quarterly meeting are held to discuss topics of accessibility and transport and to make improvements where these can be accommodated.

Work with this group can be used to identify areas where there is either physical or perceived safety or personal security issues on key walking / cycling routes that can be addressed via improvement works or revised maintenance arrangements. We will also ask them to comment on the location of new bus stops and shelters.

It is proposed therefore to continue working with the Access Group during LTP3 and continuing to provide funding for improvements as and when the economic climate allows.

6.7 The Role of: Public Transport

Working with public transport operators – We will work with local public transport operators to identify ways in which users can be made to feel safer when using bus services within Rutland. This will include the continuation of bus satisfaction surveys and checking that all bus drivers employed by our contracted bus operators have been CRB checked and have either completed, or will complete within the set timescale, their Driver Certificate of Professional Competence.

6.8 The Role of: Highways and Traffic Management

Accident studies and engineering works - Injury collision and casualty data will be analysed in detail usually over the latest three year period to include single cluster locations, route lengths and specific road user group audits, such as motorcyclists, young car drivers, older road users and children. A detailed study of every fatal road traffic collision will be undertaken to try and identify any significant patterns that may be emerging. There will be a determined effort to understand data and ensure that investment in casualty reduction and road safety scheme are focused in most vital places.

Together with existing and emerging speed limit guidance, we will develop a revised assessment framework to include risks associated with overall standard of geometric alignment and roadside features. We will undertake a comprehensive risk audit on each length of road to directly relate to casualty data, road conditions and use. Speed limits will also continue to be monitored and reviewed.

Engineering schemes provide an effective means of achieving a percentage reduction in the numbers killed and seriously injured at specific accident sites and where it is appropriate we will still continue to implement local safety and traffic calming schemes. More focus however will be given to proactive rather then reactive engineering interventions as a cost effective means of positively affecting a wider area and a broad range of travellers.
Previous schemes will be monitored and evaluated for their effectiveness. For example the A6003 from Uppingham to Caldecott has had route treatment including signage and skid resistance on bends and the results are shown in the table below.

<table>
<thead>
<tr>
<th>A6003 skid resistance and signage improved 2008</th>
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</thead>
<tbody>
<tr>
<td>Casualties before scheme</td>
</tr>
<tr>
<td>Casualties after scheme</td>
</tr>
<tr>
<td>15 per year</td>
</tr>
<tr>
<td>6 per year</td>
</tr>
</tbody>
</table>

A rural roads policy will be produced which will set out the approach on how our rural roads are managed. The main principle is to use the local setting and distinctiveness of the rural environment to guide road management decisions. There is a need to balance the safety and access needs of users with care for the environment and to keep signs, lines and street furniture to the minimum needed for safety. Where signs are needed, adaptations will be made where possible to fit in with the local surroundings.

**Enforcement and encouragement** - Rutland is a key partner in the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP). The partnership was set up to develop and co-ordinate road safety initiatives within the area. Rutland will continue to support this partnership.

The Safety Camera Scheme is administered by the LLRRSP and operates over a 100 safety camera sites across the area. Although Rutland has no locations that fulfil the criteria for fixed camera sites the county is part of the mobile speed camera programme. This programme targets sites in response to community concerns and where appropriate deploys a mobile camera van to influence driver behaviour. In addition the Police carry out regular speed checks in areas identified through their own consultation. Local ‘A’ roads will be increasingly targeted as community concern sites.

Enforcement on speeding drivers will continue using the RSP Safety Camera vans. Within the 12 month period from 01/10/09 to 30/09/10 Rutland has received a total of 361 hours or 12% of mobile speed enforcement through 206 or 11% of mobile van enforcement visits. There are 8 core sites and 22 community concern sites. Five new community concern sites have been added in 2010-11. All core camera sites in this area are located where there is a history of collisions and a persistent speeding problem. Community concern sites are locations that have been highlighted to us by the public because of concerns about excessive speed of traffic. The Safety Camera Scheme monitors the site and checks if there have been any collisions in the previous 3 years. Where evidence of a significant speeding problem is found, the mobile camera enforcement vans can be deployed to address the problem. They also check the collision history of each site for speeds and most of the community concern sites have had at least 1 injury collision in the last 3 years.

In 2009 rather then receive penalty points on their licence some 14,000 drivers convicted of traffic light, lower level speeding offences and driving without due care, paid for and attended driver education workshops aimed at helping them to understand the adverse consequence of such behaviour on the roads. Any funds that become available after workshop running costs are accounted for are invested in other road safety initiatives. In future it might help to fund the speed camera scheme.
Another proposal is that drivers who commit offences of driving while using a mobile phone or not wearing a seat belt will also be increasingly targeted through Driver Improvement Schemes for offenders run by the Leicester, Leicestershire and Rutland Road Safety Partnership.

Reactive signs and speed indicator devices will continue to be used to remind drivers about speeds and bends. Interactive chevrons will be considered for bends with a high casualty rate. We will also use time limited publicity signing to alert road users to hazards:

- Roadside posters will be used to educate drivers at known collision sites, e.g. “Going too fast? Fatal mistake!”
- “Slow down, better late than never”
- “Think Bike”
- “To Die for?”

The LLRRSP also supports Community Speed Watch which empowers local communities to take an active role in monitoring speed. Since 2006 17 villages have taken part in this project and more will continue to be given the opportunity to become involved in the future.

In terms of encouragement to enhance peoples driving skills we will continue to run theory and practical education courses aimed at older drivers and work in partnership with our driving instructors to deliver Pass Plus training for younger drivers. In addition we will be developing training programmes for local residents aimed at people who drive for a living as well as greener safer driving courses that will encourage driving techniques that reduce the impact of the car on the environment and reduce CO₂ emissions.

More people cycling and walking, more safely, more often will be encouraged through cycling events such as leisure cycles with the Velo Club and through the Healthy walks programme. Cycling and walking maps will be produced and distributed.

We will work with our casualty reduction partners to take on ‘smarter’ working processes. In addition we will take a more rigorous approach to evaluation and a clearer focus on evidence-led working through improved data analysis. Our aim is to have a more joined-
up working between partners and across organisations which will help to further road safety efforts over the course of the next strategy.

We will identify ways in to communities and options for closer working with healthcare providers, schools, fleet managers and, in many cases, Police Forces and Fire Services.

Local road improvement schemes will continue to be a priority. It is anticipated that Rutland will become an even more popular place for visitors to walk and cycle. It is therefore important that the infrastructure for them and the activities they undertake is as safe as possible.

**Safer routes to Schools Schemes** – A programme of safer routes was completed during 2007/08 by which time 85% of schools had been involved in developing a scheme. The schemes often developed as a result of the school travel plan which identified safety issues, either on the journey to school, or created at the site due to congestion at school dropping off and picking up times. Schools that had not opted for inclusion in the programme were subsequently offered the opportunity to develop a scheme during 2008/09.

Although in future there will be no specific Safe Routes to School Programme we will continue to address safety issues connected to school sites and routes to schools. Schools that raise safety concerns will need to back them up with evidence. The best way this can be done is through the review or completion of a school travel plan. The work proposed will then need to be prioritised and ranked against other capital scheme proposals. We will of course continue to offer schools advice and help in the development of their school travel plan.

**Summary**

Transport has an important role in helping to achieve the strategic objective of Creating safer communities, not only through the effective targeting of investment in traffic safety schemes to reduce the number and severity of road traffic accidents, but also through the removal of barriers to accessibility due to physical or perceived safety or personal security issues. We will achieve this goal through joint working with partners including public transport operators and the police, through appropriate management and maintenance of the network and through our road safety strategy.
Chapter 7: Protecting our rural environment

Our Vision

Our natural and built environment is one of our most valuable assets, our Vision is to achieve a transport system which allows access to, from and throughout these assets, whilst minimising any potential for impact through inconsiderate design and implementation.

7.1 What will this mean for Rutland by 2026?

By 2026 we aim to have provided the tools to give people the options to travel around Rutland by more sustainable modes of transport. Sustainable travel would help to reduce our transport related carbon footprint, reduce the impact on climate change and assist in improving air quality. This will be achieved by a combination of extending our rights of way network, providing a connected network of walking and cycling routes and encouraging schools and businesses to adopt travel plans that promote and encourage staff and pupils to travel by sustainable means. We will have continued working to minimise the potential noise and air quality impacts that can be related to transport, resulting in the maintenance and enhancement of both our landscape and streetscape.

7.2 Conclusions from our evidence base

Carbon dioxide emissions (CO$_2$) accounted for 85% of total greenhouse gas emissions in the UK in 2008, with main sources including power stations, road transport, residential and industrial combustion. In 2008 road transport accounted for 22.0% of the UK end-user carbon dioxide emissions. Although overall emissions of CO$_2$ have been in decline with a decrease of 10% since 1990, road transport CO$_2$ emissions continued to increase.

The 2008 per capita emissions of CO$_2$ for Rutland was 11.9 and the road transport element of this figure is 4.3 being 36.1% of the total. (Source: Department of Energy and Climate Change NI 186 figures for local authorities)

The National target within the Climate Change Act 2008 for reducing carbon emissions is a reduction of 34% by 2020 and a reduction of 80% by 2050. In Rutland transport will need to contribute to achieving this target and the ways by which we can do this is to reduce the number of journeys made by car, adopt greener driving techniques and use of more sustainable and lower carbon forms of transport. From 2005 to 2008, Rutland has achieved an 8.5% reduction in its CO$_2$ emissions and an 8.5% reduction in its per capita CO$_2$ emissions, despite a population increase of 4.1%. However, in line with the UK trend, CO$_2$ emissions from road transport have increased during this time by 4.2%, indicating the need to focus hard on road transport emissions if we are to maintain a reduction in overall CO$_2$ emissions in Rutland in the coming years.
Rutland was once proclaimed by the office of national statistics to be the most rural area in England and Wales. This is probably the main reason why residents rely so heavily on their private cars for travel. The relatively high average income levels of Rutland residents also means that a large proportion of households own more than one car. Census data 2001 shows that 43.8% of Rutland households own more than one car compared to 31.3% of households in the East Midlands. Perhaps it is unsurprising then that the per capita CO\textsubscript{2} emissions for Rutland residents are well above the regional average.

Considering that transport currently represents 23.9% of the UK 2008 greenhouse gas emissions efforts to reduce our dependency on cars must be a priority. Delivering sustainable low carbon travel choices is one of the ways in which local authorities can really make a difference.

The Department for Transport believes that increasing the number of short journeys made by walking and cycling, or sustainable modes of travel, can play an important role in reducing carbon emissions for transport as well as contributing to a wide range of local priorities. Putting in place the infrastructure to enable people to walk or cycle to their destination is an important component of a sustainable travel package.

As can be seen from the chart below that transport accounts for 36.1% of Rutland’s carbon emissions and as a result has an important role to play in helping Rutland to meet its target for reducing carbon dioxide.

Motor traffic is increasing more on rural roads than on any other type of road, more even than on motorways (DfT Road Statistics 2008: Traffic Speeds and Congestion ONS 2009). It has grown by 17% since 2001, compared to 5% on all roads. As such this is an issue that is particularly relevant to Rutland due to the predominantly rural nature of both the County and its transport network.
In order to address this we need to be able to offer realistic and attractive alternatives to using the car, for example by encouraging local people to work within the county rather than commuting out. However, despite this we will still remain affected by the volume of traffic travelling through the county which adds to our carbon footprint.

Rutland’s rural environment is a key asset for the County providing an attractive location for leisure, travel and tourism. Figure R1 details the main areas within Rutland with environmental designations, including Sites of Special Scientific Interest (SSSI), Special Protection Areas and area of Ancient Woodland. Rutland Water is designated as a European Special Protection Area and is an important wetland RAMSAR site. It is a natural habitat for a variety of wildfowl and a breeding site for many species.

**Figure R1 – Environmental Designations**

Similarly the townscape within Rutland is an important asset to be managed and maintained with the resulting transport challenges for Rutland covering a range of environmental, landscape and streetscape issues.
7.3 The Challenges

The findings of our review of the available evidence base and the results of our consultation exercise have identified a number of challenges for Rutland over the LTP3 period when considering the strategic goal of “Protecting our rural environment”.

- To reduce the negative environmental impacts of travel and transport on people, settlements and the natural environment, especially through the reductions in carbon emissions (Challenge R1)
- Adopt a coordinated strategic approach to protecting and extending the life of Rutland’s transport assets (Challenge R2)
- To improve the connectivity and accessibility of our transport system (Challenge R3)
- To efficiently manage freight traffic (including road and rail freight) (Challenge R4)
- Minimising the noise intrusion caused by traffic (Challenge R5)
- Efficiently prioritising highways work including road maintenance (Challenge R6)
- To manage the street scene and maintain high levels of design and maintenance – including addressing cyclic maintenance, illegal tipping, litter, graffiti and dog fouling (Challenge R7)

7.4 The Solutions

Transport can have a major effect on the environment, both in terms of environmental impacts (including carbon emissions) and the quality of the environment in terms of noise, air quality and visual impact. The following represent a sample of the ways in which transport can positively contribute towards to the goals associated with protecting and enhancing our environment.

- Promote projects which manage traffic in sensitive areas, such as the “Oakham Town Centre Improvement Scheme (Helps meet challenge R1,R3,R4,R5,R7)
- We will ensure new developments are supported by infrastructure that will encourage walking, cycling and the use of public transport (Helps meet challenge R1,R3)
- We will seek to increase the opportunities for sustainable travel by providing a comprehensive network of walking and cycling routes and extending our public rights of way (Helps meet challenge R1,R3)
- Improving integration between travel modes (Helps meet challenge R1,R3)
• Promote the use of lower carbon vehicles which may include electric cars in the latter years of the plan (Helps meet challenge R1)

• Increase our efforts to influence travel choices by building people’s awareness of existing transport services through better education, marketing, information provision and communication (Helps meet challenge R1)

• Emphasis on travel planning (Helps meet challenge R1)

• Produce and adopt a Transport Asset Management Plan (TAMP) to ensure we effectively manage and maintain our transport system and its assets (Helps meet challenge R2,R6,R7)

• Work to promote freight quality partnerships, routing and access time agreements (Helps meet challenge R1,R4,R5)

• Managing roadside verges and trees (Helps meet challenge R2,R7)

The following section outlines in more detail the role that different potential transport strategy proposals could play in achieving the overarching strategic objective of “Protecting our rural environment”.

7.5 The Role of: Future Policy and Strategy

Proposals for Oakham Town Centre Improvement Scheme - In addition to the above Oakham Bypass has done much to reduce the number of HGVs passing through Oakham town centre but there remain issues created by HGVs needing to access the town for delivery purposes that can occasionally cause traffic to build up. As we write consultation is ongoing on an Oakham Town Centre Improvement Scheme which will put forward options for improving the environment of the town centre which could include further HGV restrictions.

The objectives of the scheme are to:

Capitalise on the key changes that will take place in and around Oakham during the next few years:

• Increased rail services
• Demand for greater number and range of retail outlets
• More housing
• Competition from neighbours

Achieve the following:

• Reduced traffic flows through the town
• Improved amenities for pedestrians- wider pavements, easier street crossing, attractive public spaces to attract and retain shoppers and visitors
• Reduced pedestrian/vehicle conflicts
• Improved on-street parking
• Improved connectivity between the West End of Oakham and the rest of the shopping street through a consistent design standard

**We will ensure new developments are supported by infrastructure that will encourage walking, cycling and the use of public transport** - Current planning policy guidance aims to reduce the need to travel, especially by car, by promoting walking, cycling and public transport. To meet these aims we will ensure that all new developments are integrated into the existing countryside access network and we will seek additional network capacity from developers.

We will continue to apply our policy of ensuring that new developments are integrated into the existing walking and cycling network whilst seeking developer contributions for improving the network where appropriate. At the same time a review of the Council’s section 106 policy regarding public rights of way will be undertaken. It is also proposed that a developer’s guide is produced to reduce problems and unnecessary delays caused by their lack of understanding of the legal framework around rights of way.

**Quiet Lanes** - Quiet Lanes are lanes where motor vehicles have been banned except for access, turning them into attractive and relatively safe routes for cyclists and walkers. It is proposed that during the life time of this LTP to introduce a network of quiet lanes throughout the county, particularly in the locality of tourist attractions. Where possible these lanes will link existing bridle ways and cycle routes.

The provision of comprehensive walking and cycling networks could potentially help reduce congestion and air borne pollution, whilst simultaneously improving public health and quality of life. Public rights of way, in particular bridleways and byways, are an important component of the cycling network, particularly in rural areas.

### 7.6 The Role of: Walking and Cycling

**Increase the opportunities for sustainable travel by providing a comprehensive network of walking and cycling routes and extending our public rights of way** - The development of a cycling network which reflects the needs of local people can encourage cycling as a realistic alternative or accompaniment to the car, particularly for short journeys. We will therefore continue to build on our existing cycle routes by providing new routes and joining up existing routes to provide a comprehensive network. Particular attention will be to create good access links by bicycle to the two towns of Oakham and Uppingham. Links will also be created from these two centres to our major tourist destinations and the railway station. This will help to promote tourism, provide sustainable links to the major centres and link with the railway station for longer journeys. An audit will be carried out of existing cycle parking to establish where more cycle parking is required, or new locations provided.

In addition to providing cycle routes a network of walking routes will be created throughout the County. This will consist of providing links to the existing rights of way network and providing new routes out to the tourist attractions from the major centres. An audit of pedestrian routes will also be carried out around Uppingham and Oakham.
identifying barriers to pedestrian travel such as difficulty crossing the road or narrow footways, and a programme devised to overcome these barriers.

The provision of comprehensive walking and cycling networks could potentially help reduce congestion and air borne pollution, whilst simultaneously improving public health and quality of life. Public rights of way, in particular bridleways and byways, are an important component of the cycling network, particularly in rural areas.

We have recognised that the rights of way network currently available to horse riders and cyclists is fragmented and is generally considered to be inadequate for current levels and patterns of use. Gaps in provision force riders to use roads, or trespass on public footpaths, in order to complete their journeys. Consultation revealed that both horse riders and cyclists would ride more often if there were more routes available to them.

If the walking and cycling network is to meet current and future travel demands we will need to increase the number of routes available, reduce barriers to use on existing routes, and develop a more cohesive network by providing missing links where appropriate.

We will be looking at the network available to cyclists and horse riders to identify where the gaps are. In many cases there may be existing footpaths that link two higher status routes. In such circumstances we will seek to legally upgrade footpaths to bridleways. Where walkers may have concerns about the effect this may have on the surface of the route seasonal restrictions for horse riders / cyclists will be considered.

Where gaps in the network cannot be addressed by upgrading an existing path the creation of an entirely new route will be considered. We would hope to achieve this by entering into a creation agreement with the affected landowner.

Rutland County Council is committed to improving access to the countryside and the Rights of Way network for all. The Countryside and Rights of Way Act requires highway authorities to have regard for the needs of people with mobility problems. In addition, the Disability Discrimination Act 1995 (DDA) directs service providers to take reasonable steps to ensure disabled people are able to make use of a service.

Physical barriers can take many forms and consultation has revealed that they are not just an issue for the disabled. Path infrastructure, such as stiles and gates, was frequently highlighted as an issue. Reducing the number of physical barriers will not only open more of the network to users with restricted mobility, but will also make journeys for all users easier and more enjoyable.

Making routes more accessible by reducing the number of physical barriers will open up the network to a wider section of the community and enable more people, particularly the less mobile, to choose to undertake their journey on foot or bicycle.

We have been applying the principle of the ‘least restrictive option’ in relation to the authorisation of new structures on the network for the past five years. Stiles are the most restrictive structures, particularly to groups including the elderly and mothers with push chairs, and are only authorised when it can be demonstrated that an alternative structure cannot be made sufficiently stock proof.
The ploughing and cropping of rights of way is the most common form of obstruction encountered on the network. A policy has been put in place to ensure such obstructions are handled in an efficient manner. The continued application of this policy, combined with the systematic inspection of routes, is seen as the best way for use to ensure that the network remains free of such barriers.

7.7 The Role of: Public Transport

**Improving integration between modes of travel** - Better integration of the countryside access network with the public transport network will increase the potential for people to make sustainable travel choices and reduce social exclusion. The Access to Services chapter explains how accessibility is an essential element of the Council’s strategic aims and objectives. Improved links with public transport may also help reduce the volume of traffic on the County’s roads thereby reducing congestion, improving air quality and contributing towards modal shift.

The significance of the walking and cycling network must be considered when planning new bus stops or reviewing existing arrangements. Conversely when promoted walks are being developed they should take into account how accessible they are using public transport. We are also proposing to look into the possibility of providing information about walking and cycling routes on timetables and at bus stops.

**Lower Carbon Vehicles** - In addition to providing the infrastructure to encourage travel by sustainable means we will also work towards further reducing greenhouse gas emissions including CO₂ by encouraging bus routes within Rutland to be served by vehicles of Euro 4 standards. We will also be upgrading our Council fleet vehicles to be of Euro 4 emissions standard or above and will continue to promote the use of car clubs and car sharing within Rutland. In future we will also consider purchasing electric pool cars as technology improves and price becomes competitive.

7.8 The Role of: Smarter Choices

**Increase our efforts to influence travel choices by building people’s awareness of existing transport services through better education, marketing, information provision and communication** - One of the most significant barriers preventing people from utilising the countryside access network for part of their journey is a lack of information. A national study found 40% of respondents agreed with the statement “There is not enough information available about paths and tracks around here.” This view is also supported by local consultation conducted during preparation for the Rights of Way Improvement Plan. Lack of information and paths not being easy to find or follow were commonly quoted as reasons why people did not get out into the countryside more often.

Furthermore, the benefits associated with any physical improvements to the network may not be fully realised if we do nothing to promote and encourage its use. Promoting Rutland’s countryside access network to visitors also has the potential to stimulate tourism and contribute to the local economy.

We are proposing to continue to add to the growing range of village walks leaflets that have proven to be popular with both Rutland residents and visitors to the County. The
Rutland Round, the County’s most noteworthy promoted route, will continue to receive our support with improvements to the route being considered a priority. We will continue our work with local equestrian groups to develop and promote a route around the County known as the Round Rutland Ride. Working with Tourism and Active Recreation teams we will continue to build on the initial success of the popular Rutland Walking Festival.

We will produce a County wide cycling map showing all the available and proposed cycle routes. In addition we will ensure that the Definitive Map is brought up to date. The Definitive Map is a record of public rights of way. The map is accompanied by the definitive statement, which provides a written description of each way in greater or lesser detail.

There is much to be done in order to bring Rutland’s map and statement up-to-date. A backlog of public path orders needs to be addressed. We need to establish defined practices for making regular Legal Event Modification Orders (LEMOs) and publishing a consolidated map, our current maps being in excess of 12 years out of date. A digital version of the map needs to be considered and we need to look at how best to distribute this information.

Keeping the map and statement up to date and making the information that they contain easily accessible removes uncertainty over the correct alignment and status of routes, and increases general awareness of the network. This becomes increasingly important as we encourage more people to walk or cycle.

We will seek to influence travel choice by marketing the all available routes cycle, pedestrian and public rights of way to a wide audience in a variety of ways such as the production of leaflets, information on our website and advertising in the local media. In addition we will improve signing of these routes to ensure they are clear and easy to follow.

**Increase our efforts to influence travel choices by placing greater emphasis on travel planning** - In 2010 Rutland County Council adopted their workplace travel plan. The travel plan has put in place initiatives designed to make it easier for staff to travel to work via sustainable means such as car sharing, cycling, walking or using public transport. It is intended through LTP3 to continue promoting the travel plan and building the numbers who choose to travel into work by sustainable modes of transport.
In late 2010 in partnership with East Midlands Development Agency (EMDA) we have begun to work with local businesses to encourage them to adopt workplace travel plans. This work will continue during LTP3. This will include working with businesses to identify barriers to their staff travelling to work by sustainable modes of transport and finding ways of overcoming them. The Council car share database will be extended to include local businesses should they so wish.

Also as part of the EMDA funding we will be designing and producing Sustainable travel packs. These will be given out to a wide audience such as schools, businesses, estate agents and be available in libraries, doctor surgeries and leisure centres. The aim is to provide people with the tools to begin to personalise their travel planning by having necessary information such as bus and rail timetable at their fingertips.

We will continue to work with our schools on the implementation of their travel plans. At the end of 2010 approximately 80% of Rutland schools had adopted travel plans and we will continue to work with these schools to support them to implement them.

Promote the health benefits associated with countryside access - Walking can be undertaken by almost anyone and requires no specialist equipment. A modest amount of regular moderate-intensity exercise, such as walking, can help to protect against developing such illnesses as Coronary Heart Disease (CHD), stroke, non-insulin dependent diabetes, and osteoporosis and, by improving strength and co-ordination, protect against falls, fractures and injuries.

The cost to England’s economy of poor health due to a lack of exercise is considerable: estimates range from £2bn to £6.5bn a year as a result of additional direct costs to the NHS, loss of working days due to sickness and premature death. These equates to between £40 and £140 per head of population.

Promoting the health benefits of physical activity is a theme found in many local, regional and national policy documents. At a local level one of the stated aims of the Rutland Community Plan is to improve the health and well being of all members of the community.

We are proposing to support ‘Green Exercise’ schemes such as the ‘Walking the way to Health’ initiative and encourage people to take advantage of the health benefits that use of the rights of way network can offer. This support will include the assisting in the mapping of Walking for Health routes, the production of promotional literature and the prioritisation of works / improvements on such routes.

7.9 The Role of: Highways and Traffic Management

Produce and adopt a Transport Asset Management Plan (TAMP) to ensure we effectively manage and maintain our transport system and its assets – Our transport infrastructure is vital to the social and economic wellbeing of Rutland. The transport network is the largest asset the county has with an estimated gross replacement cost of £350 million. It is essential that we understand and make the best use of this asset, that we know when the optimum time is to invest in maintenance spending money wisely to ensure that it continues to be fit for purpose in future years.
The objective of the TAMP is to:

Minimise whole life costs through better planning
Improve customer satisfaction through defined levels of service
Improve transparency in decision making
Better predict the consequences of funding decisions
Decrease financial, operational and legal risk

The first version of the TAMP will focus on the four highest value asset groups which are:

- Carriageways 525km
- Footways and cycleways 239km
- Bridges 88 number
- Street Lights 2,212 number

These groups represent approximately 95% of the total value of Rutland’s transport asset.

Subsequent versions will cover the following remaining asset groups:

- Public Rights of Way
- Drainage
- Signs
- White/yellow lines
- Traffic Signals
- Bus Shelters
- Fleet vehicles
- Soft landscaping

Appendix A contains a Preliminary Transport Asset Management Plan with a development programme for the future.

**Noise** – Transport related noise can be an important quality of life and environmental issue for communities. For Rutland as a rural county with a low population density instances of traffic related noise problems are very few. However, we will continue to consider the noise impact of highway schemes at the design stage and use low noise stonemastic asphalt services for highway maintenance in sensitive areas to reduce wheel/road noise. When considering the location of new development, especially those that will attract night time traffic, transport assessments will be carried out which will include noise intrusion checks. New residential developments will be adequately protected from highway noise.

**Protecting the environment through managing roadside verges and trees** – we will continue with our policy of sympathetic cutting regimes on grass verges identified as Roadside Nature Reserves (RVNRs) and closely monitor contractors working on or adjacent to these sites to ensure they stay within the guidelines and minimise damage. Our roadside trees will continue to be recorded for their location, condition, future maintenance and protection of biodiversity associated with individual trees and we will replace any felled trees with a suitable replacement species.
7.10 The Role of: Freight

Freight and HGV routes – Distribution of goods and services by road will remain the prime method of freight movement within the county. This has an impact on residents both through travel on unsuitable rural roads and the congestion created in our town centres.

HGV restrictions are in place across the county to minimise, damage to the network, environmental impacts and to improve the quality of life for residents.

We will continue to minimise the adverse impacts of freight through:

- Protecting existing and potential freight links through the planning process
- Continue to support improvements to existing rail freight services
- Influence through land use planning the location of industry and retailing to reduce the need for transport, particularly on unsuitable roads
- Promote routing and access time agreements and freight quality partnerships arrangements through the planning process
- Work in partnership with neighbouring authorities to develop freight quality partnerships
- Improve our monitoring of traffic flows when opportunities arise
- Through routes for freight

Rail freight - A particular challenge for Rutland in coming years could be the increased volume of freight transport on the railway which could result in more night time traffic and noise intrusion for those places adjacent to the tracks. As can be seen from the section on freight above there is potential for a conflict of interest between encouraging freight onto the railway and the noise intrusion this could create. Careful consideration needs to be given to achieve a balance.

Summary

Transport has an important role in helping to achieve our overarching strategic objective of “Protecting our rural environment”. In order to achieve this objective and address the wide range of transport challenges identified there will be a need to work across the Council to prioritise and target investment, plan for development and growth and manage our existing assets efficiently and sustainably.
Chapter 8 - Promoting Good Health and Wellbeing

Our Vision

A County in which the range and availability of transport modes encourages healthy, safe travel for all groups and in which responsible transport planning ensures that residents quality of life is maintained and, where possible, enhanced.

8.1 What will this mean for Rutland by 2026?

By 2026 the residents of Rutland will have wider opportunities to participate in life long physical activity that will benefit all ages. We will have further developed the walking, cycling and bridleway networks within the County to improve connectivity between our towns and rural environment. We will have improved our facilities for recreation and be recognised for our strong focus on maintaining a high quality of life for our residents.

8.2 Conclusions from our Evidence Base

The 2010 Annual Report from the Director of Public Health quotes the definition of health as:

‘A state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity’

Inequalities arise due to complex and interrelated factors such as upbringing, education, employment history, income and lifestyle choice. There is a widely held view that if the causes of health inequalities are social, economic, cultural and political then so should be the solutions.

Rural people are one of the groups that can face health challenges – there are significant pockets of deprivation and disadvantage to be found in rural areas in Leicestershire County and Rutland (LCR) NHS. Rural deprivation has been described as:

‘A set of economic and social conditions ... which excludes people from the styles of life open to the majority in the countryside’.
Figure H1 provides an overview of indices of deprivation measuring access to housing and services, often a key transport indicator. However, the details of rural inequalities often remained hidden because of the way deprivation was measured in the past. In rural areas, individuals may be classed as being deprived with or without a low income. Deprivation, as seen in urban areas, has traditionally been tackled in area-based initiatives, but in rural areas, many people who experience deprivation live alongside the affluent, making it harder to target resources. Overall, there are significant difficulties in collecting small area data and identifying deprivation in sparsely populated areas.

Figure H1 – Combined barriers to housing and services

This is borne out in Rutland where, in general, people have better health than the national average with people living longer. This is highlighted within the Director of Public Health Annual Report 2010 for Leicester County and Rutland, as shown in Figure H2.
However, the NHS Leicestershire County and Rutland and RCC Joint Strategic Needs Assessment acknowledge that, although Rutland is a healthy place, there are still a significant number of people who die prematurely, or experience a reduced quality of life due to long term health conditions. One of the conclusions reached by the strategy, in respect to long term health, is a need to promote healthy lifestyles and greater physical activity across all ages. Investment now should pay dividends in the longer term in reducing the incidence of some of the identified problems, especially as almost a quarter of Rutland’s population is expected to be over 65 years of age by 2020.

Over the last ten years rates of death from all causes have improved for men and women in Rutland. However, an area that has been identified as below the national average is the level of physical activity in children. Young people and their families need to be one of the prime targets for health promotion activity to maximise the positive impact on the health of the Rutland population, both now and in the future. This must cover the full range of activities, including addressing childhood obesity and enabling children and young people to make informed life choices about the things that affect their health.

It was also recognised that difficulty in accessing healthcare is a common issue amongst older people and ill health is often more prevalent in those who are poor, disabled or elderly. In some cases people don’t know how to find information or contact the organisations that can help them. Once they do another obstacle can be arranging the way they travel to appointments or treatment, which in some cases will be outside of their local area. With an ageing population this is going to become a more frequent issue.
It has also been acknowledged that, when addressing health inequalities, one size does not fit all and that national standards need to support a mix of local services to meet diverse local needs. Activity to address health inequalities and to improve people’s health and wellbeing requires a willingness to cross traditional boundaries and work in a coordinated way with front line health and local authority staff, voluntary, community and business sector as well as service users.

The risk factors which prevent people enjoying good health and wellbeing are dependent on many things and include:

- **Behavioural risks** – smoking, poor diet, lack of activity, substance abuse
- **Risk conditions** – poverty, low social status, dangerous environments, discrimination, steep power hierarchy, gaps or weaknesses in services and support, unsafe environments
- **Psychosocial risks** - isolation, lack of social support, poor social networks, low self-esteem, high self-blame, low perceived power and loss of meaning or purpose in life

Clearly, some of the factors above are beyond the scope of this transport strategy however it can be seen that transport services and the efficient targeting of investment in transport infrastructure to improve accessibility has a role to play in promoting good health and wellbeing.

Included in the list of key things that the Director of Public Health evidenced about health inequalities locally is:

- Poor access to high quality healthcare remaining an issue for socially disadvantaged groups
- A significant proportion of ill health and premature death is potentially preventable e.g. through tackling obesity

### 8.3 The Challenges

The findings of our review of the available evidence base and the results of our consultation exercise have identified a number of challenges for Rutland when considering the ways in which the “Health and Wellbeing of people living and working within Rutland can be enhanced throughout the duration of LTP3; the main challenges identified are summarised below:

- The need to encourage increased activity through the use of the transport infrastructure (Challenge H1)
- Providing access to food shops (Challenge H2)
- Making the roads, footpaths and rights of way safer for all users (Challenge H3)
• Providing transport services or taking services to people which will break isolation (Challenge H4)

• Securing the funding to further develop public/community transport services, sustainable travel options, the walking and cycling network and to keep our road network as safe as possible for all users (Challenge H5)

• Making it easier for our ageing population to remain active by enabling access to sport and recreation opportunities and making sure that our footways and rights of way are easy to navigate (Challenge H6)

• Encouraging healthy lifestyles especially for children and families to avoid future health problems through education and training (Challenge H7)

• Engaging with health professionals to better understand the transport issues of their clients, in order to develop easier access to health appointments and treatment (Challenge H8)

• Engaging with colleagues and partners to identify and plan how people can get to venues and places which offer exercise opportunities (Challenge H9)

8.4 **The Solutions**

Below are a range of transport solutions which will be used over the lifetime of the strategy to overcome the identified “Health and Wellbeing” challenges. These solutions are not exhaustive but provide a representative sample of solutions we intend to employ. These solutions are covered in more detail below;

• We will engage and work with others to improve access to services and activities that contribute to good health and wellbeing (Helps meet challenge H1,H6,H7,H8,H9)

• We will work to effectively plan for our ageing population (Helps meet challenge H1,H2,H4,H6)

• We will identify areas for walking and cycling investment through our ongoing work with the Rutland Access Group. (Helps meet challenge H2,H3,H5,H9)

• We will continue to develop our cycling, bridleway and walking networks so that they benefit all (Helps meet challenge H3,H6,H7)

• We will work to improve public and community transport and mobile provision (Helps meet challenge H4,H5,H6)

• We will work to deliver a programme of education, engineering and enforcement that together contributes to making our rural highway network safer for all users (Helps meet challenge H1,H3)

• Monitoring changes in the volume of road traffic and acting to mitigate damage to the environment that impacts on health and wellbeing (Helps meet challenge H3)
The following section outlines in more detail the role that different potential transport strategy proposals could play in achieving the goal of “Promoting Good Health and Wellbeing”.

8.5 The Role of: Future Policy and Strategy

Engaging and working with others to improve access to services and activities that contribute to good health and wellbeing - We have seen from our evidence base that obesity is increasing so we will work to encourage people to use our transport infrastructure and assets to become more active. We will contribute to encouraging children to exercise more regularly via the work we do with schools in developing/reviewing school travel plans and their emphasis on cycling and walking routes and also through the road safety training we deliver to increase confidence when walking and cycling.

As has already been stated, Rutland is well placed to offer much in the way of recreational opportunities. In addition to Rutland Water and the walking, cycling and bridleway network, investment has been made in building the Catmose Campus sports complex which offers a range of facilities for the community. We will work with colleagues to identify the people who are deterred from using these facilities due to any barriers to access (both physical and perceived) and determine a programme of actions to overcome these barriers.

Our chapter on ‘Increasing our cultural sport and recreational offer provides the detail of current ‘active recreation’ projects and those we wish to develop over the next 15 years.

It is also essential that we continue to work closely with our planning colleagues to ensure that from the very early stages of design, safe walking and cycling routes as well as public transport links are embedded in all new developments in the County and that housing and employment is placed in the most sustainable areas of the County to more easily facilitate walking and cycling as a means of accessing services. Planning for our ageing population - With the elderly being the fastest growing age group in Britain, increasing pressure is being put on our public services. A report in 2005 said a key aim of government policy should be to encourage people to remain active, engage in regular exercise and refrain from behaviours that could have a detrimental effect on their health.

This fundamental shift in the make-up of our population is likely to have a significant effect on the services provided by local councils. There will be more people claiming benefits for example, more people wanting to stay in work longer, and more demand for local transport to help people get around. As many of these people will be “baby boomers” hitting retirement their life experiences are likely to mean they have higher expectations and are more demanding with regards to the services they receive.

In Rutland we need to plan for our ageing population by working together across all Council services and with wider stakeholders.
8.6 Role of: Walking and Cycling

Rutland Accessibility Group - One of our challenges will be to maintain and further develop a safe and well connected infrastructure that our elderly residents are confident to use and that encourages walking and cycling into older age. During LTP2 we have audited walking routes through a user group made up of residents and officers.

This has resulted in engineering measures that have made it easier for the elderly and disabled in our towns and villages to use the walking network to access services. We have targeted some of our funding to carry out work such as dropped crossings and footway improvements on routes leading to priority destinations such as GPs, shops and sheltered housing. We plan to continue with this approach and engage the group in our further development of the walking network.

We will also be working with our colleagues in Social Care and the NHS LCR to map sheltered housing and residential homes within the County and see how they could be linked to the rights of way network to enable easy access that will allow people to benefit from exercise and green space close to home. When conditions allow we already replace stiles with kissing gates on our rights of way network to easier facilitate walking routes for the elderly and disabled.

Developing our walking, cycling and bridleway network so that they benefit all - The Council is keen to promote Rutland as a place that celebrates its rural landscape and encourages people to make best use of this asset for leisure and recreational purposes. Access to open space and countryside has the potential to provide physical and mental health benefits to everyone, and access to the countryside and other ‘green space’ is one of the primary means of obtaining these benefits.

We also want to improve the connectivity between town and rural areas during the life of LTP3 through the further development of our footpaths, cycle ways and bridleways. A particular focus will be the relationship between Rutland Water and the towns of Oakham and Uppingham which will result, not only in benefits for peoples’ health and wellbeing, but also in promoting tourism and boosting the economy of Rutland. This aspect of the work is given more prominence in the chapter on Maintaining high levels of employment and a thriving economy.

Walking Audit - To make Rutland a more sustainable and walker-friendly County efforts are being made to improve walking links between our two main towns and their hinterlands. Rutland County Council encourages walking before another other means of transport, for this reason we intend to make every effort to remove the barriers associated with walking on these connecting routes.

To encourage more levels of walking amongst Rutland residents, and building upon the audit work carried out under LTP2, further walking audit work is currently being undertaken. This aims to survey many routes within, and the main radial routes running out of Oakham and Uppingham. To begin, various routes were identified for audit. These were based on their proximity and connectivity to our major centres and employment zones. Routes between tourism generators were also identified.
By measuring each key route against various criteria, including safety, traffic and aesthetics, we are able to score each route and identify which routes are in need of improvement. The audit also allows us to identify specific problems which may discourage residents from accessing their jobs and services by foot. Having collected and analysed the data, we are then able to put forward recommendations which will encourage greater levels of walking throughout the County.

Promotion of cycling routes - A particular focus for Rutland in recent times has been the promotion of cycling, both as an alternative means of travel and as a leisure and sport activity. Our commitment to cycling has been demonstrated by our bid to become a cycling town during the Cycling Towns and Cities 2008-2011 round of bids to Cycling England. Our bid was aimed at becoming a ‘cycling county’ as opposed to a cycling town. Although we were unsuccessful feedback from Cycling England was positive. They cited the huge interest in the bid and the fact that priority had to be given to principal urban areas and more compact communities than Rutland as the factors that worked against Rutland achieving success. The outcome of the bid was disappointing but we have not been deterred and will continue to push forward elements of the bid as and when funding becomes available over the 15 years of this strategy.

We will also continue to take a holistic approach to infrastructure work and extend and improve cycling and walking routes when opportunities arise as part of larger engineering schemes.

8.7 The Role of: Public Transport

Developing public and community transport and mobile provision – As we have seen from our evidence base isolation from people and services can have a negative impact on quality of life and health. We will therefore be looking at the diversity of transport provision within the County to see how it can be better utilised to delivery services to some of the more isolated in our communities. We will also be exploring further with other stakeholders the extent to which services can be taken to people. We are already using one of our Mobile Library vehicles to take information to communities and it is currently used by Spire Homes who manage the housing service in partnership with the Council.

For more detail on the development of public and community transport see Chapter 1 Access to Services.
8.8 The Role of: Highways and Traffic Management

Delivering a programme of education, engineering and enforcement that together contributes to making our rural highway network safer for all users - This is a high priority for Rutland and we will focus on delivering a three pronged approach to making our highways safe for all users.

We will continue to deliver training for children and young people through our work in schools and colleges. Young drivers are currently offered subsidised Pass Plus training and we will continue to offer this while funding is available. We will continue with our Older Driver Seminars which target drivers who are 60+. Drivers will also be increasingly targeted through Driver Improvement Schemes for offenders and theory and practical education schemes aimed at people who drive for a living.

Local road improvement schemes will continue to be a priority as it is anticipated that Rutland will become an even more popular place for visitors to walk and cycle. It is important that the infrastructure to facilitate the existing and future walking and cycling demand is catered for and is made as safe as possible through our continued programme of cyclic inspection and remedial action.

Enforcement will continue using mobile Safety Camera vans and local communities that identify speeding traffic as a safety issue will be encouraged to participate in the delivery of Community Speed Watch within their village.

For more detail on making our rural highway network safer for all users see Chapter 2 Creating a safer community.

Monitoring changes in the volume of road traffic and acting to mitigate damage to the environment that impacts on health and wellbeing - Road congestion, apart from some localised traffic around schools and in the towns of Oakham and Uppingham at peak times, is not a significant issue for Rutland. Certainly the levels of contaminates have not triggered the need for an Air Quality Monitoring Area (AQMA) in the County. With the completion of Oakham Bypass in January 2007 levels of traffic through Oakham have declined with a related improvement in air quality as summarised in Figure H3, which shows year on year improvements in the air quality within Oakham town centre between 2004 and 2009.
Figure H3 – Rutland Air Quality (2004 – 2009 NO2 Levels)
However, the town still has to contend with through traffic that to some extent still blights its attractive environment and the potential for it to be a place that adds to peoples’ quality of life. During the life of LTP2 work started on a project to regenerate the West End of Oakham and included in this were traffic management proposals for the town centre. The pace of this work has been slower than was anticipated, however, during LTP3 we will be working towards the adoption of some of the proposals which could include for ‘shared space’ measures to make walking and cycling across the town safer and more pleasant.

For more detail on road traffic and the impact on the environment see Chapter 6 Protecting our rural environment

**The impact of changing National Policy**

In July 2010 the health white paper *Equity and excellence: Liberating the NHS* was published setting out the blueprint for a new NHS system. It revealed that both the primary care trusts and strategic health authorities would be scrapped by 2013. It radically reforms the NHS giving consortia of GPs practices the responsibility for commissioning most health services from PCTs while local authorities will take on the PCTs public health foundations and be charged with leading the integration of health and social care locally.

As we write this strategy, the government has published their public health white paper *‘Healthy Lives, Healthy People: Our strategy for public health in England’* which sets out a mission to create a new public health service *‘Public Health England’* with strong local and national leadership.

Directors of Public Health will be appointed within local authorities and will be responsible for key public health functions, using their position to tackle the wider determinants of health within the community.

By April 2012 Health and Wellbeing Boards will be established and tasked with promoting local wellbeing through taking on the function of joining up commissioning of local NHS services, social care and health improvements. Directors of Public Health will control ring fenced public health budgets weighted according to the wealth of the local area. Local authorities will have shadow allocations from 2012/13, in anticipation of receiving full allocations from 2013/14.
Summary

Transport has an important role to play within the wide range of incentives and actions that can help Rutland achieve its strategic goal of “Promoting Good Health and Wellbeing”. A combination of positive measures to promote healthy travel, with improved access to health facilities and activities and careful management of the highway network will be vital in ensuring success.
Chapter 9 - Increasing our Cultural, Sport and Recreation Offer

Our Vision

A County where all residents and visitors have a variety of cultural, sport and recreation activities available to them and a wide range of means of accessing those activities, leading to a more sustainable and healthy environment for all

9.1 What will this mean for Rutland by 2026?

By 2026 we will have increased the existing high levels of participation in physical exercise in Rutland by offering the opportunity for our residents and visitors to access a wide range of cultural, recreational and sporting activities across the County. We will promote Rutland as a tourist destination of choice within the East Midlands and encourage people to travel to and within Rutland by sustainable means by working to facilitate smooth transitions between walking, cycling, bus and rail. We will have achieved our aspiration to become a ‘Cycling County’ by creating a cycling infrastructure fit for all, creating improved connectivity between our towns, villages and countryside.

9.2 Conclusions from Evidence Base

Regular exercise can help mental health and wellbeing and is particularly beneficial for maintaining independence and good health. Strong evidence suggests that physical activity makes people feel better, through improvement in mood and positive changes in self perception. These psychological benefits are a great reason to take part in regular physical activity, and they can help with long-term motivation, too. There are also a wide range of physical benefits to regular physical activity with an active person being less likely to develop cardiovascular disease, Type 2 diabetes and osteoporosis, have a stroke or get certain types of cancers, such as colon and breast cancer. Physical inactivity is ranked just behind cigarette smoking as a cause of ill health.

We know that Rutland has high levels of participation in sport and active recreation from Rutland’s Active People Survey, measuring participation by adults in 30 minutes moderate activity 3 days per week, being above the national average. However, Rutland residents return lower levels of satisfaction with sports facilities compared to the national and regional averages.

Nationally, inactivity is a major public health problem with only one in three adults meeting the minimum recommended level of physical activity; for older people it is less than one in five. Two in three adults are also considered to be either obese or overweight. When looking at government predictions for the future, national forecasts are for inactivity to get worse with the expectation that, if not addressed, more than half of adults could be classed as obese by 2050. This will result in increased costs and pressures on the health service and society in general as more people become at risk to disease.
In the NHS area covering Leicestershire County and Rutland it is estimated that 24.8% of adults are obese and this is predicted to rise further by 2015. Although we do not have separate figures for Rutland other measures such as the consumption of fruit and vegetables suggest that Rutland residents lead a healthier lifestyle than other places (Rutland has the highest consumption in the NHS LCR area 32% compared, for example, to 24.2% in North West Leicestershire).

There are also a greater proportion of older people in Rutland than the national average. Predictions nationally are that the numbers of people aged over 65 will have increased by 34% by 2018. People who lead active lifestyles are less likely to suffer from illness and more likely to live longer and in consequence put less pressure on the health service and society in general.

“For most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of travelling by car.....”  At Least Five A Week: the Chief Medical Officer’s report on physical activity, 2004

"Cultural, leisure and sporting activities are an essential ingredient to a lively and vibrant town or city stimulating social and economic well-being. Building on existing strengths of cultural communities they attract people to live in or visit an area and encourage businesses to locate there. Whether it is a local football team, the libraries, museums or galleries, or people's access to leisure centres, cinemas, local cafes and bars, these things help to define the character of a place. The Government, working with many partners, seeks to ensure a healthy cultural infrastructure, to which there is access for the many and not the few, and to make the most of its use as an educational resource."

Our Towns and Cities: The Future Delivering an Urban Renaissance

9.3 The Challenges

The findings of our review of the available evidence base and the results of our consultation exercise have identified a number of challenges for Rutland over the LTP3 period when considering the strategic objective of these are summarised below:

- Continuing to encourage young people and families to take part in regular exercise, particularly through activities at school including cycle training, safe walking and after school activities so that exercise becomes an integral part of their lifestyles (Challenge S1)

- Encouraging and enabling our older residents to continue to be active into older age by making our walking and cycling infrastructure as accessible as possible and developing programmes of activity aimed specifically at people with reduced
mobility. These programmes could also be adapted for people of all ages with disabilities (Challenge S2)

- Embedding transport solutions into the existing and developing initiatives that get people involved in cultural, sport and leisure activities around the County, such as Catmose Sports at Catmose Campus (Challenge S3)

9.4 The Solutions

Below are a range of transport solutions which will be used over the lifetime of the strategy to overcome the identified “Cultural, sports and recreation” challenges. Whilst these solutions, particularly those related to marketing and promotion may well change over the course of LTP3, the following represents our intended approach to these challenges.

- We will seek to provide a built environment where people can walk and cycle safely and in confidence, and where key services and destinations are located and designed with pedestrians and cyclists in mind. (Helps meet challenge S1,S2,S3)

- We will continue with our process of auditing existing walking and cycling routes to key sport and leisure destinations to ensure they are fit for purpose and clearly signed. (Helps meet challenge S3)

- We will work in partnership to provide the transport that allows people access to the places where they can participate in exercise and sport. (Helps meet challenge S1,S2,S3)

- We will work with colleagues to promote tourism and leisure and exercise activities. (Helps meet challenge S1,S3)

- We will work to promote and deliver a range of mass participation walking, cycling and running events. (Helps meet challenge S1,S2,S3)

- Promote and deliver walking and cycling education and training opportunities to young people and adults in a range of settings that can be easily accessed. (Helps meet challenge S1,S3)

- We will work to provide a range of activities encouraging personal mobility and activity. (Helps meet challenge S2)

- Working with partners to promote and market measures to help people overcome their personal barriers to walking and cycling. (Helps meet challenge S1)

The following section outlines in more detail the role that different potential transport strategy proposals could play in achieving the goal of “Increasing our cultural, sport and recreation offer”;
9.5 The Role of: Walking and Cycling

Provide a built environment where people can walk and cycle - The role of the Council as the highway and planning authority is central to meeting the Council’s strategic transport objectives. The Spatial Strategy is designed to reduce the need to travel by car through locating development proposals in the most accessible locations in the larger settlements and ensure appropriate contributions are sought from new developments to provide suitable and safe walking and cycling infrastructure.

Walking Audit - To make Rutland a more sustainable and walker-friendly County efforts are being made to improve walking links connecting residential areas to key sports and leisure destinations. By measuring each key route against various criteria, including safety, traffic and suitable and legible signage the audit allows us to identify specific problems which may discourage residents from accessing sports and leisure facilities.

Encouraging personal mobility - Building on the current programme of weekly activities designed to increase levels of physical activity and in particular personal mobility around the County. We presently work with the NHS LCR to deliver Health Walks aimed at people returning to exercise following a period of ill health or surgery. We are keen to extend this sort of work further, as is the Director of Public Health. The 2010 Public Health Annual Report for NHS LCR recommends collaboration with local government and other agencies to work to create opportunities that allow and encourage walking and cycling as methods of transport reducing the burden of car traffic whilst having a positive impact on the health of our population. A further recommendation is to develop and sustain a more comprehensive physical activity referral programme targeting ‘high risk’ individuals/groups whose health will benefit from taking part in physical activity.

This will include working with partners to promote and market measures to help people overcome their personal barriers to walking and cycling. As well as working with the health authority in delivering health walks Rutland County Council also has close links with Velo Club Rutland, which they also grant fund. The club was created to help cyclists meet new people in a friendly atmosphere. Amongst other things, they provide adult cycle coaching and training opportunities to the local community as part of their club programme, and beginner / improver rides from Greetham Garden Centre every Saturday.

9.6 The Role of: Smarter Choices

Partnership Working - We will work with stakeholders to encourage sustainable access to key sports and leisure locations and facilities. We will also work closely with our colleagues in tourism and leisure to ensure that marketing and promotional materials for these activities include information on how they can be accessed by all modes including walking, cycling and public transport.
Marketing and promotion - Promote and deliver a range of mass participation walking, cycling and running events using roads, pathways and public rights of ways in order to create an innovative events calendar for community engagement in sport, active recreation and Active Travel. This will involve building on our own existing initiatives which include Walking Week, Cycling Sportif, The Rutland Run and supporting private events, the CICLE Classic, CICLE Cross, Triathlons, and Marathons in and around Rutland. We will also promote opportunities for providing walking and cycling education and training to young people and adults in a range of settings that can be easily accessed.

Summary

Transport has an important role to play within the wide range of incentives and actions that can help Rutland achieve its strategic goal of “Increasing our cultural, sport and recreation offer”. Due to the particular challenges associated with the promotion of the Culture, Sport and Recreation offer within Rutland, partnership working, both between Council departments and with wider stakeholders and partners is at the heart of our approach and will continue to be developed throughout LTP3.
Chapter 10 - Creating a brighter future for all

10.1 Our Summary of the LTP3 Vision

By 2026 this Local Transport Plan will have run its course and if it is successful many of the targets contained in the plan will have been met. The legacy of a successful Local Transport plan is that a large contribution towards creating a brighter future for all will have been made. Residents of Rutland of all ages but particularly the elderly and the young will have better access to services. Employers will be able to recruit more easily from the local workforce because people have an improved ability to access work, especially out of hours.

The health of Rutland’s population will have benefited by the encouragement of active travel whereby people are able to take advantage of the many walking and cycle routes available throughout the county. These same routes will help to bolster our tourism industry as people are encouraged to visit Rutland and walk and cycle around the county visiting our many attractions.

The work to provide sustainable transport options such as good public transport facilities and cycle routes will help to reduce our carbon emissions and improve air quality. This will help to make Rutland a good place to work and live.

Finally as we strive throughout the plan to reduce accidents on the roads we will make Rutland not only a more attractive place to live but also a safer place.
Chapter 11 – Monitoring, Performance and Targets

11.1 Reviewing data collection and reporting

As part of the LTP3 process we have undertaken a review of all of the data we collect. This includes data we collect for the Local Area Agreement and National Indicator Set and any other LTP indicators, both mandatory and local, that fall outside these two categories. This process has been undertaken to ensure that we take a critical look at what we collect and why we collect it. Data collection is resource heavy and we need to be sure that we are not collecting data just for the sake of it. The information we collect needs to be meaningful, consistent and not too costly to source. However, as we write the coalition government has announced a radical review of all the data collected by central government from local government. This will have further impact on our local review.

11.2 The impact of changing national policy

In October 2010 the coalition government announced the abolition of centrally driven targets that formed Local Area Agreements giving local areas the freedom and flexibility to choose their own performance frameworks.

It was stressed that the emphasis needs to be on local authorities being democratically accountable to local people rather than to central bureaucratic systems.

In addition, it was announced that the set of National Indicators are to be replaced by a single, comprehensive list of all the data local government will be expected to provide to central Government.

Local authorities will be involved in this review to ensure the list contains only the minimum of data central government needs and they will also be kept informed when individual data collection can cease as the transition to the comprehensive list is made. It is envisaged that the list will be in place from April 2011.

As well as local authorities providing data to central government to inform National Indicators (NI) in some instances NI data is collected centrally by government and then disseminated to local authorities e.g. Change in area wide traffic mileage. Should the central collection of these NIs cease we may feel that we need to try to replicate them locally if they identify local need and inform the development of future work programmes and service delivery. However, at a time when resources and funding are stretched this is something that requires careful consideration.
The following DfT National Indicators returns will cease from 2010/11:

NI 167 Congestion: average journey time per mile during the morning peak

NI 175 Access to services by public transport, walking and cycling

NI 176 Access to employment by public transport

NI 177 Local bus and light rail journeys originating in the authority area

Changes in the collection of data

NI 198 Usual mode of travel to school (This indicator will continue to be collected via school census, however, no collection of supplementary local authority data will be required)

11.3 The impact of changing local policy

In addition to both the national review of data collection and our review of data to inform LTP3 the Rutland Sustainable Community Strategy (Local Strategic Partnership) is also being refreshed over the coming months. This review may also impact on the basket of indicators we collect. It is essential that any indicators we adopt should be consistent, clearly defined, with a written methodology and a sensible target.

In Table P1 below we bring together the performance indicators we will be collecting from April 2011 and which of our strategic objectives they help inform. They also reflect our local focus on:

- supporting the economy,
- improving access to services,
- creating a safer community,
- encouraging sustainable travel and mitigating measures to influence climate change.

Where necessary baselines and targets will be refreshed and in some cases a new definition and methodology will be adopted. For example, up until recently road casualty targets have been driven by the national Road Safety Strategy 2010 targets. No new national targets have been set and it is presently unclear as to when, or even if, a new national road safety strategy will be written. However, when we decide on the methodology for our local road casualty indicator(s) we will continue to follow DfT guidance and monitor using a three year rolling average in order to overcome the fluctuations caused by low absolute number of casualties in Rutland.

Our corporate ‘in house’ performance monitoring system provides the framework for the updating and monitoring of our transport indicators. As a consequence of the changes currently being made to reporting data to central government the data we feed into this system will require review.
11.4 Annual review of progress with Indicators

When we have finalised our set of Indicators and Targets we will publish them in a separate document and review annually as part of our implementation plan. Any indicators not on track to meet the targets set will initiate an investigation into the reason for under performance. An action plan will be developed to remedy the situation if at all possible.

Table P1 - Indicators that inform our Strategic Objectives

<table>
<thead>
<tr>
<th>Maintaining high levels of employment and a thriving economy</th>
<th>Improving access to services</th>
<th>Creating a safer community</th>
<th>Protecting our rural environment</th>
<th>Promoting good health and wellbeing</th>
<th>Increasing our cultural, sport and recreational offer</th>
<th>Creating a brighter future for all</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road condition</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Footway Condition</td>
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<td>✓</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Road casualties</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
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<td>✓</td>
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<td>✓</td>
</tr>
<tr>
<td>Public transport patronage</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Bus punctuality</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Working age people with access to employment by public transport *</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>An accessibility target *</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Mode share of journeys to school*</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>Mode share of journeys to work</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cyclic Inspection of Rights of Way network</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Manage the 'street scene' within Rutland</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

*This Performance Indicator will only be included if we continue to receive the data from DfT/DfE
+ We will decide on a local accessibility indicator following the cessation of both the LAA and National Accessibility Indicators
11.5 Monitoring our Capital Programme

LTP performance monitoring meetings are held monthly to manage risks to the delivery of schemes and to feed into the corporate capital monitoring system each quarter. These meetings monitor progress with the implementation programme and financial management of schemes and are an early alert to potential slippage in the programme allowing remedial action to be taken.
Appendix A

Rutland County Council

Preliminary Transport Asset Management Plan

Version 1

2011/12 to 2013/2014
1 Introduction

Transport infrastructure is vital to the social and economic well being of our community. The transport network is RCC’s largest asset with an estimated gross replacement cost of about £350M. The Transport Asset Management Plan (TAMP) will be developed in accordance with the recommendations set out in the ‘Framework for Highway Asset Management’ published by the County Surveyors Society in 2004.

Asset management in relation to physical assets is a relatively new discipline, emerging in the UK in the early 1990s. Transport or highway asset management is a more recent development with the first TAMPs being produced about a decade later. The key principle of asset management is embracing a whole-life cost approach.

A programme of works has been identified for the development of the TAMP over the next 12 months (see Section 7). It is intended that the TAMP will be revised on an annual basis for the next few years. As the TAMP evolves over time the scope of assets included will widen and it is expected that the understanding of asset life-cycles across the industry will improve.

1.1 Definition

Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of transport infrastructure to meet the needs of current and future customers.

1.2 Objectives

The objectives of the TAMP are:

- Minimised whole life costs through better planning;
- Improved customer satisfaction through defined levels of service;
- Improved transparency in decision making;
- The ability to predict the consequences of funding decisions;
- Decreased financial, operational and legal risk.
1.3 **Drivers for Change**

The drivers for producing a TAMP are:

- The Chartered Institute of Public Finance and Accountancy’s (CIPFA) study of transport asset management has estimated that TAMP’s can save at least 5% of maintenance cost per annum, equivalent to at least £140k per annum for RCC.
- There appears to be a lack of Member confidence that highway maintenance schemes are necessary and correctly prioritised.
- Local Transport Plan (LTP3) guidance includes the requirement for a TAMP.
- Whole of Government Accounts (WGA) require authorities to value their highways assets. Meeting these accounting requirements demands a detailed knowledge of the asset and requires robust processes, based around asset management plans, backed by databases providing valid, relevant and up to date core data on the assets.
2 Inventory

2.1 Scope (Phase 1)

Due to the large amount of asset inventory data required to produce a TAMP the scope of the first version will be limited to four highest value asset groups, which includes:

<table>
<thead>
<tr>
<th>Asset Group</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageways</td>
<td>525 km</td>
</tr>
<tr>
<td>Bridges</td>
<td>88 nr</td>
</tr>
<tr>
<td>Footways and cycleways</td>
<td>239 km</td>
</tr>
<tr>
<td>Street Lights</td>
<td>2,212 nr</td>
</tr>
</tbody>
</table>

These assets represent approximately 95% of the total value of RCC’s transport assets. Therefore a significant proportion of the possible benefits can be achieved during this first phase.

2.2 Data Accuracy

Carriageway length is known reasonably accurately from ordinance survey data. The rate of growth is around 0.5km per year as new developments are adopted. It is highly unlikely that any new carriageway will be constructed by RCC in the foreseeable future.

Footway and cycleway length has been determined from the ordinance survey paved area data set. However, this gives an area, so an average width of 1.8m has been assumed. Further data collection is recommended.

Bridge data is held in a database and is thought to be accurate. Bridges are defined as structures with a span of over 1.5 m.

Street lighting data is held in a database and is thought to be accurate. Work is ongoing to geocode the location of all lights.
2.3 **Scope (Future Phases)**

Subsequent phases will include the following asset groups:

- Drainage
- Signs
- Lines
- Traffic lights
- Bus shelters
- Vehicles
- Public rights of way
- Soft landscaping

2.4 **Asset Valuation**

Valuing roads, bridges and other transport assets must be to some extent a theoretical exercise, given the nature of the assets, but it is an essential part of the asset management process and will be required under ‘whole of government accounting’ rules. Its particular value in the context of the TAMP is to shed more light on the cost consequences of implementing sub-optimal maintenance regimes, usually because of under-funding. Asset valuation therefore allows decision makers at both national and local levels to make better informed decisions on funding allocations.

Calculating asset values can be a complex exercise. An initial ‘gross replacement cost’ approach has been used for the highway assets in work co-ordinated through the Midlands Service Improvement Group, this being what it would cost to provide a modern equivalent of the asset if it did not exist. Future versions of the TAMP will need to develop this analysis. The gross replacement costs of RCC’s highway assets are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Cost (GBP)</th>
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<tbody>
<tr>
<td>Carriageways</td>
<td>£298,494,000</td>
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<tr>
<td>Bridges</td>
<td>£26,400,000</td>
</tr>
<tr>
<td>Footways</td>
<td>£23,389,000</td>
</tr>
<tr>
<td>Street Lights</td>
<td>£2,700,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£350,983,000</strong></td>
</tr>
</tbody>
</table>
3  Levels of Service

The desired level of service for an asset can be determined in the following ways:

- Customer demand aspiration;
- Optimal standard to minimise whole life costs;
- Minimum standard to comply with statutory duties;
- Maximum standard permitted by budget;

Four dimensions for levels of service are used:

- Safety
- Availability
- Serviceability
- Condition

3.1  Safety

Safety describes the risk to the customer in using the asset and will in all cases be required to meet very high standards. Road safety in the wider sense, which depends substantially on the behaviour of road users, is not initially covered by this dimension. To illustrate the difference, a worn road which has a slippery surface is not meeting the required level of service, but a bend with perfectly good surface which has a record of accidents because drivers drive too fast is meeting it. In the longer term, as noted below, the TAMP may be expanded to include the improvements to overcome problems such as this which are currently considered separately.

3.2  Availability

Availability will vary according to the asset and location. A single street light not working is unavailable and may cause minor nuisance to road users and residents, but a bridge on an ‘A’ road closed because of structural weakness will be a major problem.

3.3  Serviceability

The serviceability dimension describes whether the asset actually delivers what service users and the Council require of it. As just one example, a road surface may be perfectly safe, available for use at all times and in good condition, but the fact that it is of concrete construction could be causing significant noise nuisance to people living nearby.

The serviceability dimension also has the potential to bring into play much wider attributes of the asset, for example is the road congested, is the footway surface appropriate for the local environment, is the street lighting provided to adequate standards for local needs?

3.4  Condition

The condition dimension is judged relative to minimising the long-term cost of maintaining the asset and not relative to customer requirements. For example, a rusting steel lamp
column may be safe, working and acceptable in appearance to customers. The fact that it is in rusty condition is, in these circumstances, only of concern if the optimum maintenance regime to minimise whole-life costs would have had it repainted before rust appeared. Such an optimum maintenance regime will, for many assets, include periodic preventative maintenance before more extensive maintenance, or full replacement, is undertaken. A maintenance regime which involves little investment over many years followed by major renewals may be more expensive overall than a ‘little and often’ regime which applies regular preventative maintenance; hence the emphasis given to minimising whole life cost.

3.4 Sustainability

Environmental sustainability is growing rapidly in importance and the Council already takes many steps to minimise the environmental damage done by its management of highway assets. It is likely that this will be added as a specific additional dimension of levels of service in future editions of the TAMP.
4 Performance Gaps

Lifecycle plans are required for all asset types. The current asset management arrangements and performance gaps for each of the asset groups is described below.

4.1 Carriageways

Carriageway condition is determined through annual SCANNER (Surface Condition Assessment for the National Network of Roads) surveys. The survey provides results for NI 168 (percentage of principle roads where maintenance should be considered) and NI 169 (percentage of non-principle roads where maintenance should be considered). The results are as follows:

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>NI168 – % of Principle roads requiring maintenance</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>3</td>
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<tr>
<td>NI 169 – % of Non-principle roads requiring maintenance</td>
<td>2</td>
<td>5</td>
<td>5</td>
<td>7</td>
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</tbody>
</table>

The structural maintenance programme in Section 0 has been determined through the analysis of the latest SCANNER survey combined with coarse visual inspections (CVIs) of the carriageway from a slow moving vehicle.

The desired method of determining the structural maintenance programme is to improve the quality of the carriageway condition information by:

- Extending the SCANNER surveys to cover unclassified roads;
- Carrying out deflectograph surveys to determine the residual life expectancy of each section of carriageway;
- Accurate recording of CVIs.
- Carrying out SCRIM (Sideway-force Coefficient Routine Investigation Machine) surveys to determine the skid resistance of each section of carriageway.

Currently there is no information regarding customs aspirations for service levels. Market research is required to define the required level of service.

There is high confidence in the recorded length of the carriageway network. However the total area of the carriageway is not accurately known as there are no records of road widths.
| People | | |
|---|---|---|---|---|
| Are the key decision makers the appropriate people for the job? | Yes | Yes | No | £0 | NA |
| Does the current organisational structure allow the use of asset management? | Yes | Yes | No | £0 | NA |
| Do the key personnel have the skills required to implement asset management? | No - UKPMS | Yes | Yes | £3,000 | Yes |
| Do key individuals have personal knowledge that is not available to others? | Yes - UKPMS | No | Yes | Included | Yes |
| How is asset information disseminated? | SCANNER results are printed | All have access to common PMS system | Yes | £25,000 | Yes |
| How are political influences catered for in current decision making? | On an ad hoc basis | Through policy set within TAMP/LTP | Yes | Included | Yes |
| How are annual budgets set? | Revenue - Historic plus inflation | Based on need | Yes | Included | Yes |
| | Capital - Block funding (formula) | Based on need | Yes | Included | Yes |
| Do budgets reflect levels of service? | No | Yes | Yes | Not known | Not know |
| How are alternative options evaluated? | They are not | Minimum whole life cost | Yes | £5,000 | Yes |
| Are the best whole life options identified? | No | Yes | Yes | Included | Yes |
| How are improvement projects identified? | SCANNER | SCANNER, SCRIM, Deflectograph, CVI, patching costs | Yes | £180k | No |
| How are the benefits of projects quantified? | Improvements to N168 | Minimum whole life cost | Yes | Included | Yes |
| How are alternative projects compared? | Improvements to N168 | Comparison of benefit to cost ratio over whole life | Yes | Included | Yes |
| How are projects prioritised? | Improvements to N168 | Comparison of benefit to cost ratio over whole life | Yes | Included | Yes |
| How are inspections carried out? | 1 and 2 man driven inspection | 2 man driven inspection | Yes | £2,000 | Yes |
| How are inspections recorded? | Paper transferred to excel | GPS combined with GIS/PMS | Yes | £2,000 | Yes |
| How are risks accounted for? | On an ad hoc basis | Fully considered | Yes | £0 | Yes |

| Processes | | |
|---|---|---|---|
| Condition | UKPMS | UKPMS (full version) | Yes | Included | Yes |
| Location | Mapinfo GIS (scan and 70% polygon) | Mapinfo polygons | Yes | £3,000 | Yes |
| Fault reporting (public) | Complaints and enquiries | Complaints and enquiries | No | NA | NA |
| Inspections | Excel spreadsheet | GPS combined with GIS/PMS | Yes | Included | Yes |
| Ordering | Agresso | Integrated system | Yes | Included | Yes |
| Budget control | Agresso | Integrated system | Yes | Included | Yes |
4.2 Bridges

Bridges are defined as structures with a clear span exceeding 1.5m. Bridges are inspected by Leicestershire County Council under a trading agreement. General inspections are carried out every 3 years and general inspections are carried out every 8 years. The results of the inspections are recorded in a bridge management database and reports are provided to RCC. The works required are extracted and recorded in a database. There is high confidence that the location and condition of all structures are accurately recorded. The outstanding maintenance work is estimated to cost £898,000. Works are prioritised on a simple 3 category system (a, b and c). The total cost of category ‘a’ works is £680,000.
<table>
<thead>
<tr>
<th>People</th>
<th>Existing State</th>
<th>Desired State</th>
<th>Gap</th>
<th>Cost</th>
<th>Closure Feasible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are the key decision makers the appropriate people for the job?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Does the current organisational structure allow the use of asset management?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Do the key personnel have the skills required to implement asset management?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Do key individuals have personal knowledge that is not available to others?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How is asset information disseminated?</td>
<td>Bridge inspection reports</td>
<td>All have access to bridge database</td>
<td>Yes</td>
<td>£5,000</td>
<td>No</td>
</tr>
<tr>
<td>How are political influences catered for in current decision making?</td>
<td>On an ad hoc basis</td>
<td>Through policy set within TAMP/LTP</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>How are annual budgets set?</td>
<td>Revenue - Historic plus inflation</td>
<td>Based on need</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>Capital - Block funding (formula)</td>
<td>Based on need</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Do budgets reflect levels of service?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Not known</td>
<td>Not known</td>
</tr>
<tr>
<td>How are alternative options evaluated?</td>
<td>Minimum whole life cost</td>
<td>Minimum whole life cost</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Are the best whole life options identified?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are improvement projects identified?</td>
<td>Routine inspections</td>
<td>Routine inspections</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are the benefits of projects quantified?</td>
<td>Minimum whole life cost</td>
<td>Minimum whole life cost</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are alternative projects compared?</td>
<td>Minimum whole life cost</td>
<td>Minimum whole life cost</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are projects prioritised?</td>
<td>Immediate risk</td>
<td>Comparison of benefit to cost ratio over whole life</td>
<td>Yes</td>
<td>Not known</td>
<td>Not known</td>
</tr>
<tr>
<td>How are inspections carried out?</td>
<td>General and principle inspections every 3 &amp; 8 years</td>
<td>General and principle inspections every 3 &amp; 8 years</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are inspections recorded?</td>
<td>Paper transferred to database</td>
<td>Paper transferred to database</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are risks accounted for?</td>
<td>On an ad hoc basis</td>
<td>Fully considered</td>
<td>Yes</td>
<td>£0</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Data Systems</th>
<th>Condition</th>
<th>Location</th>
<th>Fault reporting (public)</th>
<th>Inspections</th>
<th>Ordering</th>
<th>Budget control</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Database</td>
<td>Bridge Database</td>
<td>Mapinfo</td>
<td>Complaints and enquiries</td>
<td>Bridge database</td>
<td>Agresso</td>
<td>Agresso</td>
</tr>
<tr>
<td>Bridge Database</td>
<td>Mapinfo</td>
<td>Complaints and enquiries</td>
<td>Bridge Database</td>
<td>Integrated system</td>
<td>Yes</td>
<td>Included</td>
</tr>
<tr>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Included</td>
<td></td>
</tr>
</tbody>
</table>

Rutland County Council LTP3 2011-2026
4.3 *Footways and Cycleways*

Footways and cycleways currently receive coarse visual inspections (CVIs) at a frequency determined by the pedestrian and cycle flow. Only the location of dangerous defects requiring immediate repair are recorded. A system is required to record the overall condition of the footways and cycleways and the estimated life expectancy.

There is little confidence in the accuracy of the recorded length of footways and cycleways. There are no records of footway or cycleway widths.
## Footway Gap Analysis

<table>
<thead>
<tr>
<th>People</th>
<th>Existing State</th>
<th>Desired State</th>
<th>Gap</th>
<th>Cost</th>
<th>Closure Feasible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are the key decision makers the appropriate people for the job?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>£0</td>
<td>NA</td>
</tr>
<tr>
<td>Does the current organisational structure allow the use of asset management?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>£0</td>
<td>NA</td>
</tr>
<tr>
<td>Do the key personnel have the skills required to implement asset management?</td>
<td>No - UKPMS</td>
<td>Yes</td>
<td>Yes</td>
<td>£3,000</td>
<td>Yes</td>
</tr>
<tr>
<td>Do key individuals have personal knowledge that is not available to others?</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
</tbody>
</table>

| Processes | | | |
|-----------|----------------|----------------|-----|------|------------------|
| How is asset information disseminated? | On request | All have access to common PMS system | Yes | Included | Yes |
| How are political influences catered for in current decision making? | On an ad hoc basis | Through policy set within TAMP/LTP | Yes | Included | Yes |
| How are annual budgets set? | Revenue - Historic plus inflation | Based on need | Yes | Included | Yes |
| Capital - Block funding (formula) | Based on need | Yes | Included | Yes |
| Do budgets reflect levels of service? | No | Yes | Yes | Not known | Not know |
| How are alternative options evaluated? | They are not | Minimum whole life cost | Yes | £3,000 | Yes |
| Are the best whole life options identified? | No | Yes | Yes | Included | Yes |
| How are improvement projects identified? | Informal CVI | Formal CVI | Yes | £2,000 | Yes |
| How are the benefits of projects quantified? | Immediate risk | Minimum whole life cost | Yes | Included | Yes |
| How are alternative projects compared? | Immediate risk | Comparison of benefit to cost ratio over whole life | Yes | Included | Yes |
| How are projects prioritised? | Immediate risk | Comparison of benefit to cost ratio over whole life | Yes | Included | Yes |
| How are inspections carried out? | Walked inspections | Walked inspections | No | NA | NA |
| How are inspections recorded? | Paper transferred to excel | GPS combined with GIS/PMS | Yes | £2,000 | Yes |
| How are risks accounted for? | On an ad hoc basis | Fully considered | Yes | £0 | Yes |

| Data Systems | | | |
|--------------|----------------|----------------|-----|------|------------------|
| Condition | No formal system | UKPMS (full version) | Yes | Included | Yes |
| Location | Excel spreadsheet | Mapinfo polygons | Yes | £3,000 | Yes |
| Fault reporting (public) | Complaints and enquiries | Complaints and enquiries | No | NA | NA |
| Inspections | Excel spreadsheet | GPS combined with GIS/PMS | Yes | Included | Yes |
| Ordering | Agresso | Integrated system | Yes | Included | Yes |
| Budget control | Agresso | Integrated system | Yes | Included | Yes |
4.4 **Street Lights**

Comprehensive street light details are recorded in an Access database, including lamp type, column height, column type and column age. Approximately 50% of the lights have been geocoded. Bulk bulb changes are carried out every 3 years however it is not known whether this is generating any savings compared to replacement on failure.
<table>
<thead>
<tr>
<th>Street Light Gap Analysis</th>
<th>Existing State</th>
<th>Desired State</th>
<th>Gap</th>
<th>Cost</th>
<th>Closure Feasible</th>
</tr>
</thead>
<tbody>
<tr>
<td>People</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are the key decision makers the appropriate people for the job?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Does the current organisational structure allow the use of asset management?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Do the key personnel have the skills required to implement asset management?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Do key individuals have personal knowledge that is not available to others?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Processes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>How is asset information disseminated?</td>
<td>All have access to database</td>
<td>All have access to database</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are political influences catered for in current decision making?</td>
<td>On an ad hoc basis</td>
<td>Through policy set within TAMP/LTP</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>How are annual budgets set?</td>
<td>Revenue - Historic plus inflation</td>
<td>Based on need</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>Do budgets reflect levels of service?</td>
<td>Capital - Block funding (formula)</td>
<td>Based on need</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>How are alternative options evaluated?</td>
<td>Minimum whole life cost</td>
<td>Minimum whole life cost</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Are the best whole life options identified?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>How are improvement projects identified?</td>
<td>Routine inspections</td>
<td>Routine inspections</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are the benefits of projects quantified?</td>
<td>Minimum whole life cost</td>
<td>Minimum whole life cost</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are alternative projects compared?</td>
<td>Minimum whole life cost</td>
<td>Minimum whole life cost</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are projects prioritised?</td>
<td>Immediate risk</td>
<td>Comparison of benefit to cost ratio over whole life</td>
<td>Yes</td>
<td>Not known</td>
<td>Not known</td>
</tr>
<tr>
<td>How are inspections carried out?</td>
<td>Visual inspection (3yrs), electrical testing (8yrs), structural testing (8yrs)</td>
<td>Visual inspection (3yrs), electrical testing (8yrs), structural testing (8yrs)</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>How are inspections recorded?</td>
<td>Paper based system</td>
<td>Linked to database</td>
<td>Yes</td>
<td>£5,000</td>
<td>Yes</td>
</tr>
<tr>
<td>How are risks accounted for?</td>
<td>On an ad hoc basis</td>
<td>Fully considered</td>
<td>Yes</td>
<td>£0</td>
<td>Yes</td>
</tr>
<tr>
<td>Data Systems</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition</td>
<td>Paper based system</td>
<td>Database</td>
<td>Yes</td>
<td>£2,000</td>
<td>Yes</td>
</tr>
<tr>
<td>Location</td>
<td>Part goecoded</td>
<td>Geocoded Mapinfo</td>
<td>Yes</td>
<td>£5,000</td>
<td>Yes</td>
</tr>
<tr>
<td>Fault reporting (public)</td>
<td>Complaints and enquiries</td>
<td>Complaints and enquiries</td>
<td>No</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Inspections</td>
<td>Paper based system</td>
<td>Database</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>Ordering</td>
<td>Agresso</td>
<td>Integrated system</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
<tr>
<td>Budget control</td>
<td>Agresso</td>
<td>Integrated system</td>
<td>Yes</td>
<td>Included</td>
<td>Yes</td>
</tr>
</tbody>
</table>
5 Lifecycle Plans

Lifecycle plans are required which identify the following:

- The levels of service we wish the asset to meet;
- Evidence on the extent of the asset and its characteristics;
- Evidence on its present condition, and how that is measured;
- The present valuation of the asset;
- An assessment of future changes in demand for the asset;
- The options available for treatment of the asset

This provides the basis for the following:

- Analysis of the best management strategy for minimising the whole-life cost of the asset whilst meeting service level aspirations;
- Identifying options which deliver different levels of service, with different targets, depending on budget availability;
- Setting out the action plan necessary to ensure the effective delivery of the lifecycle plan;
- Identifying the specific risks which may affect the successful implementation of the lifecycle plan.

The individual lifecycle plans are linked as the level of resource provided for one asset will affect the funding available for others.
6 Decision Making

6.1 Budget Considerations

Funds for maintaining our assets are allocated from the Local Transport Plan (LTP) capital allocation, Council’s revenue budget and developer contributions where available.

Future total funding seems likely still to be heavily constrained, both for the highways service and for the Council as a whole. Within that constraint, the TAMP has two specific functions:

- To provide a strong evidence base to help inform decisions on the allocation of funds to this service;
- To provide evidence for deciding the best split of funds within the service to maximise the fit with desired levels of service.

6.2 LTP Capital Maintenance Block

Local Transport Plan capital funding is used for:

- Carriageway renewal;
- Footway renewal;
- Bridge maintenance (concrete repairs, waterproofing and deck replacement);
- Lighting upgrades and column replacement;
- Traffic signal renewal.

The maintenance block allocations for the next 3 years are as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011/12</td>
<td>£1,480,000</td>
</tr>
<tr>
<td>2012/13</td>
<td>£1,428,000</td>
</tr>
<tr>
<td>2013/14</td>
<td>£1,473,000</td>
</tr>
</tbody>
</table>

As can be seen from the SCANNER results the condition of the highway network is deteriorating. This is resulting in a reduction in the value of the highway network. The estimated annual cost of a maintenance programme to maintain the condition of the assets based on the life expectancy of the materials used is £1,950,000. Therefore despite the full allocation of the grant it is likely that there will be some deterioration in the condition of the asset. The works programme for the next 3 years is set out in Section 0.
### 6.3 Revenue Funding

An allocation is made from the Council’s overall revenue budget, funded mainly by council tax but partly by government revenue support grant. It is used as follows:

- Reactive maintenance treatments such as minor repairs and patching on carriageways;
- Winter maintenance;
- Preventative maintenance such as joint sealing, slurry sealing, and surface dressing;
- Safety maintenance work such as gully emptying, traffic sign cleaning;
- Road marking and sign maintenance;
- Environmental maintenance work such as grass cutting, street cleaning, weed spraying and tree maintenance;
- Bridge preventative maintenance – including concrete repairs, painting metalwork;
- Street lighting – energy costs bulk bulb clean and change, electrical testing, structural testing of columns and repairing accidental damage;
- Repairs to traffic signals.

The budget setting process for 2011/12 is not complete however the estimated budget is as follows:

<table>
<thead>
<tr>
<th>Service</th>
<th>Budget (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Dressing</td>
<td>£145,061</td>
</tr>
<tr>
<td>Safety</td>
<td>£132,603</td>
</tr>
<tr>
<td>Drainage and Jetting</td>
<td>£151,269</td>
</tr>
<tr>
<td>Bridges and Culverts</td>
<td>£45,433</td>
</tr>
<tr>
<td>Winter Maintenance</td>
<td>£245,153</td>
</tr>
<tr>
<td>Public Rights of Way</td>
<td>£99,296</td>
</tr>
<tr>
<td>Street Lighting</td>
<td>£180,142</td>
</tr>
<tr>
<td>Barriers</td>
<td>£23,009</td>
</tr>
<tr>
<td>Carriageway Patching</td>
<td>£536,232</td>
</tr>
<tr>
<td>Footway Patching</td>
<td>£70,321</td>
</tr>
<tr>
<td>Minor Repairs</td>
<td>£186,113</td>
</tr>
<tr>
<td>Fixed Contract Costs</td>
<td>£361,749</td>
</tr>
<tr>
<td>Environmental Maintenance</td>
<td>£222,008</td>
</tr>
<tr>
<td>Forestry Maintenance</td>
<td>£92,787</td>
</tr>
<tr>
<td>Street Cleaning</td>
<td>£533,623</td>
</tr>
<tr>
<td>Amenity Grass (Urban Grass &amp; Public Open Spaces)</td>
<td>£57,100</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£3,081,900</strong></td>
</tr>
</tbody>
</table>
6.4 Developer Contributions

Developer ‘commuted sum’ contributions to cover the extra future maintenance costs of unusual surfacing, lighting or other features of new development which will be adopted by the County Council.

6.5 Risk Assessment

Risk assessments will be carried out as part of each lifecycle plan. The risk assessments will cover the following areas:

- Safety: in the context of both the road user and the safety of those involved in delivering the service (e.g. road workers);
- Natural Events: predominantly the weather and its effects (e.g. snow, ice, flooding);
- Physical Risks (e.g. collapse of structure);
- Economic: the potential for economic changes to affect the ability to deliver the service;
- Legislative: Changes to key pieces of legislation and government policy;
- Resources: the potential future availability;
- Public Liability;
- Reliance on key personnel for service delivery (i.e. the risk of loss of institutional knowledge);
- Systems: the potential loss of key information if information systems fail.
## Implementation Plan

### 7.1 TAMP Development Programme

<table>
<thead>
<tr>
<th>ID</th>
<th>Task Name</th>
<th>Mar '11</th>
<th>Apr '11</th>
<th>May '11</th>
<th>Jun '11</th>
<th>Jul '11</th>
<th>Aug '11</th>
<th>Sep '11</th>
<th>Oct '11</th>
<th>Nov '11</th>
<th>Dec '11</th>
<th>Jan '12</th>
<th>Feb '12</th>
<th>Mar '12</th>
<th>Apr '12</th>
</tr>
</thead>
<tbody>
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### Works Programme 2011/12

#### Proposed Capital Programme 2011/12

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### 7.3 Works Programme 2012/13

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## 7.4 Works Programme 2013/14

### Proposed Capital Programme 2013/14

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