Moving Rutland Forward

Rutland's Fourth Local Transport Plan

Our vision for a transport network and services that:

- support sustainable growth
- meet the needs of our most vulnerable residents
- help improve health and wellbeing

2019 – 2036

Rutland
County Council

FOREWORD BY COUNCILLOR STEPHENSON – PORTFOLIO HOLDER FOR CULTURE & LEISURE AND HIGHWAYS & TRANSPORTATION

Local transport services are critical in allowing people to travel for work, education and leisure – ensuring residents can move freely and supporting key components of our local economy.

Moving Rutland Forward – Rutland's fourth local transport plan, sets out our overarching vision, up to 2036, for delivering a transport network and services that can support these needs, whilst taking in to consideration the restrictions and challenges we face in light of reduced funding and the unique characteristics of Rutland.

In preparing this final version of Moving Rutland Forward we have taken into consideration the feedback received during the public consultation. This feedback has been vital in shaping and finalising the plan and I would like to thank everyone who responded.

It should be noted that some areas of the plan are aspirational and dependent on securing additional funding. In such instances, Moving Rutland Forward will serve as an evidence base when applying to any future government grants or alternative funding sources.

When planning for the future we must also consider the financial pressures facing all local authorities as a result of significant cuts in our government funding. As such, Moving Rutland Forward will be a vital tool to inform future decision making and prioritisation of funds.

However, adoption of Moving Rutland Forward is just the starting point for delivering our transport vision. Over the life of the first Moving Rutland Forward implementation plan we will develop and revise a number of policies – which will provide us with more detailed information and robust processes on specific transport matters.

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GLOSSARY AND ACRONYMS

Table of acronyms

Acronym	Definition
DfT	Department for Transport
EqIA	Equality Impact Assessment
GP	General Practitioner
HRA	Habitats Regulation Assessment
HIA	Health Impact Assessment
HGV	Heavy goods vehicle
HAMP	Highway Asset Management Plan
KSI	Killed or seriously injured
LCWIP	Local Cycling and Walking Infrastructure Plan
LEP	Local Enterprise Partnership
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
MoD	Ministry of Defence
MRF	Moving Rutland Forward
PROW	Public Right of Way
ROWIP	Rights of Way Improvement Plan
SSSI	Site of Special Scientific Interest
SEND	Special educational needs and disability
SPA	Special Protection Areas
SEA	Strategic Environmental Assessment
SuDS	Sustainable drainage systems
SMOTS	Sustainable Modes of Travel to School
TfEM	Transport for the East Midlands

GLOSSARY

Glossary of key terms used

Term	Acronym	Definition
Bikeability		Cycle proficiency training.
CallConnect		A demand responsive transport (DRT) service that runs only in response to pre-booked requests. CallConnect covers the eastern half of the county as well as crossing the county border to Stamford in Lincolnshire.
Car sharing		Where an individual undertakes a car journey with at least one additional person, often for set journeys – e.g. commuting.
Community transport services		Transport run on a not for profit basis often by community groups and volunteers.
Concessionary travel privileges		Free travel (at set times and days) for individuals of state pension age.
Consultation Draft Local Plan (2017)		The consultation version of the revised draft Local Plan, published in 2017.
Corporate Plan		A strategic document setting out the Council's overarching priorities.
Demand responsive transport		A transport service that runs only in response to pre-booked requests.
Department for Transport	DfT	A ministerial department with an overarching responsibility for transport.
Equality Impact Assessment	EqIA	An assessment undertaken to ensure that plans, projects, policies or strategies don't discriminate against individuals with protected characteristics.
Good neighbour schemes		Community initiatives operated by local volunteers - providing support to local residents.
Habitats Regulation Assessment	HRA	An assessment undertaken to determine if the implementation of a plan, project, policy or strategy will result in any negative effects on habitats.
Health Impact Assessment	HIA	An assessment undertaken to identify any potential health impacts that may result from the implementation of a plan, project, policy or strategy.
Heavy goods vehicle	HGV	Vehicles with a gross vehicle weight of over 3.5 tonnes.

Term	Acronym	Definition
Highway Asset Management Plan	HAMP	A plan setting out how an authority will manage their highway infrastructure.
Highway design guidance		A document setting out the design standards and principles to be followed by developers.
Implementation plan		A document setting out actions to be delivered (as a result of a policy or strategy) over a set timeframe.
Local Cycling and Walking Infrastructure Plan	LCWIP	A plan setting out the gaps in a local authority's utility walking and cycling network and providing a mechanism for prioritising any future investment.
Local Enterprise Partnership	LEP	Partnerships between local authorities and businesses – working together to determine investment priorities for infrastructure and facilities within their area.
Local Plan		A statutory planning document prepared by a local authority - setting out planning policies that will help to determine the future location, scale, type and design of new development within their area.
Local Sustainable Transport Fund	LSTF	A grant previously operated by the DfT to help local authorities deliver sustainable transport improvements.
Local Transport Act 2008		A UK Act of Parliament governing elements of local transport provision.
Local Transport Plan	LTP	A statutory document produced by a local transport authority - setting out their long term strategic vision for transport.
Midlands Connect		A sub national transport body for the Midlands region.
Ministry of Defence	MoD	A ministerial department with the overarching remit of protecting the security, independence and interests of the country at home and abroad.
Moving Rutland Forward	MRF	The title of Rutland's fourth Local Transport Plan.
Nearest statistical neighbour		A term which can be used to define geographical locations sharing similar statistical attributes.
Network management plan		A document outlining our approach to managing and communicating disruption to the highway and transport network.
Parking strategy		A strategy document setting out the Council's policies on parking.

Term	Acronym	Definition
Passenger transport services		In the context of Moving Rutland Forward, passenger transport includes bus services, rail services, and other forms of collective transport.
Public Right of Way	PROW	A path that anyone is legally able to use. There are different categories of PROW – with different modes of transport permitted on each. The categories of PROW are: public footpaths, public bridleways, restricted byways and byways open to all traffic.
Ramsar site		Wetlands of international importance designated under the Ramsar Convention.
Rights of Way Improvement Plan	ROWIP	A plan explaining how a local authority will make improvements to the public rights of way network in their area to provide a better experience for users.
Road safety strategy		A strategic document setting out an approach to delivering road safety measures.
Rural isolation		Isolation that may result or be exacerbated due to the characteristics of rural settlements.
Rutland Water Partnership		A partnership group for organisations with a shared interest in Rutland Water.
Safe systems approach		A road safety methodology that looks to manage road safety through 5 pillars: road safety management, safer roads and mobility, safer vehicles, safer road users and post - crash response.
Site of Special Scientific Interest	SSSI	A conservation area of particular interest because of its fauna, flora or geological or physiological features.
Skid resistance policy		A highway policy setting out safety measures to reduce skidding.
Special educational needs and disability	SEND	An individual with a learning difficulty and/or a disability that means they need special health and education support.
Special Protection Areas	SPA	Sites designated under the European Union's Birds Directive, to protect rare or vulnerable birds.

Term	Acronym	Definition
Strategic Environmental Assessment	SEA	A process which allows the council, statutory environmental bodies, the government, public and other stakeholders to understand the potential environmental effects of the MRF document and ensures that environmental considerations have been taken into account during its development.
Signs Guidance & Street Furniture Policy		A policy that sets out how and where signs, advertising boards (A-boards) and street furniture should be used.
Sub national transport body		A partnership body through which regional transport infrastructure improvements and investment are planned and prioritised.
Sustainable drainage systems	SuDS	Systems for sustainably managing surface water.
Sustainable Modes of Travel to School	SMOTS	A strategy encouraging and enabling pupils to travel to school by sustainable means.
Sustainable travel statement		A sub document of Moving Rutland Forward - outlining Rutland County Council's approach to sustainable travel.
Integrated Transport Capital funding		Non ring – fenced capital funding provided to local authorities to help fulfil the following statutory duties: - studies into collisions arising out of the use of vehicles on the highway and take appropriate measures to prevent such accidents (Road Traffic Act 1988); and - preparation of a Local Transport Plan (LTP) and deliver the programme of works and policies set down within it (Transport Act 2000).
Transport and highway communication plan		A sub document of Moving Rutland Forward that will outline how Rutland County Council will promote highway and transport information to members of the public. To be produced during the life of the first Moving Rutland Forward Implementation Plan.
Transport for the East Midlands	TfEM	Transport for the East Midlands (TfEM) brings together 9 Local Transport Authorities (LTAs) across the East Midlands under the auspices of East Midlands Councils (EMC). TfEM provides collective leadership on strategic transport issues in the East Midlands, agrees major investment priorities and provides collective input into the work of Midlands Connect, the Department for Transport and its delivery bodies.

Term	Acronym	Definition
Travel plans		A document setting out the travel issues (and solutions) faced by the establishment, along with actions to reduce car dependency.
Travel training		Training provided to help residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities.
Utilities permit scheme		A scheme which will require service providers to apply for a permit to undertake work on the highway – allowing more control over the scheduling of road closures and diversions.
Utility walking or cycling		Cycling and walking is that which is carried out as a means of travel rather than for leisure purposes.
Vision zero		A vision to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury - a vision in line with that of the Parliamentary Advisory Council for Transport Safety – see: http://www.pacts.org.uk/safe-system/
Vulnerable residents		In the context of Moving Rutland Forward - disabled people or older people with mobility difficulties or other health needs.
Wheels to Work		A scheme that provided affordable scooter hire for young adults struggling to access work or training. This scheme has now ended.
Winter maintenance policy		A document outlining how we will provide maintenance during inclement weather.

1 INTRODUCTION

1.1 THE NEED FOR A NEW LOCAL TRANSPORT PLAN

The Local Transport Act 2008[1] sets out a duty for all local transport authorities to produce and keep under review a local transport plan[2] and associated policies.

Moving Rutland Forward (MRF) is the name of our fourth local transport plan (LTP4) - superseding LTP3, launched in 2011. Since LTP3 was published, we have realised a number of the aspirations within it. A new Corporate Plan, with new aims and objectives has also been developed. As a result it was necessary to develop a new local transport plan setting out our vision for transport in Rutland up to 2036. MRF will be a 'living document', meaning that should there be changes to local or national policy, MRF can be reviewed to align with political goals and aspirations.

The timeframe of MRF matches that of our emerging Local Plan Review[3]. This has been done purposefully to ensure integration between the two documents. Appendix A highlights the key links between MRF and the Consultation Draft Local Plan.

It should be noted that this plan is deliberately aspirational in places and some of the initiatives outlined are dependent on securing additional funding. Indeed, as well as setting out our long term vision, MRF will act as an evidence base for any future transport grants that may arise.

1.2 OUR VISION

Our vision (figure 1 – section 1.7) is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

Through our vision we will, in partnership, move Rutland forward, in spite of the transport challenges we are likely to face over the coming years – ensuring our county remains a great place to live, learn, work, play and visit.

Our vision is summarised further on the following page.

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[1] *Local Transport Act 2008.* Available at: https://www.legislation.gov.uk/ukpga/2008/26/contents, (Accessed: November 2017).
[2] A strategic document outlining the local transport challenges faced by a local authority, along with potential solutions.
[3] Rutland Local Plan is a statutory planning document prepared by the Rutland County Council. It sets out planning policies that will help to determine the future location, scale, type and design of new development in Rutland.

1.2.1 SUPPORTING SUSTAINABLE GROWTH

- Providing resilient and adaptable infrastructure and services that cater for our most vulnerable residents, whilst boosting the vitality of our economy.
- Maintaining our highway network to a high standard through the efficient use of available resources – ensuring the safety and quality of our assets.
- Mitigating the potential impact of development on our highway network and seeking opportunities to enhance facilities and services to better meet the needs of our future population.

1.2.2 SUPPORTING VULNERABLE RESIDENTS

- Providing an efficient network of passenger transport services that connect as many of the county's residents and visitors as possible with a range of key services and facilities in a cost-effective way.

1.2.3 IMPROVING HEALTH AND WELLBEING

- Making walking and cycling 'the norm' by working to remove barriers and investigating opportunities to develop an integrated network of cycleways, footways and public rights of way that provide connections between our settlements and with essential services and leisure opportunities.
- Making our roads safer by implementing a safe systems approach to road safety and adopting 'vision zero'[4] – through which we will strive to continually reduce the number of deaths and injuries on our county's roads.

1.3 MOVING RUTLAND FORWARD THEMES

MRF has been built around five themes, identified through feedback from our 2016 countywide travel survey[5], engagement with council officers and external organisations (through our recent Department for Transport funded Total Transport project) and a review of the evidence base (incorporating local and national policy). Through this approach we hope to highlight the importance of integrating travel modes and the need to consider journeys as a whole – from door to door.

The five themes are:

- **Population growth**: planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland**: meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;

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[4] A vision to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury - a vision in line with that of the Parliamentary Advisory Council for Transport Safety – see: http://www.pacts.org.uk/safe-system/

[5] Rutland County Council (2016), *Rutland travel survey,* available at: https://www.rutland.gov.uk/my-community/transport/transport-strategy/ (Accessed: October 2017).

- **Living in Rutland**: helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland**: helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

1.4 PARTNERSHIP WORKING

In order to achieve our vision, we will maximise opportunities to work with and alongside our communities and partner organisations - encouraging community led transport initiatives, such as voluntary car and good neighbour schemes.

Furthermore, we will continue to work with and strengthen relationships with our partners - including community and voluntary organisations, educational establishments, emergency services, local businesses, partnership groups, Midland's Connect (a sub – national transport body), Transport for the East Midlands and neighbouring local enterprise partnerships.

1.5 PROMOTION AND COMMUNICATION

Within the plan there is a recurring theme regarding public awareness of transport infrastructure and services available within our county. As such a number of the solutions set out within this plan focus not only on improving provisions, but also enhancing communication and ensuring promotional materials are tailored to their target audience.

Pivotal to enhancing awareness will be the production of a transport and highway communication plan (to be produced during the early years of MRF) setting out our approach to marketing and communication of transport and highway services, facilities, infrastructure, and works.

1.6 STRUCTURE OF MRF

To ensure MRF is longstanding and flexible, it has been structured in five parts:

- the main plan – outlining our transport aspirations for Rutland;
- the first implementation plan - detailing the programme of work to be carried out during the first 5 years of MRF, aligning with potential funding opportunities;
- supporting plans, policies and strategies (figure 2) – providing further detail on service specific matters, more robust processes and identifying delivery mechanisms;
- supporting documents - a strategic environmental assessment, habitat regulations assessment, health impact assessment and equality impact assessment of MRF; and
- an evidence base linking to the key sources of information used to inform MRF.

Moving Rutland Forward
Rutland's Fourth Local Transport Plan

Rutland is growing
We are planning our services to meet the new opportunities and challenges 2036 will bring.

Our transport vision:
a transport network and services that support:

Sustainable Growth
Facilitate delivery of sustainable population and economic growth

Vulnerable Residents
Meet the needs of our most vulnerable residents

Health and Wellbeing
Support a high level of health and wellbeing (including combating rural isolation)

We will maximise opportunities to work with and alongside our communities and partner organisations, encouraging community led development and delivery of transport.

Our plan's themes:

Population Growth
Planning for the future and meeting the needs of a growing Rutland

Working in Rutland
Meeting the needs of new and existing Rutland businesses, their customers and their workforce

Learning in Rutland
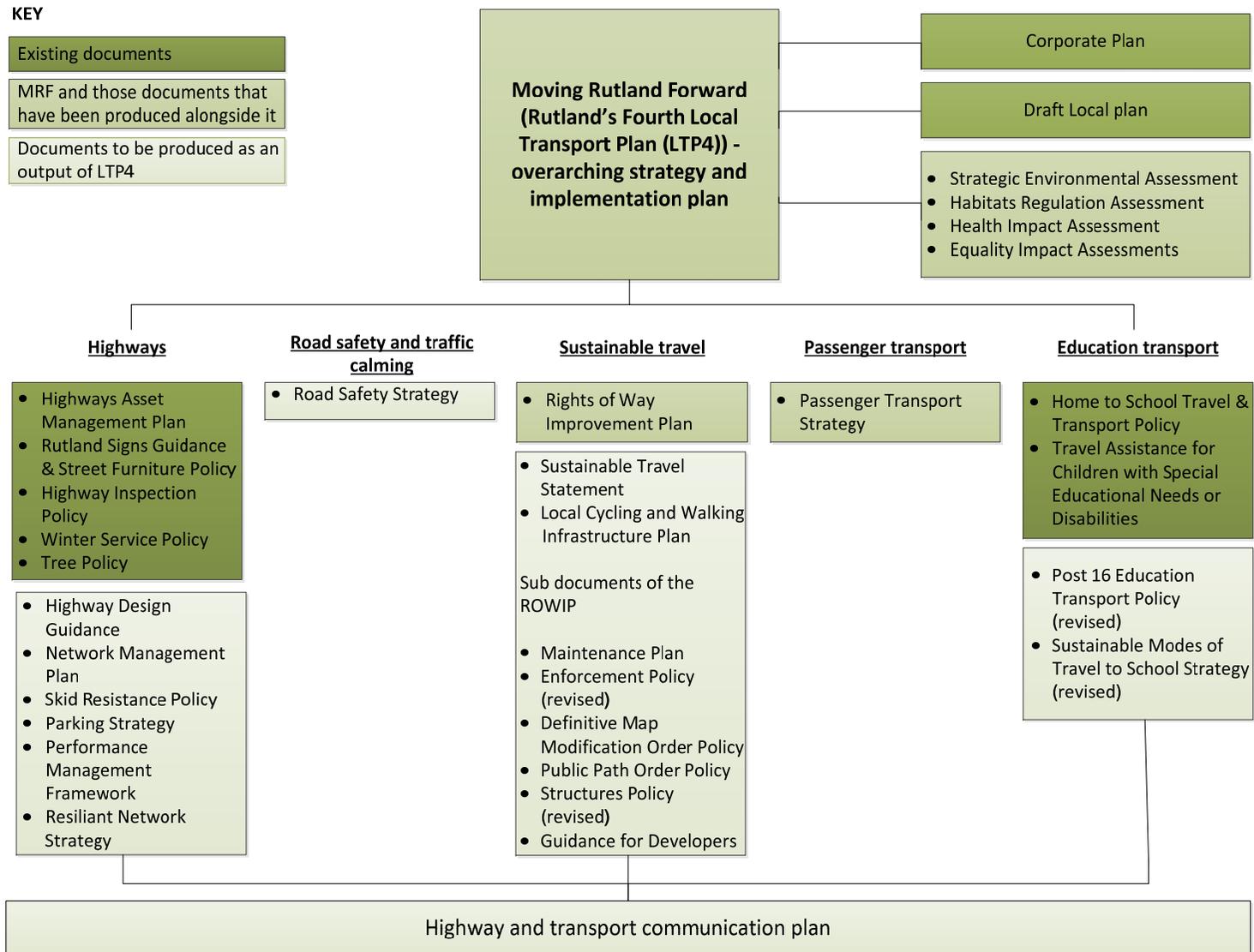Helping our residents reach their full potential

Living in Rutland
Helping Rutland residents to access essential services and supporting health and wellbeing

Visiting and Enjoying Rutland
Helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside

1.7 FIGURE 2 – ASSOCIATED PLANS, POLICIES AND STRATEGIES

KEY

Existing documents

MRF and those documents that have been produced alongside it

Documents to be produced as an output of LTP4

Moving Rutland Forward (Rutland's Fourth Local Transport Plan (LTP4)) - overarching strategy and implementation plan

Corporate Plan

Draft Local plan

- Strategic Environmental Assessment
- Habitats Regulation Assessment
- Health Impact Assessment
- Equality Impact Assessments

Highways

- Highways Asset Management Plan
- Rutland Signs Guidance & Street Furniture Policy
- Highway Inspection Policy
- Winter Service Policy
- Tree Policy

- Highway Design Guidance
- Network Management Plan
- Skid Resistance Policy
- Parking Strategy
- Performance Management Framework
- Resiliant Network Strategy

Road safety and traffic calming

- Road Safety Strategy

Sustainable travel

- Rights of Way Improvement Plan

- Sustainable Travel Statement
- Local Cycling and Walking Infrastructure Plan

Sub documents of the ROWIP

- Maintenance Plan
- Enforcement Policy (revised)
- Definitive Map Modification Order Policy
- Public Path Order Policy
- Structures Policy (revised)
- Guidance for Developers

Passenger transport

- Passenger Transport Strategy

Education transport

- Home to School Travel & Transport Policy
- Travel Assistance for Children with Special Educational Needs or Disabilities

- Post 16 Education Transport Policy (revised)
- Sustainable Modes of Travel to School Strategy (revised)

Highway and transport communication plan

2 THE RUTLAND LANDSCAPE

2.1 OVERVIEW

This section provides more information on our county's unique characteristics, which have been used to underpin the development of MRF.

2.2 GEOGRAPHY

Rutland is a small rural county - covering an area of approximately 382 km^2 [6]. The county consists of 54 settlements – including two market towns: Oakham (population 10,922 in 2011); and Uppingham (population 4,745 in 2011)[7]. The remaining 52 settlements vary in size from small hamlets to large villages.

Rutland is located in the East Midland's region and shares borders with Leicestershire, Lincolnshire, Northamptonshire and Peterborough.

2.3 DEMOGRAPHICS

Population: Latest data indicates that in 2017 Rutland's population was 39,474[8]. The population of Rutland is relatively sparse with just 1.03 persons per hectare compared to 3.05 persons per hectare[9] for the East Midlands and 0.88 and 0.99 persons per hectare for Herefordshire and Shropshire respectively (two of our nearest statistical neighbours).

Within the county we have an ageing population – by 2036 it is anticipated that approximately 40% of our residents will be 60 or over, with the percentage of residents aged 80 or over nearly doubling during the life of the plan (see figure 3). It should be noted however that any large scale development within the county could alter the demographic profile, potentially increasing the number of young families and commuters residing in Rutland.

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[6] Office of National Statistics (2018), *Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland.* Available at:
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland (Accessed: July 2018)
[7] Office for National Statistics (2011), *2011 Census*, available at:
https://www.ons.gov.uk/census/2011census(Accessed: November 2017)
[8] Office of National Statistics (2018), *Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland.* Available at:
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland (Accessed: July 2018)
[9] Ibid.

Figure 3 - Population projections in 2017 and 2036: % of Rutland residents aged 60 and over or 80 and over[10]
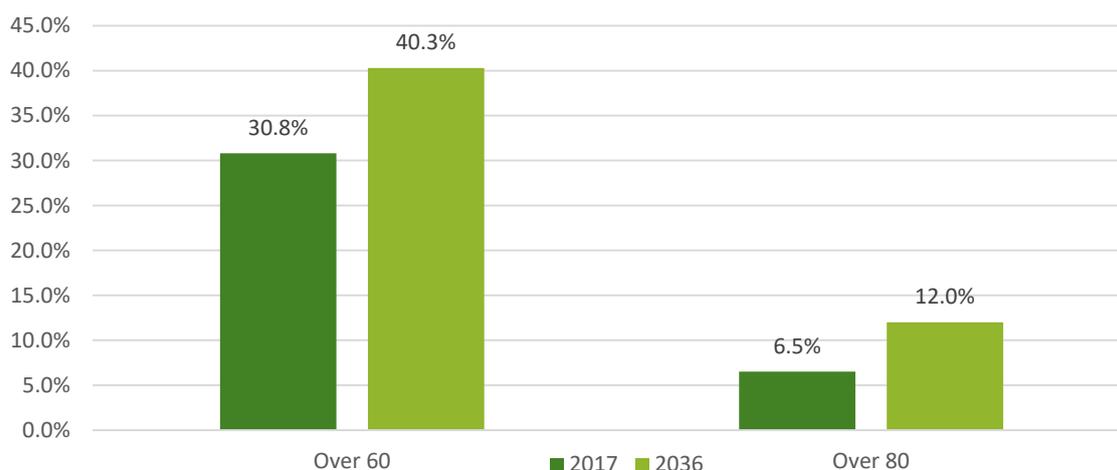
Housing: In 2016 there were 16,947[11] household properties in Rutland. To cater for the predicted population growth, our strategic housing market assessment update 2017[12] has identified a need for 3200 new dwellings between the period 2016 and 2036. Taking into account completions (2016-18) and commitments (as of 2018), there is a requirement for 1906[13] new homes up to 2036[14]. High levels of population growth are also anticipated in surrounding and nearby areas, and to cater for this there will be significant housing development over the coming years (table 1).

Table 1 – Scale of proposed new housing in surrounding and nearby areas[15]

Growth area	Scale of proposed new housing	Timeframe
Corby	+ 9200 houses	2011 - 2031
East Northamptonshire	+ 8400 houses	2011 - 2031
Harborough District	+ 9500 houses	2011 - 2031
Leicester City	+ 25,600	2006 - 2026
Melton Borough	+ 6125 houses	2011 - 2036
Peterborough	+ 27,625 houses	2011 - 2036
South Kesteven	+ 15,625 houses	2011 - 2036

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[10] Office of National Statistics (2018), *2016-based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England. Available at:* https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2 (Accessed: June 2018)

[11] Rutland County Council (2016), *Rutland key statistical data*, available at: https://www.rutland.gov.uk/EasySiteWeb/GatewayLink.aspx?alId=27200 (Accessed: November 2017)

[12] Rutland County Council (2017), *Strategic housing market assessment*, available at: https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/planning-policy/local-plan-evidence-base/housing/, (Accessed: November 2017)

[13] If this housing growth is achieved then the population of Rutland is likely to significantly exceed the ONS population predictions identified at the start of section 2.3.

[14] Rutland County Council (2018), *Rutland Local Plan Specific Consultation considering the implications of potential development of St George's within the Local Plan*, available at: https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/planning-policy/local-plan-review/, (Accessed: September 2018)

[15] Rutland County Council (2017), *Local Plan Review – Consultation draft plan*, available at: https://www.rutland.gov.uk/_resources/assets/attachment/full/0/47467.pdf, (Accessed: November 2017)

2.4 TRANSPORT NETWORK AND PROVISIONS

Highways: Within Rutland we maintain 352 miles of road[16]. Highways England is responsible for the A1, which passes through the eastern part of the county providing a strategic north-south road link. Other strategic routes (figure 4) include:

- the A47, providing an east to west route in the southern part of Rutland,
- the A606 providing an east to west link between Stamford and Nottingham.
- the A6003 providing a north to south route between Oakham, Uppingham and Corby.

Rail: Rutland has one station at Oakham. Services include a rail link to the east coast main line via Peterborough and direct trains to Stansted Airport to the east and Birmingham to the west. There is currently a once daily direct service to London St Pancras.

There are 2 level crossings within Oakham and 14 public level crossings in rural areas of our county which traverse a road or public right of way.

Figure 4 – Rutland's key road and rail routes

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[16] Rutland County Council (2017), *Corporate Plan 2016 to 2020*, available at: https://www.rutland.gov.uk/_resources/assets/attachment/full/0/29437.pdf, (Accessed November 2017)

Bus network[17]: Our county is served by a rural bus network (figure 5) – providing access to destinations within and around Rutland. Oakham has a bus station offering a sheltered waiting area with seating, timetable information and electronic information displays.

Figure 5 – Current bus services within Rutland (as at spring 2019)

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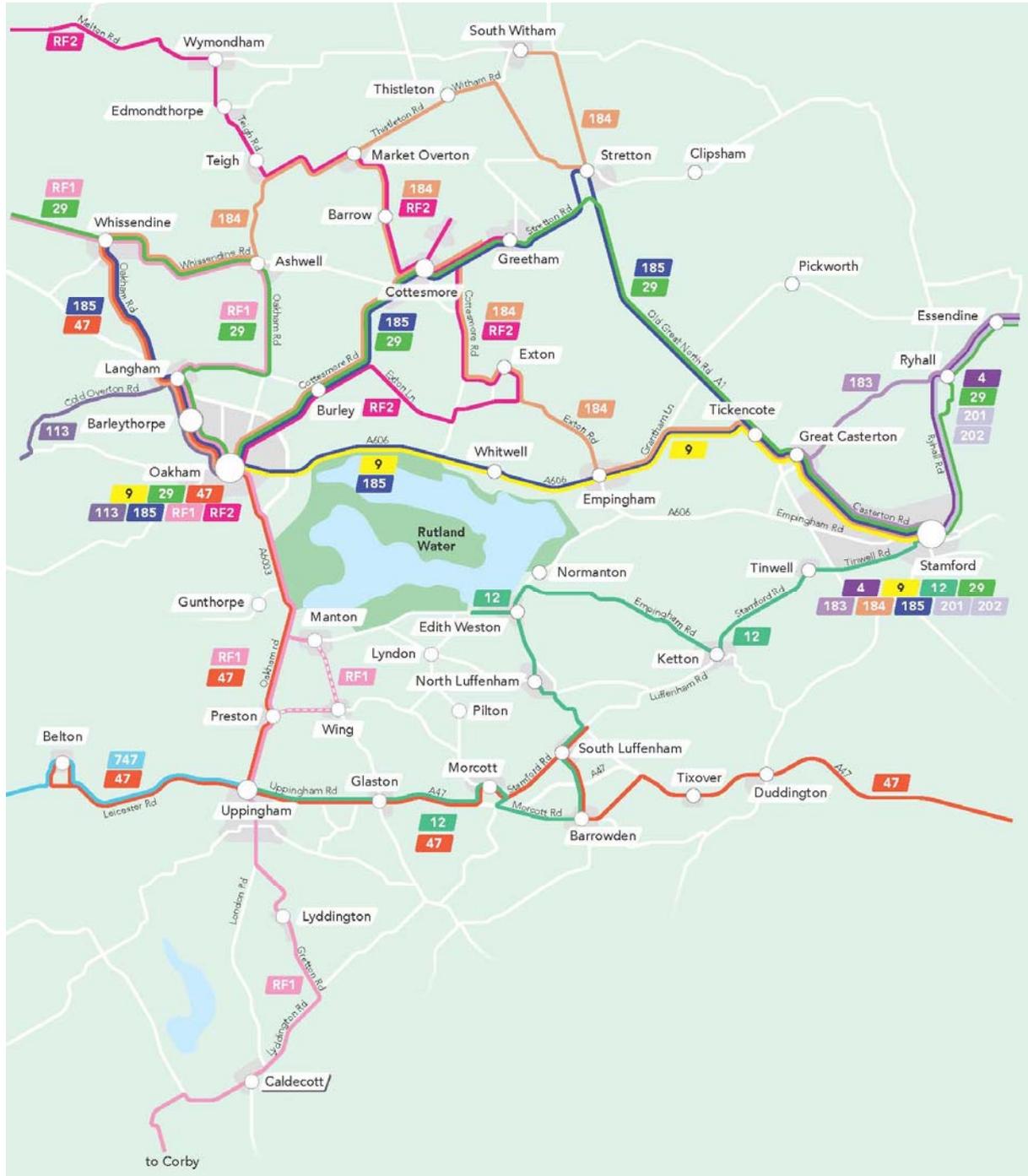
[17] More detailed information regarding passenger transport provisions can be found in our Passenger Transport Strategy.

Parking provisions: The council has 6 off street pay and display car and motorcycle car parks in Oakham and 3 in Uppingham. On street parking is also available in Oakham and Uppingham town centres.

Walking, cycling and horse riding provisions[18]: Within Rutland we manage a public rights of way (PROW) network – stretching for more than 200 miles. We also have a substantial joint cycleway/ footway network as well as cycle parking provisions in all council owned car parks and key locations in our market towns. Furthermore, National Cycle Route 63 (which connects Burton on Trent with Wisbech and forms part of the National Cycle Network developed by the Sustrans) runs through the north of the county.

Electric car charging: There are 10 locations within the county that have electric car charging facilities including Oakham and Uppingham town centres, hotel establishments and businesses around the county.

2.5   AFFLUENCE AND DEPRIVATION

Earnings: Rutland has low levels of deprivation and is ranked 301 out of 326 local authorities, based on their 'rank of average score' in the indices of deprivation (2015 data), where 1 is most deprived[19]. Despite this ranking, small pockets of deprivation do exist within the county but are masked by the wider prosperity.

In common with other rural areas, 65%[20] of Rutland's areas are classified as deprived in terms of access to local services – resulting in an increased need to own a vehicle and increased travel costs. This can negatively impact less affluent families and residents unable to drive.

Child poverty levels are lower than the in East Midlands generally (and in our nearest statistical neighbour counties), however it is still worth noting that 13.5% of Rutland children live in poverty, once the cost of housing is factored in[21].

Income and house prices: In 2017 the median gross weekly pay for Rutland residents in full time work was £520.90 compared with £515.50 for the East

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[18] Our Rights of Way Improvement Plan provides more detailed information on these provisions. Furthermore our Local Cycling and Walking Infrastructure Plan (LCWIP), once developed, will look to identify gaps in our walking and cycling network and provide a means of prioritising any future investments - should funding become available.

[19] Department for Communities and Local Government (2015), *English Indices of Deprivation (2015) – File 10 Local Authority district summaries*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/464464/File_10_ID2015_Local_Authority_District_Summaries.xlsx, (Accessed: November 2017)

[20] Department for Communities and Local Government (2015). *English indices of deprivation 2015*, available at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015,(Accessed: Nov. 2017)

[21] End Child Poverty (2018), *Percentage of children in poverty, Jul – Sep 2017*, available at: http://www.endchildpoverty.org.uk/ (Accessed: September 2018)

Midlands, £466.50 for Herefordshire and £517.20 for Shropshire[22]. In comparison, the average house price in Rutland is significantly higher than the East Midlands. In August 2016 the average house price in Rutland was £278,310 compared to £175,610 across the region[23]. In 2014, the ratio of median house price to median annual earnings in Rutland was 9.19 - the highest in the East Midlands and higher than our nearest statistical neighbours, Herefordshire (9.08) and Shropshire (7.54)[24] (when considering data between 1997 and 2013[25]).

Car ownership: Car ownership within Rutland is higher than the regional average – with only 12.4% of Rutland households not having access to a car or van, compared to 22.1% of households in the East Midlands[26]. This in part is due to the county's rural nature and is similar to Herefordshire (16.4%) and Shropshire (15.8%) - two local authorities with similar attributes to Rutland.

2.6 EDUCATION

Establishments: Within Rutland there are 17 primary schools and three special educational needs and disability (SEND) establishments (with further SEND establishments available out of county). There are three secondary schools located in Oakham, Uppingham and Great Casterton and selective in county post 16 education is available in Oakham. Further opportunities for post 16 education exist in neighbouring counties. There are also three independent schools within Rutland, located in Oakham and Uppingham.

Qualifications: Educational attainment within Rutland is significantly higher than the region as a whole - with 40.5% of pupils attaining qualification level NVQ4 and above, compared to 32.1% of pupils in the East Midlands, 36.4% in Herefordshire and 31.9% in Shropshire[27].

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[22] Office for National Statistics via NOMIS (2017), *Qualifications (Jan 2016-Dec 2016) and earnings by place of residence (2017), employment*, available at:
https://www.nomisweb.co.uk/reports/lmp/la/1946157132/report.aspx#tabquals (Accessed: November 2017)
[23] Rutland County Council (2016), *Rutland key statistical data*, available at:
https://www.rutland.gov.uk/EasySiteWeb/GatewayLink.aspx?alId=27200 (Accessed: November 2017)
[24] The East Midlands average ratio of median house price to median annual earnings was 6.19.
[25] Office for National Statistics (2018), *Ratio of house price to earnings (lower quartile and median) by local authority district, England and Wales, 1997 – 2015*, available at:
https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/housing/adhocs/006557ratioofhouse pricetoearningslowerquartileandmedianbylocalauthoritydistrictenglandandwales1997to2015/ratioofhou sepricetoearningslowerquartileandmedianbylocalauthoritydistrict.xls (Accessed: December 2018)
[26] Office for National Statistics (2012), *Table KS404EW - 2011 Census: Car or van availability, local authorities in England and Wales*, available at:
https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationes timates/datasets/2011censuskeystatisticsforunitaryauthoritiesinwales/r21walesenglishrttableks404ewl adv1_tcm77-291204.xls (Accessed: November 2017)
[27] Office for National Statistics via NOMIS (2018), *Qualifications (Jan 2017-Dec 2017) and earnings by place of residence (2017), employment*, available at:
https://www.nomisweb.co.uk/reports/lmp/la/1946157132/report.aspx#tabquals (Accessed: September 2018)

2.7 HEALTH AND WELLBEING

Facilities: There are four GP and a number of dental practices located in our two towns, and larger villages. In addition, there is a minor injury unit at Rutland Memorial Hospital in Oakham which incorporates in - and out of hours access for on the day urgent care. Residents are also served by larger hospitals out of county, such as those in Leicester and Peterborough, which offer emergency, urgent care and planned care facilities.

Health: According to the 2011 census, 50.4% of Rutland residents stated they were in very good health, higher than that reported for the East Midlands (45.3%), Herefordshire (45.7%) and Shropshire (46.5%)[28]. Despite this, the number of adults in Rutland reported[29] as having excess weight is increasing and is now higher than national and regional figures: 67.3% of adults opposed to 66.8% in the East Midlands, 63.9% in Herefordshire, 65.2% in Shropshire and 64.8% for England)[30].

Utility walking and cycling[31]: Within Rutland there are lower levels of regular utility cycling than recorded for the region and England as a whole (0.5% in Rutland, 1.3% in the East Midlands, 0.6% in Herefordshire and 1.7 in Shropshire%)[32]. In addition, the proportion of our residents walking for utility purpose, at all frequencies, is lower than that seen at a regional and national level as well as that seen in our nearest statistical neighbour counties.

Road safety: Between 2001 and 2016 there were 2556 casualties on our roads – of these 347 were serious (35 of these occurred on the A1) and 88 were fatal (13 of these occurred on the A1)[33]. Figure 6 shows how road casualty figures in Rutland have changed since our first LTP was launched in 2001. The number of slight casualties has decreased significantly during this time, whilst the number of fatal and serious casualties has remained relatively constant.

In Rutland between 2010 and 2014, the rate of reported killed or seriously injured casualties per billion vehicle miles averaged 59, whereas the East Midlands average

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[28] Office for National Statistics (2012). *Table KS301EW – 2011 Census: Key Statistics for local authorities in England and Wales*, available at: https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuskeystatisticsforlocalauthoritiesinenglandandwales/r21ewrttableks301ewladv1_tcm77-290709.xls (Accessed: November 2017)

[29] 2013-2015

[30] Public Health England (2016), *Prevalence of underweight, healthy weight, overweight, obesity, and excess weight among adults a local authority level for England*, available at: https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=0ahUKEwiOjaOaq_bbAhXHWsAKHY4jB_AQFggnMAA&url=https%3A%2F%2Ffingertips.phe.org.uk%2Fdocuments%2FAPSweight_ForWebsite_2013-2015.xls&usg=AOvVaw1U6pW9ehheAyf5uzmI6NHl (Accessed: November 2017)

[31] Utility cycling and walking is that which is carried out as a means of travel rather than for leisure purposes.

[32] Department for Transport (2016), *Table CW0104 and CW0105 – Proportion of how often and how long adults cycle/ walk for by local authority*, available at: https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010, (Accessed: November 2017)

[33] Rutland County Council, *Police collision data*, unpublished (Accessed: November 2017)

was 80 KSI (killed or seriously injured) casualties per billion vehicle miles. Herefordshire and Shropshire (two of our nearest statistical neighbours) had an average of 65 and 71 KSI casualties per billion vehicle miles respectively[34].

Figure 6 - Number of road casualties in Rutland, by severity, between 1st January 2001 and 31st December 2016[35]
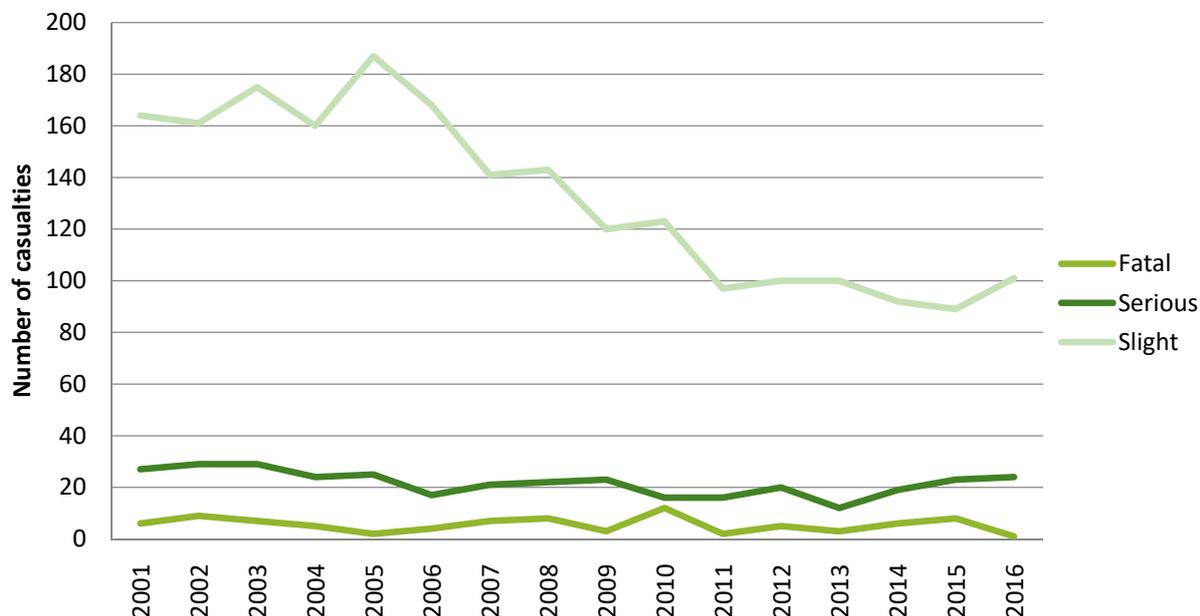
Air quality: Air quality in Rutland is generally good and there are no air quality management areas within the county[36]. The highest levels of fine particulate matter pm2.5[37] are found along the A1[38].

2.8   LEISURE AND TOURISM

Leisure cycling and walking: Within Rutland there are good levels of leisure cycling. Indeed, the percentage of Rutland adults cycling for leisure[39] at least once a month is 16.8% compared to 10.4% in the East Midlands, 10% for England, 12.4% in

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[34] Department for Transport statistics (2017), *Table RAS41003 - Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2012 - 2016 and 2010-14 average, annual for latest 5 available years*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/665175/ras41003.ods,(Accessed: November 2017)

[35] Rutland County Council, *Police collision data*, unpublished. (Accessed: November 2017)

[36] Rutland County Council (2017). *Rutland local transport plan - strategic environmental assessment*, unpublished. (Accessed: December 2017)

[37] Inhalation of particulate pollution can have adverse health impacts. Human – made particulate matter. Particulate matter is released during the combustion of solid and liquid fuels. Particulate matter can be naturally occurring or human made. In the case of pm2.5, human–made sources are more common, with naturally occurring particulate matter only making a small contribution to levels. Source: Department for Environment, Food and Rural Affairs (2018). *Public Health: Sources and Effects of PM2.5*, available at: https://laqm.defra.gov.uk/public-health/pm25.html (Accessed: January 2018)

[38] Department for Environment, Food and Rural Affairs (2018), *Background mapping data for local authorities*, available at: https://uk-air.defra.gov.uk/data/laqm-background-home (Accessed: January 2018)

[39] Based on 2014/15 data

Herefordshire and 11.1% in Shropshire. The level of more frequent leisure cycling appears to be on par with the rest of the country. Levels of leisure walking on the other hand are higher, at all frequencies, in Rutland than seen across the East Midlands, England and our nearest statistical neighbour counties[40].

Tourism – Rutland offers a range of tourism opportunities– including two market towns and Rutland Water (managed by Anglian Water), a large reservoir providing leisure activities such as cycling, walking, ornithology, rock climbing, fishing, watersports and a waterpark. Rutland Water also hosts the annual Birdfair – a renowned ornithological and wildlife event that attracts a large number of visitors from across the globe.

Biodiversity, flora and fauna: Rutland has 19 Sites of Special Scientific Interest (SSSI) including Rutland Water which is an internationally designated wetland site. Rutland Water is also designated a Special Protection Area (SPA); and a Ramsar site. Within the county there are also 221[41] local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland.

2.9 EMPLOYMENT AND ECONOMIC ACTIVITY

Employment: Employment levels in Rutland are high[42], with a lower unemployment rate than the East Midlands and our nearest statistical neighbour counties[43].

Table 2, overleaf, provides a summary of employment in Rutland, broken down by occupation. Figure 7 identifies the main destinations that our residents commute to and figure 8 shows where our employers' staff travel from.

Employers: Within Rutland there is a strong Ministry of Defence (MoD) presence – with two bases in the county. Other major employers include HM Prison Stocken in Stretton, the county's independent schools, larger manufacturing and service businesses (a number of which are located in remote, rural locations) and Rutland County Council. The number of small and micro businesses in Rutland is also increasing.

Shopping – Oakham and Uppingham are Rutland's two market towns – offering a variety of shopping provisions, with a dominance of independent retailers. Convenience shopping opportunities are also provided in some of our larger villages. Comparison shopping is generally catered for in out of county in centres such as Corby, Leicester and Peterborough.

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[40] Department for Transport (2016). *Table CW0104 and CW0105 - Proportion of how often and how long adults cycle/ walk for (at least 10 minutes) by local authority*, available at: (Accessed: November 2017)

[41] Data obtained from the Leicestershire and Rutland Environment Records Centre (2019)
[42] Based on 2016 data
[43] Office for National Statistics via NOMIS (2017), *Qualifications (Apr 2017 – Mar 2018) and earnings by place of residence (2018), employment*, available at: https://www.nomisweb.co.uk/reports/lmp/la/1946157132/report.aspx#tabquals (Accessed: September 2018)

Table 2 - Employment by occupation (Apr 2017 – Mar 2018)[44]

	Rutland (%)	East Midlands (%)	Herefordshire (nearest statistical neighbours)	Shropshire (nearest statistical neighbours)	Great Britain (%)
Soc 2010 Major Group 1-3	49.6	41.5	40.8	41.8	45.5
1 Managers, Directors And Senior Officials	14.9	11	11.4	13.6	10.6
2 Professional Occupations	18.9	17	17	15.8	20.3
3 Associate Professional & Technical	15.8	13.4	12.3	12.3	14.4
Soc 2010 Major Group 4-5	17.7	21.5	24.2	23.2	20.6
4 Administrative & Secretarial	7.4	10.1	9.6	8.9	10.2
5 Skilled Trades Occupations	10.2	11.3	14.6	14.2	10.3
Soc 2010 Major Group 6-7	15.8	16.3	16.6	16.4	16.8
6 Caring, Leisure And Other Service Occupations	10.9	9.1	11.3	10.5	9.1
7 Sales And Customer Service Occupations	4.9	7.2	5.3	5.9	7.5
Soc 2010 Major Group 8-9	16.9	20.6	18.5	18.5	17.2
8 Process Plant & Machine Operatives	5.3	8.5	7	5.7	6.4
9 Elementary Occupations	11.6	12	11.4	12.8	10.7
Source: ONS annual population survey (Notes: Numbers and % are for those of 16+/ % is a proportion of all persons in employment)					

[44] Ibid.

Figure 7 – Where our residents work[45] (2011 data - 17,884 total count)
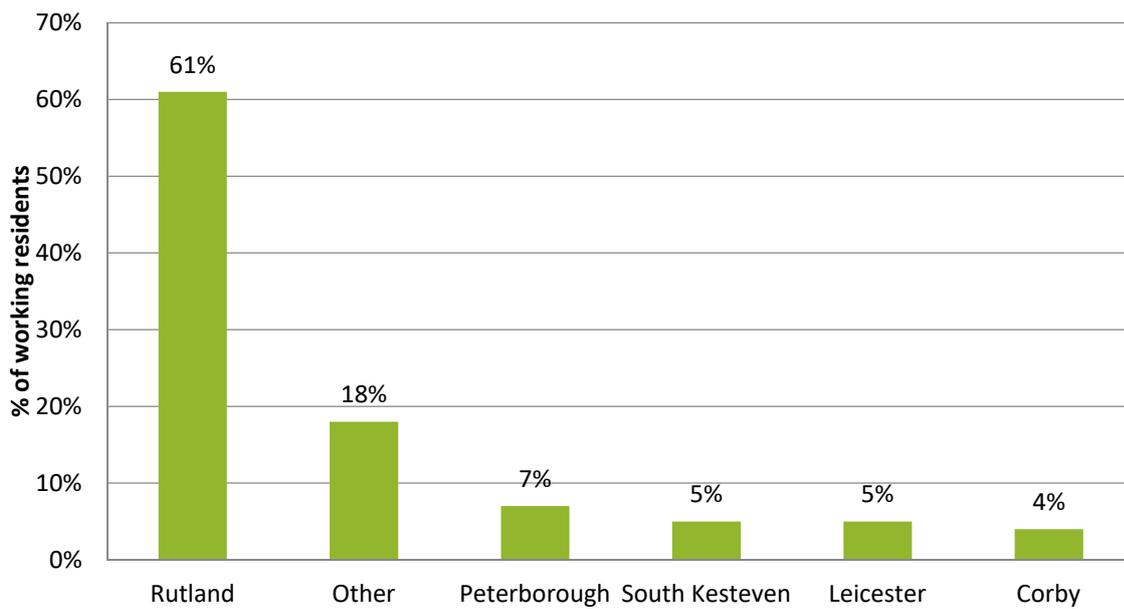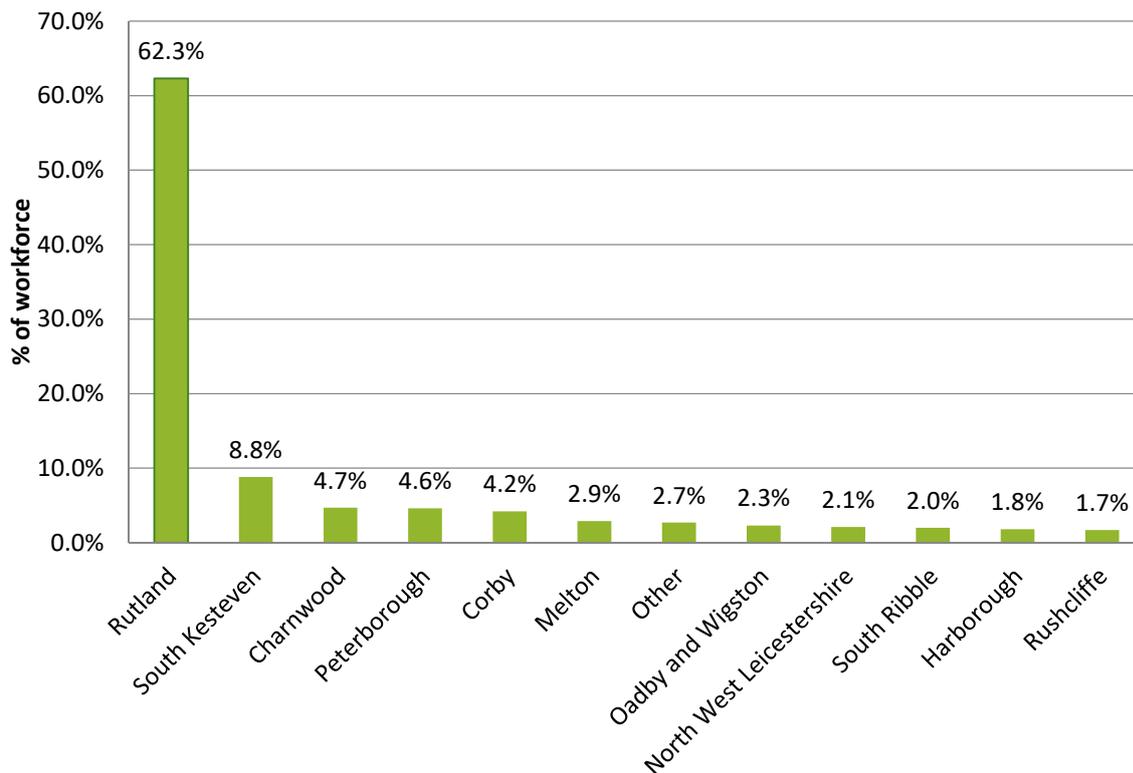

Figure 8 - Where our employers' staff come from[46] (2011 data – 17,349 total count)

[45] The National Archives (2013), *Table 8 - Commuting patterns from the Annual Population Survey, Great Britain, 2010 and 2011,* available at: :
http://webarchive.nationalarchives.gov.uk/20160201063131/http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-300966 (Accessed: November 2017)
[46] The National Archives (2013), *Table 6 - Commuting patterns from the Annual Population Survey, Great Britain, 2010 and 2011, available*
at: http://webarchive.nationalarchives.gov.uk/20160201063131/http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-300966 (Accessed: November 2017)

3 LOOKING BACK AT OUR ACHIEVEMENTS

Despite the short space of time that has elapsed since LTP3 was launched, we have been able to deliver a number of the aspirations within it. A large proportion of these have been possible due to our successful bid to the Government's Local Sustainable Transport Fund (LSTF) – which provided £4 million for our transport facilities.

This section looks back and celebrates some of our key achievements during this time.

3.1 SUPPORTING BUSINESS AND ECONOMY

During the life of LTP3 the Council has helped support local business and the economy by:

- **Rolling out fibre broadband** to circa 95% of all premises[47] in Rutland through the Digital Rutland project and commercial rollout (also fibre to the premises) – boosting business opportunities and competitiveness of local firms and offering new ways of flexible working.
- **Supporting access to work solutions** including the Wheels to Work Scheme, through which up to 22 young adults a year were able to hire a scooter – providing an affordable means of accessing work and training. However, despite the schemes success, withdrawal of the provider means that it unfortunately ceased in early 2019.
- **Encouraging cycle tourism** by constructing over 4.5 miles of joint cycleway/ footways.
- **Improving parking provisions** by increasing the number of bays available within town. Furthermore, the expansion of Catmose car park in Oakham has resulted in the creation of 40 additional parking bays for use by Rutland County Council staff – freeing up public parking spaces and helping to reduce weekday parking pressures.
- **Providing new local business accommodation** at Ashwell (Oakham Enterprise Park) and Barleythorpe (The King Centre) - providing more in county employment opportunities.

3.2 IMPROVING ACCESS TO SERVICES

Access to services have been both maintained and improved in Rutland since 2011, with key successes including:

- **The opening of Oakham bus station** in May 2014 – providing significantly improved facilities, enhanced security and a safer feel to the area.

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[47] Both residential and business

- **Provision of 'Call Connect', a demand responsive transport service** that operates in locations with no (or limited) scheduled bus services. The scheme is provided by Lincolnshire County Council.
- **The trial of a dedicated tourism bus, 'ShoreLink', and dedicated 'WorkLink' bus.** The ShoreLink service operated a circular route around Rutland Water whilst the WorkLink bus provided dedicated transport for employees of our harder to reach businesses. These trials[48] proved very insightful and highlighted that despite previous perception, there is little demand for these dedicated services.

3.3 CREATING A SAFER COMMUNITY

We have continued our efforts to make Rutland's roads safer through a number of initiatives:

- **Engineering improvements** including traffic calming measures, such as chicanes (e.g. Knossington Road, Braunston) and high friction surfacing (e.g. sections of the A6003 between Stoke Dry and Caldecott.)
- **Educational programmes** including pedestrian training, refresher driver courses[49], pass plus[50] and Bikeability training[51].
- **Support for enforcement activities** carried out by local police and the road policing unit from Leicestershire Fire and Rescue.

3.4 PROTECTING OUR RURAL ENVIRONMENT

During LTP3 Rutland has benefitted from a number of sustainable transport improvements including:

- **The development of joint cycleway/ footways** - providing cycle links that encourage cycling and walking as a means of travel, not just leisure.
- **Additional cycle parking** for up to 60 bicycles - helping to encourage cycling by providing secure parking.
- **Improved public transport facilities,** including new bus shelters and the installation of electronic information displays at 3 locations in the county.

3.5 PROMOTING GOOD HEALTH AND WELLBEING

During LTP3 we provided the following initiatives to promote health and wellbeing:

- **Travel training** to over 27 students with special educational needs or disability.

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[48] The ShoreLink trial finished in September 2015 whilst the Worklink trial finished in May 2015.
[49] Available to all drivers but predominantly attended by older drivers

[50] Pass Plus is a practical driving course aimed at improving skills and encouraging safer driving amongst new drivers.
[51] Bikeability is the name given to cycle proficiency training provided to primary school children. We deliver Bikeability to over 350 primary school pupils a year

- **Concessionary travel** for residents in receipt of job seekers allowance or with physical, sensory or mental impairments affecting their ability to use public transport.
- **Walking for all -** working with Rutland Access Group to produce the 'Countryside for all in Lincolnshire and Rutland' leaflet; promoting PROW walks for individuals with disabilities or limited mobility; and setting up a number of Walking for Health and Dementia Walks programmes across the county.

4   READING THE STRATEGY

Each of the themes, identified in section 1.3, forms a section of MRF and outlines:

- the challenges faced,
- our goals, and
- solutions to help us deliver our goals.

Each of these challenges, goals and solutions have been given a reference number, starting with one of the following prefixes:

- **PG** – Population growth: planning for the future and meeting the needs of a growing Rutland;
- **WR** - Working in Rutland: meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **LER** - Learning in Rutland: helping our residents reach their full potential;
- **LIR** - Living in Rutland: helping Rutland residents to access essential services and supporting health and wellbeing; and
- **VER** - Visiting and enjoying Rutland: helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

Throughout the document you will find there are areas of overlap, where a challenge or solution relates to more than one section. In such cases, rather than repeating information we instead refer you to the primary instance of the goal or solution.

5 POPULATION GROWTH: PLANNING FOR THE FUTURE AND MEETING THE NEEDS OF A GROWING RUTLAND

5.1 THE CHALLENGES WE FACE

PGC1 - **Population changes placing additional demand on our passenger transport and highway network.**

PGC2 - **The impact of population growth on parking provisions.**

PGC3 - **Concern from residents regarding disruption caused by road works associated with development and utility enhancements.**

PGC4 - **Growth and development within Rutland may negatively impact our environment and county's rural character.**

5.2 THE CHALLENGE: PGC1 - POPULATION CHANGES PLACING ADDITIONAL DEMAND ON OUR PASSENGER TRANSPORT AND HIGHWAY NETWORK.

Population growth within Rutland and surrounding counties is likely to result in increased use of our highway network[52] - resulting in additional maintenance. It may also lead to congestion at our most heavily used junctions, such as those on the A1, A47 and A6003 - causing delays and increased vehicle emissions.

We also have an increasing proportion of elderly residents, who may through reasons of ill health or reduced mobility, become unable to drive and as such become more dependent on public transport.

Together, our growing and ageing population could increase demand for passenger transport – with potentially both positive and negative consequences. Any demand for increased service provision could increase costs (through increased reimbursement costs for concessionary travel passes); conversely, in some instances increased demand may make services more commercial – reducing costs and potentially improving the network.

5.3 OUR GOAL: PGG1 - PASSENGER TRANSPORT PROVISIONS AND A HIGHWAY NETWORK THAT ARE RESILIENT AND ADAPTABLE TO CHANGING DEMAND.

To help us achieve our goal we will implement the following solutions.

5.3.1 PGS1 - REDUCE THE NEED TO DRIVE

During the early life of MRF we will adopt highway design guidance (produced under a joint local authority initiative) that developers will be required to adhere to. This

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[52] Including roads, footways, cycleways and public rights of way.

document, along with our Local Plan, will set out transport and accessibility standards encouraging new development to be appropriately located and designed to enable travel by foot, bicycle or public transport.

Additionally, we will develop a local cycling and walking infrastructure plan (LCWIP) setting out our aspirations for cycling and walking infrastructure. The LCWIP will be written during the first 5 years of this plan (see VERS2).

5.3.2   PGS2 - ASSESS THE CAPACITY OF OUR NETWORKS

Developers are required to produce a highway and transport assessment of all major planning applications. These detail how existing infrastructure and services can accommodate the proposed development, or where they can't, suggest suitable mitigation or provide us with the opportunity to request mitigating measures. This will be particularly important for any future large development proposals that are likely to have more far reaching impacts. In such cases providing the correct infrastructure and services will be essential for integrating the development with the county, whilst minimising the impact on existing provisions.

When carrying out these assessments, developers must refer to the relevant highway guidelines, our LCWIP (once written) and our passenger transport strategy.

Over the life of MRF and our Local Plan, we will also provide feedback on development proposals and changes to the highway network within neighbouring counties (and vice versa) – ensuring sufficient consideration is given to the impact of nearby growth, development and infrastructure improvements on our own transport and highway infrastructure and provisions. In addition we will work with Highways England to identify the impact that such growth and development may have on the A1, which passes through Rutland or lobby for necessary mitigation measures.

There is a long and well documented history of a demand for a relief road for Caldecott, and RCC has previously successfully submitted its case and had funding allocated for such a project. Whilst the previous scheme was shelved as a consequence of the 2007/8 financial crisis, the situation needs to be reviewed in the face of exacerbating factors such as further increases in average annual daily volumes as measured by the Department for Transport, the considerable planned expansion of Corby, and the growth of Rutland's tourism industry. We will commit to re-establishing the case for a relief road against set national standards and to seek the funds to undertake a feasibility study.

5.3.3   PGS3 - MAINTAIN OUR ASSETS IN A COST EFFECTIVE WAY

We will maintain our highways and public transport assets to a high standard - ensuring the safety of our network, whilst minimising whole of life costs and improving customer satisfaction. We will achieve this through better maintenance planning (assisted by a new highway asset management computer system that was implemented during late 2018) and by following the guidance and procedures set out within our highway inspection policy and highway asset management plan (HAMP).

Our winter maintenance policy also provides further guidelines on maintenance during inclement weather.

The Department for Transport currently monitors local authorities' maintenance performance through a banding scheme, in which local authorities maintenance practices are scored between 1 and 3 - with band 3 being the most advanced. We have achieved band 3 and will work to retain this grading over the life of MRF.

Furthermore, during the life of this plan we will seek opportunities to enhance and upgrade A roads within the county, for example through the Department for Transport's plan to develop a major road network by driving investment in to the countries' most important A roads, such as the A47. As a local authority we have no responsibility for the management of or control over routes that are part of the strategic road network.   Nevertheless we recognise the importance of the A1 (the only strategic road within Rutland) to the county. As such we will continue to liaise with Highways England regarding opportunities to develop and improve the A1.

5.3.4 PGS4 - FACILITATE AN EFFICIENT AND FLEXIBLE PASSENGER TRANSPORT NETWORK

We will work with commercial and voluntary sector partners to provide a passenger transport service that enables travel to key service centres and health care provisions such as doctor's surgeries and dentist facilities (either by way of a direct link or by providing connections) - enabling residents to access facilities that meet their health and wellbeing needs.

To support this, where required service connectivity (with other bus and rail services) will be considered during the planning of new or revised routes. Further detail can be found in our passenger transport strategy.

5.3.5 PGS5 - WORK WITH PARTNERS TO PROVIDE FURTHER TRANSPORT PROVISIONS

As outlined within our passenger transport strategy, during the life of MRF we will also look at opportunities to work with community, voluntary and other public sector transport providers to maximise the transport offer available to our vulnerable residents.

5.4   THE CHALLENGE: PGC2 - THE IMPACT OF POPULATION GROWTH ON PARKING PROVISIONS.

The council offers a number of off road parking provisions within Oakham and Uppingham, however at peak times (such as market days), capacity issues sometimes arise.

Residential areas also experience problems – caused in part by limited parking on new housing estates and also business locations and educational establishments.

There is concern from residents that this shortage could result in inconsiderate or illegal parking or prevent access by buses and emergency service vehicles.

5.5 OUR GOAL: PGG2 - SUFFICIENT PARKING CAPACITY FOR OUR CURRENT AND FUTURE POPULATION.

To help us achieve our goal we will implement the following solutions, however any increased parking needs to be balanced against the potential for excessive free or cheap car-parking to reduce modal shift and increase single occupancy car use. Measures to promote modal shift will be dealt with in our sustainable travel statement (once written).

5.5.1 PGS6 - ENSURE NEW DEVELOPMENTS HAVE SUFFICIENT PARKING
Developers will be required to demonstrate that they have taken into consideration the parking guidelines set out in our Local Plan, relevant highway guidelines and parking strategy (due to be revised during the first implementation plan).

5.5.2 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- WRS4 – Undertake a strategic parking review
- WRS5 – Identify opportunities for further parking provisions
- WRS6 – Produce market town plans

5.6 THE CHALLENGE: PGC3 - CONCERN FROM RESIDENTS REGARDING DISRUPTION CAUSED BY ROAD WORKS ASSOCIATED WITH DEVELOPMENT AND UTILITY ENHANCEMENTS.

Our 2016 countywide travel survey[53] identified a level of frustration from some residents (both car and public transport users) regarding diversions and road works. Concern related to potential delays, congestion and increased traffic flow along alternative routes. At the same time, 40% of those providing feedback (780 respondents) regarding highway improvements wished to see more road maintenance.

5.7 OUR GOAL: PGG3 - A CO-ORDINATED AND INTEGRATED APPROACH TO HIGHWAY MAINTENANCE AND UTILITY ENHANCEMENTS.

To help us achieve our goal we will implement the following solutions, and where necessary seek opportunities for cross border working with surrounding local authorities.

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[53] Rutland County Council (2016), *Rutland travel survey,* available at: https://www.rutland.gov.uk/my-community/transport/transport-strategy/ (Accessed: October 2017).

5.7.1 PGS7 - PRODUCE AND UPDATE A NETWORK MANAGEMENT PLAN

We will produce and keep up to date a network management plan – outlining our approach to managing and communicating disruption to the highway and transport network.

5.7.2 PGS8 - INTRODUCE A UTILITIES PERMIT SCHEME

We will investigate the viability of introducing a utilities permit application scheme, which if adopted, will require service providers to apply for a permit to undertake work – allowing us more control over the scheduling of road closures and diversions.

5.8 THE CHALLENGE: PGC4 - GROWTH AND DEVELOPMENT WITHIN RUTLAND MAY NEGATIVELY IMPACT ON OUR ENVIRONMENT AND COUNTY'S RURAL CHARACTER.

Economic and population growth can result in increased car journeys and HGV passage – both of which have negative environmental impacts, such as increased air pollution. Rutland's rural nature and heritage are of vast importance, but construction can threaten important habitats, green spaces and public rights of way (PROW)[54] and can also lead to over development and loss of sense of place. In addition, ill thought out development can lead to an increased risk of flooding.

5.9 OUR GOAL: PGG4 - SUSTAINABLE DEVELOPMENT THAT ENHANCES AND SUPPORTS OUR COUNTY'S RURAL CHARACTER AND HERITAGE.

To help us achieve our goal we will implement the following solutions, and where necessary seek opportunities for cross border working with surrounding local authorities.

5.9.1 PGS9 - RETAIN OUR HERITAGE

To ensure our county's heritage appearance is retained, developers must give consideration to the relevant standards and policies outlined in our Local Plan, Rutland Signs Guidance and Street Furniture Policy and any other relevant highway guidelines. Where required, we will ensure Historic England are consulted on schemes that may impact on our surrounding heritage.

5.9.2 PGS10 - PROTECT OUR GREEN SPACE AND PUBLIC RIGHTS OF WAY NETWORK

To help combat the adverse effects of development on our PROW network, when applying for planning permission, developers must give consideration to the Rights of Way Improvement Plan (ROWIP[55]) as well as the Local Plan, which set out policies

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[54] Defined as footpaths, bridleways, restricted byways and byways open to all traffic.

[55] A strategic document, produced by Rutland County Council, that identifies the means by which we propose to secure an improved public rights of way network.

highlighting the need to preserve and enhance our PROW, green infrastructure, open space and frontages.

We are also unlikely to support any future proposals from Network Rail that would result in reduced accessibility or the closure of PROW, unless the council is satisfied that an adequate alternative route is provided. Such matters will be dealt with on a case by case basis.

5.9.3   PGS11 - REDUCE OUR IMPACT ON THE ENVIRONMENT

Highway guidelines, including our new highway design guidance (once adopted), will set out best practice regarding a number of engineering matters, such as sustainable drainage systems (SuDS) for new developments. Developers submitting large scale planning applications will also be referred to the Environment Agency's requirements and advice in respect of the protection of groundwater – which includes the use of SuDs designed and maintained to current good practice standards, including the provision of suitable treatment or pollution prevention measures. In addition, our Local Plan places importance on the need for sustainable development and sets out policies to limit negative environmental impacts.

During the life of the first implementation plan we will produce a sustainable travel statement – outlining how we plan to reduce car dependency and encourage greener, more sustainable travel and as such, lower congestion and noise pollution, reduce greenhouse gas emissions and improve air quality.

Where required we will also undertake an environmental and/ or habitat assessment of any future large scale highway or transport projects that may come forward. Within these assessments we will consider opportunities not only to protect, but also enhance the surrounding environment and habitats.

5.9.4   SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- PGS1 – Reduce the need to drive

5.10 POPULATION GROWTH: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 1 in appendix B provides an overview of the 'population growth' related challenges, goals, solutions and relevant strategies, plans and policies.

6 WORKING IN RUTLAND: MEETING THE NEEDS OF NEW AND EXISTING RUTLAND BUSINESSES, THEIR CUSTOMERS AND THEIR WORKFORCE

6.1 THE CHALLENGES WE FACE

WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.

WRC2 - A need to make our market towns fit for the future.

WRC3 - A shortage of new business sites in the county with good road and rail connections.

WRC4 - Business growth may lead to increased traffic and HGV movements.

WRC5 - Freight and passenger rail changes may have a negative impact on businesses.

6.2 THE CHALLENGE: WRC1 - SOME EMPLOYMENT LOCATIONS ARE HARD TO ACCESS WITHOUT A CAR BECAUSE THEY ARE LOCATED IN REMOTE, RURAL LOCATIONS AND/ OR OPERATE SHIFT PATTERNS.

Within Rutland a number of businesses are sited in remote, rural locations and/or operate shift patterns – making them hard to access by public transport. Our 2016 travel survey[56] provided some evidence of this – with 49% of people that stated they were struggling to access work[57] citing public transport as barrier and 22% saying they worked shift patterns.

As such residents without a personal vehicle may have more limited work opportunities and Rutland may be less attractive as a base for businesses because staff may be harder to recruit or retain. Furthermore, these restraints limit the ability of staff to walk or cycle to work – resulting in a large proportion of employees travelling in single occupancy vehicles[58] - potentially increasing road traffic and air pollution.

6.3 OUR GOAL: WRG1 - TRANSPORT OPTIONS THAT SUPPORT ECONOMIC GROWTH BY ENABLING RESIDENTS TO ACCESS EMPLOYMENT OPPORTUNITIES AND IN DOING SO HELP FULFIL ANY WORKFORCE SHORTAGES AND REDUCE ENVIRONMENTAL IMPACT.

To help us achieve our goal we will implement the following solutions.

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[56] Rutland County Council (2016), *Rutland travel survey*, available at: https://www.rutland.gov.uk/my-community/transport/transport-strategy/ (Accessed: October 2017).
[57] 15% of question respondents (185 of 1220 respondents).
[58] Data from our countywide travel survey identified that 74% of 1365 question respondents' journeys were undertaken in single occupancy cars. Source: Ibid.

6.3.1 WRS1 – PROMOTE CAR SHARING

To help reduce single occupancy car travel, we will promote car sharing to local businesses and their employees. Should funding become available we will also investigate ways of enhancing our existing car sharing website to make it more user friendly. Our sustainable travel statement (once written) will provide further information on this.

6.3.2 WRS2 – ENCOURAGE THE CREATION OF BUSINESS SITE TRAVEL PLANS

We aspire to work with businesses located at industrial estates and business parks – helping them to develop site specific travel plans. Through the planning process we will also request that developers produce site specific travel plans for proposed employment sites.

6.3.3 WRS3 – INVESTIGATE AN ALTERNATIVE TO THE WHEELS TO WORK SCHEME

During the first year of implementation plan one, we will investigate options to deliver an alternative transport solution to help fill the gap left by Wheels to Work – supporting individuals to access training, education and employment.

6.3.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks

6.4 THE CHALLENGE: WRC2 – A NEED TO MAKE OUR MARKET TOWNS FIT FOR THE FUTURE.

Traditional high streets continue to face a number of challenges. More retail activity is taking place online and out of town. Action is required to prevent town centres from experiencing a gradual decline with lower footfall, fewer retail premises and a trend away from inward investment.

As identified in section 5 (PGC2), lack of parking may also limit opportunities to increase footfall and limit economic growth and vitality. Sufficient parking is essential for ensuring residents have adequate time for shopping and leisure activities. Lack of parking could result in residents travelling out of county to retail parks where parking is often more plentiful and free of charge.

6.5 OUR GOAL: WRG2 – UNIQUE, ATTRACTIVE AND VIBRANT MARKET TOWNS THAT PROVIDE ENHANCED PROVISIONS FOR RESIDENTS, WHILST ATTRACTING VISITORS AND SUPPORTING ECONOMIC VITALITY.

To help us achieve our goal we will implement the following solutions.

6.5.1 WRS4 - UNDERTAKE A STRATEGIC PARKING REVIEW

We will undertake a strategic parking review to determine how projected population growth may impact on parking availability within the county - enabling us to optimise our existing facilities. Results of the review will be considered within a revised parking strategy.

6.5.2 WRS5 - IDENTIFY OPPORTUNITIES FOR FURTHER PARKING PROVISIONS

If a need for further parking provision is identified, we will investigate potential development areas and sources of funding.

6.5.3 WRS6 – PRODUCE MARKET TOWN PLANS

We will work with stakeholders to share good practice between settlements and develop town centre plans. Such plans will set out the challenges faced by our market towns, including those relating to transport, parking and highways infrastructure. The plans will address these challenges – setting out proposals for improvement that will result in high quality, distinctive and inspiring public realms we can be proud of and that put people above traffic whilst respecting the heritage of the town centre.

6.5.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS2 - Assess the capacity of our networks

6.6 THE CHALLENGE: WRC3 - A SHORTAGE OF NEW BUSINESS SITES IN THE COUNTY WITH GOOD ROAD AND RAIL CONNECTIONS.

Our 2016 Employment Land Assessment Update[59] assessed the supply, need and demand for employment land and premises in Rutland - identifying requirement for an additional 29.09 ha of land to 2036. Within Rutland however, there are a limited number of suitable new sites – with even fewer supported by strong road and rail networks. Such limitations may deter businesses from moving to Rutland and could constrain the growth of our existing businesses – although the Local Plan will allocate land for employment development.

6.7 OUR GOAL: WRG3 – LOCAL BUSINESSES SUPPORTED BY TRANSPORT LINKS THAT ENABLE THE EFFICIENT MOVEMENT OF GOODS.

To help us achieve our goal we will implement the following solutions.

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[59] BE Group (2016), *Employment land assessment update – Rutland County Council final report*, available at: https://www.rutland.gov.uk/_resources/assets/attachment/full/0/27298.pdf, (Accessed: November 2017)

6.7.1 WRS7 - ENSURE NEW BUSINESS DEVELOPMENT IS SUITABLY LOCATED

Over the coming years we will look to focus economic development on our towns and local service centres. We will also look to capitalise on opportunities that may arise in close proximity to the A1 strategic transport corridor as well as the A47, A606, A6003 or rail links. It will therefore be vital that this infrastructure is suitably maintained to support both existing Rutland businesses and also encourage new businesses into the area. Where we are not responsible for maintenance (as is the case with the A1) we will share our concerns or issues with Highways England and expect them to listen to our concerns. We will continue to lobby Highways England for improvements to the A1 as necessary.

Our Local Plan provides further information regarding siting of new businesses.

6.7.2 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
* PGS2 - Assess the capacity of our networks

6.8 THE CHALLENGE: WRC4 - BUSINESS GROWTH MAY LEAD TO INCREASED TRAFFIC AND HGV MOVEMENTS.

Over the coming years we are likely to see significant business growth in the towns and cities of surrounding counties and to a lesser extent in Rutland[60]. There is a risk that this could increase the passage of heavy goods vehicles through our county – which if not managed, could negatively impact our environment, tourism offer, road conditions and residents' quality of life.

6.9 OUR GOAL: WRG4 – TRAFFIC MANAGEMENT PROVISIONS THAT LIMIT THE IMPACT OF HGV AND OTHER VEHICULAR TRAFFIC.

To help us achieve our goal we will implement the following solutions.

6.9.1 WRS8 – CONSIDER HGV AND LORRY PARKING
As part of our proposed parking review (see WRS4) we will consider HGV and lorry parking[61]. The findings of this will filter in to our revised parking strategy.

6.9.2 WRS9 – HGV RESTRICTIONS AND RAIL FREIGHT
To minimise the impact of HGVs and lorries travelling through our county, we will continue with existing area-wide restrictions on non – principal roads, ensuring HGV

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[60] Nearby Corby is one such location. Corby's population is estimated to double between 2011 and 2031 – it is Northamptonshire County Council's hope that such growth will support on going regeneration and result in more housing, leisure opportunities and shopping provisions. Source: North Northamptonshire (2011), *Joint Core Strategy 2011 – 2031*, available at: http://www.nnjpdu.org.uk/publications/adopted-north-northamptonshire-joint-core-strategy-2011-2031/ (Accessed: December 2017)

[61] Over recent years concern has been expressed by parishes regarding the parking of HGVs in non-designated areas.

movement takes place on those parts of the network most suitable. Further restrictions are unlikely; however any requests for restrictions will be considered by the Highways and Transport Working Group.

Over the life of MRF we will also work to minimise the adverse impacts of freight by:

- continuing to support improvements to existing rail freight services;
- influencing, through land use planning, the location of industry and retail to reduce the need for transport, particularly on unsuitable roads;
- improving our monitoring of traffic flows when opportunities arise; and,
- by supporting national initiatives that look at ways of improving the information available on satellite navigation systems used in lorries and trucks – such as height restrictions.

6.9.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- PGS2 - Assess the capacity of our networks

6.10 THE CHALLENGE: WRC5 - FREIGHT AND PASSENGER RAIL CHANGES MAY HAVE A NEGATIVE IMPACT ON BUSINESSES.

Due to the constraints of existing signalling equipment there is currently limited scope for freight train passage to increase on the line operating through Rutland[62]. However, Network Rail is considering upgrading signalling equipment between 2019 and 2024. If such upgrades take place then growth in freight traffic could occur – increasing the amount of time level crossings are down - causing inconvenience to residents and nearby businesses.

6.11 OUR GOAL: WRG5 - LIMIT THE IMPACT THAT CHANGES TO FREIGHT AND PASSENGER RAIL MAY BRING.

To help us achieve our goal we will implement the following solution.

6.11.1 WRS10 - WORK WITH NETWORK RAIL
The rail network running through the county is outside of our direct control, however we will continue to liaise with Network Rail regarding any potential changes that may impact services operating via Oakham station, or levels of freight and passenger rail traffic passing through Rutland (which could impact on level crossing down time). In addition, we will continue to respond to consultations on rail services operating through Oakham and from connecting stations, and should there be any potential changes, we will put forward a case for service retention or enhancements, where necessary. We will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.

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[62] Network Rail (2016), *East Midlands Route Study*, available at: https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/East-Midlands-Route-Study.pdf , (Accessed: November 2017)

6.12 WORKING IN RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 2 in appendix B provides an overview of the 'Working in Rutland' related challenges, goals, solutions and relevant strategies, plans and policies.

7 LEARNING IN RUTLAND: HELPING OUR RESIDENTS REACH THEIR FULL POTENTIAL

7.1 THE CHALLENGES WE FACE

LERC1 -   Growing demand for home to school transport services.

LERC2 -   Congestion around schools at the start and end of the school day.

7.2 THE CHALLENGE: LERC1 - GROWING DEMAND FOR HOME TO SCHOOL TRANSPORT SERVICES.

The council has a statutory duty[63] to provide free school transport for eligible pupils of compulsory school age (5-16 years) and extended to include 4 year olds and some children with special educational needs or disabilities (SEND). The latter often results in long distance journeys out of county and requiring passenger transport assistants. There is no statutory duty to provide mainstream post-16 transport, but we are required to assess the transport needs of our residents attending post 16 education or training.

Future population growth will result in an increasing demand on these services; however, there are a limited number of bus and taxi operators within the area – making it hard and potentially expensive to procure the services required (especially the more specialist ones). In addition, there are limited SEND and post-16 education facilities in Rutland therefore a large proportion of students travel out of county.

7.3 OUR GOAL: LERG1 - SCHOOL TRANSPORT PROVISIONS THAT SERVE THE NEEDS OF OUR YOUNG RESIDENTS, WHILST BEING COST EFFECTIVE.

To help us achieve our goal we will implement the following solutions.

7.3.1 LERS1 - REVIEW OUR POST 16 EDUCATION TRANSPORT PROVISIONS
We will undertake a review of our post 16 education transport and develop a new policy that reflects current demand and is financially sustainable.

7.3.2 LERS2 - ENSURE SCHOOL TRANSPORT POLICIES ARE ADHERED TO
In order to ensure school transport provisions are administered effectively, we will work more closely with schools and colleges to raise awareness (to parents,

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[63] Department for Education (2014), *Home to school travel and transport guidance – statutory guidance for local authorities*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf (Accessed: November 2017)

guardians and pupils) of our transport policies, eligibility criteria and application cut off deadlines. Furthermore, we will continue to ensure that all applications for transport are dealt with as per the guidelines in the relevant transport policy[64]. These policies will be reviewed periodically to ensure they remain relevant and meet the needs of our residents.

7.3.3 LERS3 - LOOK AT ALTERNATIVE PROCUREMENT AND DELIVERY OPTIONS

To ensure we have sufficient transport provisions to meet current and future needs we will continue to be mindful of alternative procurement and delivery options - including the joint procurement of services with neighbouring local authorities, delivering services in house and where possible by utilising local bus services rather than closed contracts.

7.3.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- LERS6 - Provide the infrastructure needed to encourage walking and cycling

7.4 THE CHALLENGE: LERC2 - CONGESTION AROUND SCHOOLS AT THE START AND END OF THE SCHOOL DAY.

In recent years parents and guardians have become more reliant on the car for the school commute – in part due to ease, but also due to changing working patterns, which have seen more women going back to full time work after childbirth. Furthermore, increased choice of school means that some students don't live within walking distance of their school, but may not be eligible for free transport.

The problems associated with car dependency include:

- congestion around school and college entrances;
- inconsiderate or dangerous parking; and
- reduced levels of physical activity in children[65].

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[64] Including our 'home to school travel and transport policy', 'travel assistance for children with special educational needs or disabilities' and our 'post 16 education transport policy'.
[65] Data indicates that fewer children walk or cycle to school in Rutland than nationally. Source: Department of Education (2011), T*able 15 – State – funded primary, secondary and special schools – number of pupils by mode of travel to school*, available at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/219066/sfr12-2011latv2.xls, (Accessed: November 2017)

7.5 OUR GOAL: LERG2 - HIGH LEVELS OF WALKING AND CYCLING TO SCHOOL AND COLLEGE – LEADING TO IMPROVED HEALTH IN OUR YOUNG, REDUCED CONGESTION ON OUR ROADS AND IMPROVED LOCAL AIR QUALITY.

To help us achieve our goal we will implement the following solutions.

7.5.1 LERS4 – ENCOURAGE A CHANGE IN MIND-SET

To help increase the number of pupils walking and cycling to school or college we will run campaigns and initiatives to promote green, healthy and fun modes of travel. To aid delivery of this we will update and review our sustainable modes of travel strategy (SMOTS), which provides information on how pupils travel.

7.5.2 LERS5 - ENABLE SCHOOLS AND COLLEGES TO MANAGE THE PROBLEM

Schools and colleges are best placed to manage the problems caused by parents and guardians driving their children to school or college. As such, we will continue to work with education establishments to help them develop solutions, and where appropriate, assist with the development or revision of their travel plans[66].

7.5.3 LERS6 - PROVIDE THE INFRASTRUCTURE NEEDED TO ENCOURAGE WALKING AND CYCLING.

Lack of safe routes can act as a barrier to walking and cycling. During the life of MRF we will identify if there are any gaps in the network that could (subject to available funding) be filled to enable safer routes to and within our market towns, to schools and colleges.

Furthermore, to encourage walking and cycling, we will investigate ways to make the environments for such activities more inviting. This will be covered in our sustainable travel statement (once written).

7.5.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- WRS4 – Undertake a strategic parking review
- VERS2 - Prioritise investment opportunities

7.6 LEARNING IN RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 3 in appendix B provides an overview of the 'Learning in Rutland' related challenges, goals, solutions and relevant strategies, plans and policies.

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[66] A document setting out the travel issues (and solutions) faced by the establishment, along with actions to reduce car dependency.

## 8 LIVING IN RUTLAND: HELPING RUTLAND RESIDENTS TO ACCESS ESSENTIAL SERVICES AND SUPPORTING HEALTH AND WELLBEING

8.1 THE CHALLENGES WE FACE

LIRC1 - Reliance on the car, due to the rural nature of our county.

LIRC2 - Road safety risks and resident concerns regarding road safety.

LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.

LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.

8.2 THE CHALLENGE: LIRC1 - RELIANCE ON THE CAR, DUE TO THE RURAL NATURE OF OUR COUNTY.

Figure 9[67] provides an overview of the travel modes used by residents responding to our 2016 travel survey - highlighting high levels of car dependency. This is part due to our county's rural nature and dispersed settlement locations, and part due to preference. High levels of car use can cause congestion, negatively impact on health, the environment and air quality, and can also reduce road safety for pedestrians, cyclists and other vehicle users.

Figure 9 – Modes of travel by journey purpose
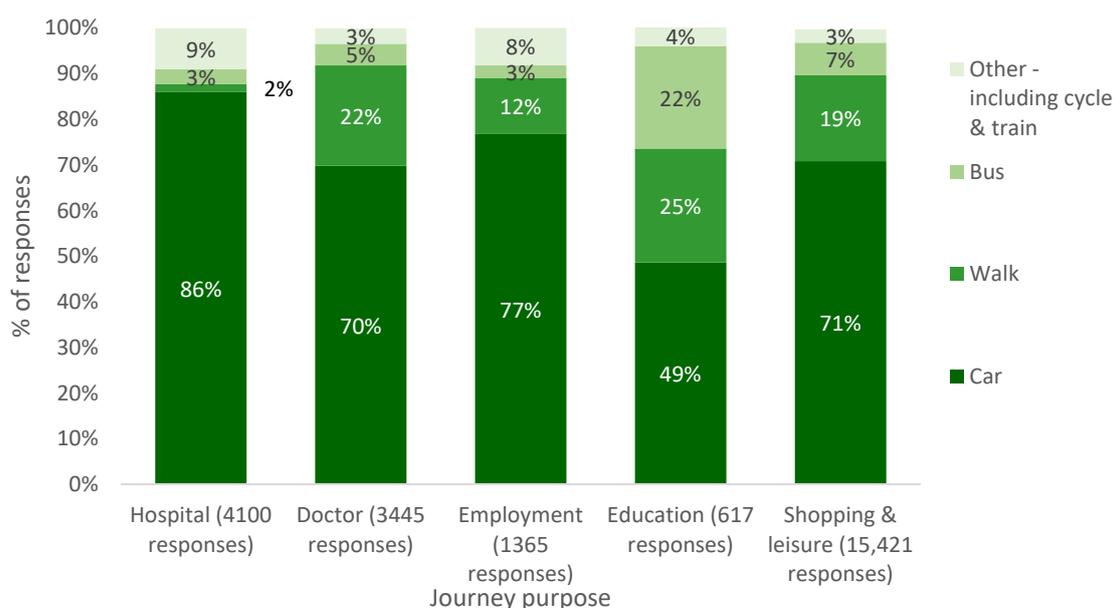
8.3 OUR GOAL: LIRG1 - REDUCE CAR DEPENDENCY WITHIN THE COUNTY – IN A WAY THAT DOESN'T HINDER ACCESS TO SERVICES OR ECONOMIC DEVELOPMENT.

To help us achieve our goal we will implement the following solutions.

8.3.1 LIRS1 - PROMOTE SUSTAINABLE TRAVEL OPTIONS

It is appreciated that Rutland is a rural community and that in some cases, options such as walking and cycling may not always be possible. However, through the actions that will be set out in our Sustainable Travel Statement, we will encourage residents to consider whether any of their journeys could be carried out by greener, more sustainable means – such as walking, cycling, bus or train. For example, residents in Oakham and Uppingham may have more opportunities to travel via such means and we will investigate ways to encourage this.

Our Transport and Highways Communication Plan (to be developed in the first year of implementation plan one) will also provide detail of promotional campaigns, aimed at encouraging healthier and greener travel options.

8.3.2 LIRS2 - SUPPORT TECHNOLOGICAL ADVANCES

Over the life of MRF we will embrace technological advances that support greener, safer and more flexible travel. We will also monitor changes to the market – which may make such technologies more viable.

Our sustainable travel statement (once written) will provide further detail on our aspirations for green travel and infrastructure provisions (such as public electric car charging points), whilst our Local Plan outlines criteria for electric car charging points in new developments. Finally our new road safety strategy will give consideration to technological advances that may improve road safety.

8.3.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- PGS4 - Facilitate an efficient and flexible passenger transport network
- LERS6 - Provide infrastructure needed to encourage walking and cycling

8.4 THE CHALLENGE: LIRC2 – ROAD SAFETY RISKS AND RESIDENT CONCERNS REGARDING ROAD SAFETY.

Road safety and traffic concerns are very important to residents as demonstrated by correspondence received on matters such as inappropriate speed, traffic volumes and dangerous parking.

Between 2001 and 2016 there were 2556 casualties on our roads – of these 347 were serious and 88 were fatal[68]. It is our belief that no death or serious casualty should be considered acceptable, and as such we aspire to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury.

8.5 OUR GOAL: LIRG2 - REDUCE THE NUMBER OF DEATHS AND INJURIES ON OUR COUNTY'S ROADS.

To help us achieve our goal we will implement the following solutions.

8.5.1 LIRS3 - ADOPT A SAFE SYSTEMS APPROACH TO ROAD SAFETY

During the life of our first implementation plan we will produce a new road safety strategy, setting out our approach to road safety and 'vision zero'[69] - through which we will strive to continually reduce the number of deaths and injuries on our county's roads.

To help us in this vision we intend to adopt a safe systems approach[70] to road safety – which recognises that:

- 'We can never entirely eradicate road collisions because there will always be some degree of human error;
- When collisions do occur the human body is inherently vulnerable to death or injury; and
- Because of this, we should manage our infrastructure, vehicles and speeds to reduce crash energies to levels that can be tolerated by the human body'[71].

8.5.2 LIRS4 - IDENTIFY COMMON CAUSES AND LOCATIONS OF COLLISIONS

To ensure we are focusing our funding towards the schemes most in need, we will periodically review casualty data – enabling us to identify the road users and locations most at risk, as well as identifying collision cluster sites. Where such reviews highlight safety issues on the A1 as it passes through Rutland we will work with colleagues at Highways England and seek measures to reduce future casualties.

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[68] Rutland County Council, *Police collision data*, unpublished (Accessed: November 2017)

[69] A vision to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury - a vision in line with that of the Parliamentary Advisory Council for Transport Safety – see: http://www.pacts.org.uk/safe-system/

[70] A safe systems approach looks to manage road safety through 5 pillars: road safety management, safer roads and mobility, safer vehicles, safer road users and post - crash response.

[71] Department for transport (2015), Working Together to Build a Safer Road System British Road Safety Statement Moving Britain Ahead, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/487949/british_road_safety_statement_web.pdf, (Accessed: November 2017)

We will also keep abreast of national trends and information relating to factors influencing road safety.

8.5.3 LIRS5 – APPLY THE THREE E'S

We will continue to deliver road safety improvements, in partnership with local police and the road policing unit from Leicestershire Fire and Rescue, through the three E's: engineering, education and enforcement. Further details will be provided in our road safety strategy and a skid resistance policy.

8.5.4 LIRS6 - WORK WITH RESIDENTS AND OUR COMMUNITIES

We recognise that residents are often aware of an issue before anyone else. Where we are alerted of a perceived problem (such as speeding, access, parking or lack of walking or cycling provision), such matters will be considered where necessary by the dedicated Highways and Transport Working Group. All adopted neighbourhood plans[72] were considered during the development of MRF and will, where appropriate, be considered by the Highways and Transport Working Group in relation to any concerns put forward.

To inform some of the work of this group, during the first implementation plan period we will produce our Road Safety Strategy, which will include our revised policy on traffic calming. This document will outline the types of traffic calming measures that we would consider installing in Rutland.

8.5.5 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS3 - Maintain our assets in a cost effective way
- LERS5 - Enable schools and colleges to manage the problem
- LERS6 - Provide the infrastructure needed to encourage walking and cycling
- LIRS2 - Support technological advances
- LIRS8 - Ensure suitably designed, safe and accessible provisions
- LIRS10 - Maintain our walking and cycling assets
- LIRS11 - Work with local interest groups
- LIRS14 - Promote personal independence
- VERS1 - Carry out a rolling review of existing provisions and consider (where appropriate) remedial action

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[72] At time of writing.

8.6 THE CHALLENGE: LIRC3 - PHYSICAL AND PERSONAL BARRIERS INHIBITING RESIDENTS FROM WALKING AND CYCLING.

Within Rutland there are high levels of leisure walking and cycling, but lower levels of utility walking and cycling than in England as a whole[73]. We would like to capture our residents' enthusiasm for leisure walking and cycling to foster a shift towards greener, healthier travel options and as a result help reduce levels of physical inactivity and the number of adults in Rutland with excess weight. Through our 2016 Rutland Travel Survey[74] however, our residents highlighted a number of barriers that discourage them from walking or cycling as a means of travel – including:

- concern for safety;
- maintenance and upkeep of routes;
- lack of suitable routes, including those for users with reduced mobility or sight;
- insufficient route marking;
- conflict between different user groups; and
- convenience.

8.7 OUR GOAL: LIRG3 - REMOVE THE BARRIERS INHIBITING OUR RESIDENTS FROM WALKING AND CYCLING, PARTICULARLY THOSE THAT WOULD ENABLE SHORTER UTILITY JOURNEYS TO BE UNDERTAKEN BY BIKE AND FOOT – HELPING TO IMPROVE OUR RESIDENTS' HEALTH, ACCESS TO SERVICES AND OUR ENVIRONMENT.

To help us achieve our goal we will implement the following solutions.

8.7.1 LIRS7 - PROMOTE WALKING AND CYCLING AS TRAVEL OPTIONS

We will seek opportunities to work with partner organisations to promote the benefits of walking and cycling (including the use of electric bikes) - not only to health and wellbeing, but also the environment and household expenditure. This will involve the provision of cycling and walking events and training, for residents of all ages and mobility

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[73] Department for Transport (2016). *Table CW0105 - Proportion of how often and how long adults walk for (at least 10 minutes) by local authority*, available at: https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010 (Accessed: November 2017) and t*able CW0104 – Proportion of how often and how long adults cycle for by local authority*, available at: https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010, (Accessed: November 2017)

[74] Rutland County Council (2016), *Rutland travel survey*, available at: https://www.rutland.gov.uk/my-community/transport/transport-strategy/ (Accessed: October 2017).

8.7.2 LIRS8 - ENSURE SUITABLY DESIGNED, SAFE AND ACCESSIBLE PROVISIONS

Should funding become available to create new footways, cycleways or PROW, we will ensure they are built in accordance with highway guidelines and best practice.

We will also undertake engagement with local stakeholder groups to ensure new routes are, as far as possible, suitable for those with mobility restrictions. Our Rutland Signs Guidance and Street Furniture Policy sets out criteria to help ensure accessibility and safety. Where required we will also undertake a project specific equality impact assessment to assess the impact of new transport or highway provisions.

8.7.3 LIRS9 - PROVIDE SUFFICIENT ROUTE MARKING AND PUBLICITY

We will audit cycleway route marking within the county and identify opportunities for directional signage – should funding become available in the future. Our Rutland Signs Guidance & Street Furniture Policy document outlines our approach to marking joint cycleways and footways. Furthermore since a lack of knowledge of available facilities can present a barrier to use, we will investigate ways to better promote and communicate the infrastructure available (as identified within section 1.5 and solutions VERS3 and VERS4).

8.7.4 LIRS10 – MAINTAIN OUR WALKING AND CYCLING ASSETS

Our HAMP currently outlines our approach to maintaining (among other things) roads, cycleways and footways. Future versions of our HAMP will also include a section on PROW asset management.

With regards to overhanging vegetation, we will continue to liaise with landowners to ensure our highways and public rights of way are kept clear. We will continue to cut verges (in some instances town councils, parish councils or parish meetings may do this on our behalf), and weed spray cycle and footways for the purpose of safety. Subject to available funding we may also identify priority footways and cycleways where more frequent verge cutting and spraying may be beneficial.

Our winter maintenance policy outlines our approach to footway gritting, although with restricted budget available there are limited opportunities to expand routes.

8.7.5 LIRS11 - WORK WITH LOCAL INTEREST GROUPS

We will seek opportunities to work with local interest groups to help resolve conflicts evolving from the use of shared spaces and devise campaigns to help improve relationships between cyclists, walkers, horse riders and motorists.

8.7.6 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- LERS6 - Provide the infrastructure needed to encourage walking and cycling

8.8 THE CHALLENGE: LIRC4 - RESIDENTS WITH LIMITED MOBILITY OR WITHOUT ACCESS TO A VEHICLE MAY STRUGGLE TO ACCESS ESSENTIAL SERVICES AND HEALTH PROVISIONS AND COULD FACE SOCIAL ISOLATION.

Due to our county's rural nature, residents without transport or with limited mobility may struggle to access essential services, including healthcare provisions such as doctor's surgeries and dental facilities - impacting on health and wellbeing. This is particularly true for those residents without a doctor's surgery and dental facilities within walking distance, who require hospital treatment outside of the county or wish to visit a family member in hospital. Such barriers can also impact on residents' ability to visit family or friends and, as a result, residents of all ages are at risk of social isolation, potentially impacting on both independence and mental health.

These barriers are exacerbated by a lack of knowledge of what transport provisions exist meaning that even where transport provision is in place people may remain isolated due to a lack of knowledge of its existence

8.9 OUR GOAL: LIRG4 - A PASSENGER TRANSPORT NETWORK THAT CATERS FOR OUR MOST VULNERABLE RESIDENTS.

To help us achieve our goal we will implement the following solutions.

8.9.1 LIRS12 - PROMOTE TRANSPORT PROVISIONS
As identified within our passenger transport strategy, we will continue to promote the transport provisions available in county and will undertake a range of positive promotion and marketing campaigns - to boost usage and raise awareness. This could involve exploring new channels of communication, and providing information in a range of formats. We will also seek to work with partners in order to help raise awareness of these services as word of mouth can be one of the most successful promotional tools.

8.9.2 LIRS13 - MAKE SERVICES ACCESSIBLE
To ensure our provisions are accessible, we will constantly seek improvements such as clearer, easier to read timetable information. We will also investigate opportunities to provide additional concessionary travel privileges for residents with disabilities or special educational needs (further details can be found within our Passenger Transport Strategy); and will seek to identify any opportunities to boost wheelchair accessible taxi provisions within the county – both for residents and visitors.

Where required we will also undertake a project specific equality impact assessment and health impact assessment to assess the impact of new transport or highway provisions on our residents.

8.9.3 LIRS14 - PROMOTE PERSONAL INDEPENDENCE

Over the life of MRF we will continue to identify opportunities to develop and promote independence – by continuing to provide, and identify opportunities to expand, delivery of travel training. Travel training is provided to help residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities.

8.9.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- PGS4 - Facilitate an efficient and flexible passenger transport network
- PGS5 - Work with partners to provide further transport provisions

8.10 LIVING IN RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 4 in appendix B provides an overview of the 'Living in Rutland' related challenges, goals, solutions and relevant strategies, plans and policies.

9 VISITING AND ENJOYING RUTLAND: HELPING TOURISTS, VISITORS AND RESIDENTS TO ACCESS AND ENJOY RUTLAND'S TOWNS, VILLAGES AND COUNTRYSIDE

9.1 THE CHALLENGES WE FACE

VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.

VERC2 - Lack of public awareness of public rights of way, joint cycleways/ footways and cycling and walking events and provisions.

VERC3 - Barriers restricting access to and between Rutland's key tourist attractions and centres of recreation and leisure.

9.2 THE CHALLENGE: VERC1 - GAPS AND MISSING LINKS IN OUR EXISTING PUBLIC RIGHTS OF WAY AND JOINT CYCLEWAY/ FOOTWAY NETWORK.

Our 2016 countywide travel survey[75] highlighted public concern regarding the lack of dedicated off road circular routes available for walkers, cyclists and horse riders. Lack of circular routes can act as a deterrent to use. Gaps in our network may also result in users having to continue their journey on a road.

Gaps in our network exist for a number of reasons, including:

- insufficient funding available to create the required linkages;
- lack of support from landowners obstructing the creation of new routes;
- physical barriers (such as insufficient road width); and
- existing sections of the network that are unsuitable for their intended use.

In the coming years we may also see further gaps in in our network due to:

- proposals from Network Rail to remove PROW crossings across train lines; and
- development on land crossed by a PROW.

9.3 OUR GOAL: VERG1 - AN INTEGRATED NETWORK OF WALKING, CYCLING AND PUBLIC RIGHTS OF WAY ROUTES THAT CONNECT OUR VILLAGES AND TOWNS WITH EACH OTHER AND ENABLE CIRCULAR WALKS AND RIDES.

To help us achieve our goal we will implement the following solutions.

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[75] Rutland County Council (2016), *Rutland travel survey,* available at: https://www.rutland.gov.uk/my-community/transport/transport-strategy/ (Accessed: October 2017).

9.3.1 VERS1 – CARRY OUT A ROLLING REVIEW OF EXISTING PROVISIONS AND CONSIDER (WHERE APPROPRIATE) REMEDIAL ACTION

We will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate. Reviews will be carried out periodically and cover matters such as: availability, condition, route marking and directional signposting. The findings will be recorded in our asset management system and action taken where required.

9.3.2 VERS2 - PRIORITISE INVESTMENT OPPORTUNITIES

Gaps[76] in our utility[77] walking and cycling network will be documented in our LCWIP (local cycling and walking infrastructure plan) – which we will develop during the life of the first implementation plan. With future funding likely to be limited, it will define criteria to assess and prioritise improvements, new routes and provisions (should funding become available).

9.3.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- PGS10 - Protect our green space and public rights of way network

9.4 THE CHALLENGE: VERC2 - LACK OF PUBLIC AWARENESS OF OUR PUBLIC RIGHTS OF WAY, JOINT CYCLEWAY/ FOOTWAYS AND CYCLING AND WALKING EVENTS AND PROVISIONS.

Our 2016 countywide travel survey[78] asked respondents to suggest improvements that would encourage walking and cycling within Rutland. Survey respondents wanted to see more information regarding available routes, events and clearer route marking[79]. Residents also suggested locations for further cycle parking; however a number of the locations suggested already have provisions – indicating the need to further promote or improve our offering.

9.5 OUR GOAL: VERG2 - CLEAR PUBLICITY OF OUR PUBLIC RIGHTS OF WAY, CYCLING AND WALKING INFRASTRUCTURE AND EVENTS. PROMOTIONAL MATERIALS THAT ARE EASY TO UNDERSTAND AND TAILORED TO THE NEEDS OF DIFFERENT USER GROUPS.

To help us achieve our goal we will implement the following solutions.

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[76] Including missing links that would provide connections to our tourism, leisure and recreation destinations.

[77] Cycling or walking carried out as a means of transport rather than as a sport or leisure activity.

[78] Rutland County Council (2016), *Rutland travel survey*, available at: https://www.rutland.gov.uk/my-community/transport/transport-strategy/ (Accessed: October 2017).

[79] When looking at the responses received in our 2016 county wide travel survey, regarding improvements to encourage walking, nearly 13% of respondents to the question (1536) stated the need for improved promotion and nearly 9% felt clearer route signposting was needed. The survey indicated that this was also true for cycling, although to a lesser extent. Source: Ibid.

9.5.1 VERS3 - PRODUCE CLEAR AND EASY TO READ PROMOTIONAL MATERIALS

Subject to future funding availability we will produce further promotional materials, highlighting available infrastructure.

We will also ensure that any new promotional materials, promoting our walking, cycling and horse riding routes, are easy to read and tailored to the targeted audience. Going forward, we will look at ways of ensuring new materials are compatible with mobile devices. Our transport and highway communication plan will set out further information on our approach to promotion.

9.5.2 VERS4 - WORK WITH PARTNERS TO PROMOTE PROVISIONS AND EVENTS

Due to the cross cutting benefits that walking and cycling can bring, it is important that we work with our colleagues from tourism, leisure and health to maximise awareness of provisions and events within county. We will also seek opportunities to work more closely with Anglian Water and the Rutland Water Partnership (of which we are a partner) - to promote such activities (both for leisure and as a means of travel) and further encourage tourism not only at Rutland Water, but the county as a whole.

9.5.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- LIRS9 - Provide sufficient route marking and publicity
- VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action

9.6 THE CHALLENGE: VERC3 – BARRIERS RESTRICTING ACCESS TO AND BETWEEN RUTLAND'S KEY TOURIST ATTRACTIONS AND CENTRES OF RECREATION AND LEISURE.

Rutland Water sits centrally within the county and draws tourists from a wide area. However, despite its popularity, at certain times it can be hard to reach without a car (with the reservoir itself acting to some extent as an access barrier - due to its size and central position the county). This is also true for a number of other tourist destinations and some sport and recreation locations. To a lesser extent it also applies to some PROW - where routes start in the countryside and cannot easily be reached by public transport, foot or bicycle.

Insufficient parking provision can also be a deterrent to use. Combined, these barriers reduce opportunities for health and wellbeing activities.

9.7 OUR GOAL: VERG3 - ACCESSIBLE LEISURE, RECREATION AND TOURISM OPPORTUNITIES, COMPLIMENTED BY A SUSTAINABLE TRANSPORT NETWORK AND PARKING PROVISION THAT SUPPORTS TOURISM.

To help us achieve our goal we will implement the following solutions.

9.7.1 VERS5 - SUPPORT SUSTAINABLE PASSENGER TRANSPORT OPPORTUNITIES

During the life of LTP3 we were able to trial a dedicated tourism bus called 'ShoreLink'. The service provided a cycle friendly bus connecting Oakham and Uppingham with Rutland Water. This trial, which finished in September 2015 highlighted that despite previous perception, there is little demand for a dedicated tourism service. In light of this, should future funding opportunities arise, we will build on the knowledge gained through the trial and look at alternative, innovative solutions that could complement our existing network whilst improving transport provisions to leisure, recreation and tourism destinations. This may include projects such as working with Anglian Water to investigate opportunities to utilise water taxis to provide links across Rutland Water and to encourage people to cycle from Rutland Water into Oakham.

Over the life of MRF we will also look to work with and promote the services of taxi, community and voluntary transport providers to enable access to leisure, sport and recreation opportunities.

9.7.2 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT
- PGS1 - Reduce the need to drive
- WRS4 - Undertake a strategic parking review

9.8 VISITING AND ENJOYING RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 5 in appendix B provides an overview of the 'Visiting and enjoying Rutland' related challenges, goals, solutions and relevant strategies, plans and policies.

10 DELIVERY

To help us achieve the goals set out within MRF we will produce a series of 4 implementation plans. These implementation plans will exist as separate documents – with the first implementation plan covering the initial 5 year period of MRF's lifespan. When reading MRF and the associated implementation plan, it should be noted that some of the actions set out will be dependent on securing additional funding.

During the development of Moving Rutland Forward it became evident that there were gaps in our operational policy baseline. As such, a number of actions within this first implementation plan involve the preparation of new or revised policies (aligning with the overarching vision and aims of MRF), providing the building blocks on which future decisions and actions will be based.

Within the first implementation plan we will identify:

- the actions and initiatives we wish to deliver;
- our approach to delivery;
- funding opportunities; and
- how we will monitor progress.

Please note, Moving Rutland Forward is a strategic document spanning nearly two decades. As such, it is not possible to include detailed information of all actions to be delivered during this time. A greater level of detail will be included within the sub documents of MRF.

Subsequent implementation plans will be published upon expiry of the existing implementation plan, and will cover a period of no more than 5 years each with the exception of the final plan - which will cover the remaining period of MRF.

Table A1 - Links between MRF and the Consultation Draft Local Plan (2017)

MRF objective and themes	Consultation Draft Local Plan (2017) objectives
Theme: Population growth ***Overarching objectives:*** • Facilitate delivery of sustainable population and economic growth. • Meet the needs of our most vulnerable residents.	• Strategic Objective 1: Locations for development • Strategic Objective 2: Vibrant and prosperous market towns • Strategic Objective 3: Diverse and thriving villages • Strategic Objective 4: Housing for everyone's needs • Strategic Objective 5: Healthy and socially inclusive communities • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 11: Safeguarding minerals and waste development • Strategic Objective 12: Natural and cultural environment • Strategic Objective 13: Built environment and local townscape • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 15: Resources, waste and climate change • Strategic Objective 17: Sustainable waste management • Strategic Objective 18: Mineral and Waste Development
Theme: Working in Rutland ***Overarching objectives:*** • Facilitate delivery of sustainable population and economic growth.	• Strategic Objective 1: Locations for development • Strategic Objective 2: Vibrant and prosperous market towns • Strategic Objective 7: Strong and diverse economy • Strategic Objective 8: Rural economy and communities • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 10: Town Centres • Strategic Objective 11: Safeguarding minerals and waste development • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 15: Resources, waste and climate change • Strategic Objective 17: Sustainable waste management • Strategic Objective 18: Mineral and Waste Development

Theme: Learning in Rutland ***Overarching objectives:*** • Facilitate delivery of sustainable population and economic growth. • Meet the needs of our most vulnerable residents. • Support a high level of health and wellbeing (including combating rural isolation).	• Strategic Objective 1: Locations for development • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 15: Resources, waste and climate change
Theme: Living in Rutland ***Overarching objectives:*** • Facilitate delivery of sustainable population and economic growth. • Meet the needs of our most vulnerable residents. • Support a high level of health and wellbeing (including combating rural isolation).	• Strategic Objective 1: Locations for development • Strategic Objective 2: Vibrant and prosperous market towns • Strategic Objective 3: Diverse and thriving villages • Strategic Objective 4: Housing for everyone's needs • Strategic Objective 5: Healthy and socially inclusive communities • Strategic Objective 6: A stronger and safer community • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 10: Town Centres • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 15: Resources, waste and climate change
Theme: Visiting and enjoying Rutland ***Overarching objectives:*** • Facilitate delivery of sustainable population and economic growth. • Support a high level of health and wellbeing (including combating rural isolation).	• Strategic Objective 1: Locations for development • Strategic Objective 2: Vibrant and prosperous market towns • Strategic Objective 5: Healthy and socially inclusive communities • Strategic Objective 6: A stronger and safer community • Strategic Objective 7: Strong and diverse economy • Strategic Objective 8: Rural economy and communities • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 10: Town Centres • Strategic Objective 12: Natural and cultural environment • Strategic Objective 13: Built environment and local townscape • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 19: Restoration of mineral works

12 APPENDIX B – SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES

Table B1: Population growth - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies

PGC1 - Population changes placing additional demand on our passenger transport and highway network.	PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.	• PGS1 - Reduce the need to drive
		• PGS2 - Assess the capacity of our networks
		• PGS3 - Maintain our assets in a cost effective way
		• PGS4 - Facilitate an efficient and flexible passenger transport network
		• PGS5 - Work with partners to provide further transport provisions
			• Highway guidelines including, our new highway design guidance (once adopted)
			• LCWIP (once written)
			• HAMP
			• Passenger transport strategy
			• Winter maintenance policy
			• Consultation Draft Local Plan (2017) policies:
			  - **For PGS1:** RLP1, 2, 3, 4, 6, 7, 8, 9, 10, 17, 18, 26, 30, 32, 33 and 42.
			  - **For PGS2:** RLP2, 3, 5, 7, 8, 9, 11, 20, 21, 22, 24, 26, 30, 33, 44, 52 and 56.
			  - **For PGS4 and PGS5:** RLP2, 8, 10, 11 and 30.

PGC2 – The impact of population growth on parking provisions.	PGG2 - Sufficient parking capacity for our current and future population.	• PGS6 - Ensure new developments have sufficient parking Solutions identified in other sections: • WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions.	• Parking strategy (to be revised) • Consultation Draft Local Plan (2017)policies: - **For PGS6:** RLP18, 30, 31 and 33.

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
		• WRS6 – Produce market town plans • LIRS6 - Work with residents and our communities •	
PGC3 - Concern from residents regarding disruption caused by road works associated with development and utility enhancements.	PGG3 - A co-ordinated and integrated approach to highway maintenance and utility enhancements.	• PGS7 - Produce and update a network management plan • PGS8 - Introduce a utilities permit scheme	• Network management plan (once written)
PGC4 - Growth and development within Rutland may negatively impact on our environment and county's rural character.	PGG4 - Sustainable development that enhances and supports our county's rural character and heritage.	• PGS9 - Retain our heritage • PGS10 - Protect our green space and public rights of way network • PGS11 - Reduce our impact on the environment Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks	• Rutland Signs Guidance & Street Furniture Policy • Highway guidelines including, our new highway design guidance (once adopted) • ROWIP • Sustainable travel statement (once written) • LCWIP (once written) • Consultation Draft Local Plan (2017) policies: - **For PGS10:** RLP2, 4, 6, 7, 8, 9, 35, 40 and 41. - **For PGS11:** RLP2, 4, 6, 7, 8, 9, 18, 21, 22, 24, 25, 26, 30, 33, 42, 43 and 58. - **For PGS13:** RLP2, 3, 4, 6 7, 8, 9, 18, 21, 22, 24, 25, 26, 30, 31, 33, 38, 39, 42, 43, 56 and 58.

Table B2: Working in Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies

WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.	WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.	• WRS1 – Promote car sharing
		• WRS2 – Encourage the creation of business site travel plans
		• WRS3 – Investigate an alternative to the Wheels to Work scheme
		
		Solutions identified in other sections:
		
		• PGS1 - Reduce the need to drive
		• PGS2 - Assess the capacity of our networks
			• Sustainable travel statement (once written)
			• Highway guidelines including, our new highway design guidance (once adopted)
			• LCWIP (once written)
			• Consultation Draft Local Plan (2017)policies:
			  - **For WRS1:** RLP30.
			  - **For WRS2:** RLP10 and RLP30.
			  - **For WRS3:** RLP30.

WRC2 - A need to make our market towns fit for the future.	WRG2 – Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.	• WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions • WRS6 – Produce market town plans Solutions identified in other sections: • PGS6 - Ensure new developments have sufficient parking	• Parking policy • Consultation Draft Local Plan (2017)policies: - **For WRS4, WRS5 and WRS6:** RLP27.
WRC3 - A shortage of new business sites in the county with good road and rail connections.	WRG3 – Local businesses supported by transport links that enable the efficient movement of goods.	• WRS7 - Ensure new business development is suitably located	• Consultation Draft Local Plan (2017)policies: - **For WRS7:** RLP1, 2, 3, 4, 7, 10, 19, 20, 21, 24, 27, 30, 33, 52, 55 and 57.

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
WRC4 – Business growth may lead to increased traffic and HGV movements.	WRG4 – Traffic management provisions that limit the impact of HGV and other vehicular traffic.	• WRS8 – Consider HGV and lorry parking • WRS9 – HGV restrictions and rail freight	• Parking strategy (to be revised) • Network management plan (once written) • Consultation Draft Local Plan (2017)policies: - **For WRS8 and WRS9:** RLP2, 5, 7, 8, 9, 21, 22, 26, 30, and 56.
WCR5 - Freight and passenger rail changes may have a negative impact on businesses.	WRG5 - Limit the impact that changes to freight and passenger rail may bring.	• WRS10 - Work with Network Rail	• Consultation Draft Local Plan (2017)policies: - **For WRS10:** RLP30.

Table B3: Learning in Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
LERC1 - Growing demand for home to school transport services.	LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective.	• LERS1 - Review our post 16 education transport provisions • LERS2 - Ensure school transport policies are adhered to • LERS3 - Look at alternative procurement and delivery options Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • LERS6 - Provide the infrastructure needed to encourage walking and cycling	• Home to school travel and transport policy • Travel assistance for children with special educational needs or disabilities • Highway guidelines including, our new highway design guidance (once adopted) • LCWIP (once written) • Consultation Draft Local Plan (2017) policies: - **For LERS1, LERS2, LERS3 and LERS4:** RLP10 and RLP30.

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
LERC2 - Congestion around schools at the start and end of the school day.	LERG2 - High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality.	• LERS4 – Encourage a change in mind-set • LERS5 - Enable schools and colleges to manage the problem • LERS6 - Provide the infrastructure needed to encourage walking and cycling Solutions identified in other sections: • WRS4 – Undertake a strategic parking review • LIRS6 - Work with residents and our communities •	• SMOTS • LCWIP (once written) • Parking strategy (to be revised) • Consultation Draft Local Plan (2017)policies: - **For LERS1**: RLP2, 8, 10, 11, 30, 33, 36, 42, 44 and 58.

Table B4: Living in Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
LIRC1 - Reliance on the car, due to the rural nature of our county.	LIRG1 - Reduce car dependency within the County – in a way that doesn't hinder access to services or economic development.	• LIRS1 - Promote sustainable travel options • LIRS2 - Support technological advances Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks	• Sustainable travel statement (once written) • Passenger transport strategy • Highway guidelines including, our new highway design guidance (once adopted) • LCWIP (once written) • • Consultation Draft Local Plan (2017)policy: - **For LIRS1:** RLP2, 30, 31, 33.

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
		• PGS4 – Facilitate an efficient and flexible passenger transport network • LERS6 – Provide the infrastructure needed to encourage walking and cycling	- **For LIRS2:** RLP31 and 32.
LIRC2 - Road safety risks and resident concerns regarding road safety.	LIRG2 - Reduce the number of deaths and injuries on our county's roads.	• LIRS3 - Adopt a safe systems approach to road safety • LIRS4 - Identify common causes and locations of accidents • LIRS5 – Apply the three e's • LIRS6 - Work with residents and our communities Solutions identified in other sections: • PGS3 – Maintain our assets in a cost effective way • LIRS2 – Support technological advances • LIRS8 – Ensure suitably designed, safe and accessible provisions • LIRS10 – Maintain our walking and cycling assets • LIRS11 – Work with local interest groups • LIRS14 – Promote personal independence • LERS5 – Enable schools and colleges to manage the problem	• Road safety strategy (once written) • Parking strategy (to be revised) • Highway guidelines including, our new highway design guidance (once adopted) • Consultation Draft Local Plan (2017)policy: - **For LIRS3 and LIRS5:** RLP33.

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
		• LERS6 – Provide the infrastructure needed to encourage walking and cycling • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action	

LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.	LIRG3 - Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility journeys to be undertaken by bike and foot – helping to improve our residents' health, access to services and our environment.	• LIRS7 - Promote walking and cycling as travel options
		• LIRS8 - Ensure suitably designed, safe and accessible provisions
		• LIRS9 - Provide sufficient route marking and publicity
		• LIRS10 – Maintain our walking and cycling assets
		• LIRS11 - Work with local interest groups
		
		Solutions identified in other sections:
		
		• PGS1 - Reduce the need to drive
		• PGS2 - Assess the capacity of our networks
		• LERS6 - Provide the infrastructure needed to encourage walking and cycling
			• Sustainable travel statement (once written)
			• Highway guidelines including, our new highway design guidance (once adopted)
			• LCWIP (once written)
			• ROWIP
			• Rutland Signs Guidance & Street Furniture Policy
			• HAMP
			• Winter maintenance policy
			• Parking strategy (to be revised)
			• Consultation Draft Local Plan (2017)policies:
			  - **For LIRS7:** RLP2, 23 and 30.
			  - **For LIRS8:** RLP8, 9, 10, 17, 18, 22, 26, 30, 33, 35, 36, 42 and 43.
			  - **For LIRS10:** RLP23, 30, 42 and 43.

LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential	LIRG4 - A passenger transport network that caters for our most vulnerable residents.	• LIRS12 - Promote transport provisions • LIRS13 - Make services accessible	• Passenger transport strategy • Road safety strategy (once written) • Consultation Draft Local Plan (2017)policies: - **For LIRS12 and 13:** RLP2 and 30.

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
services and health provisions and could face social isolation.		• LIRS14 - Promote personal independence Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS4 - Facilitate an efficient and flexible passenger transport network • PGS5 – Work with partners to provide further transport provisions	

Table B5: Visiting and enjoying Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.	VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.	• VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action. • VERS2 – Prioritise investment opportunities Solutions identified in other sections: • PGS1 – Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS10 - Protect our green space and public rights of way network	• HAMP • ROWIP • LCWIP (once written) • Highway guidelines including, our new highway design guidance (once adopted) • Consultation Draft Local Plan (2017)policies: - **For VERS2:** RLP11.

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
VERC2 - Lack of public awareness of public rights of way, joint cycleway/ footways and cycling and walking events and provisions.	VERG2 - Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different user groups.	- VERS3 - Produce clear and easy to read promotional materials - VERS4 - Work with partners to promote provisions and events Solutions identified in other sections: - VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action.	- Sustainable transport strategy - ROWIP - LCWIP (once written) - HAMP - Consultation Draft Local Plan (2017)policies: - **For VERS4:** RLP23 and 30. - **For VERS5:** RLP2 and 30.
VERC3 – Barriers restricting access to and between Rutland's key tourist attractions and centres of recreation and leisure.	VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.	- VERS5 – Support sustainable passenger transport opportunities Solutions identified in other sections: - PGS1 – Reduce the need to drive - WRS4 – Undertake a strategic parking review.	- LCWIP (once written) - ROWIP - Sport and recreation facility strategy (Local Strategic Partnership document) - Parking policy