

Rutland County Council – revised scheme proposals

Our original schemes showed low value for money. As a result we have revised our proposal, and accordingly altered our responses to the following questions in the bid application. All other responses remain unaltered.

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

Through our prioritisation process the following 5 routes were identified as scoring highly against both the grant objectives and that of our draft LCWIP:

- Scheme 1 - Ayston Road, Uppingham (from A47 roundabout towards town centre).
- Scheme 2 - Burley Road, Oakham (from junction with Ashwell Road to the A606 Burley Park Way roundabout).
- Scheme 3 - Egleton turn to Manton bridge
- Scheme 4 - Enhancements to existing cycleway footway on the A6121, Ketton – approximately between Chater Lodge and The Gate Lodge. Plus Tinwell to Stamford.
- Scheme 5 - Stamford towards Empingham (via Stamford Road).

Whilst all of the schemes above scored highly and would deliver significant benefit, this bid focuses on schemes 1 and 2 as they are most capable of being delivered within the timescales available.

For both Ayston Road, Uppingham and Burley Road, Oakham we propose a permanent, 3 metre wide off road (segregated) shared used cycleway footway that brings both residents and tourists from the outskirts into our town centres.

In order to deliver these schemes we would need to consider repositioning highway furniture such as bus shelters and lighting columns.

We would provide route marking and install cycle and pedestrian count monitors (subject to available funding) on the above two routes.

Schemes 3 to 5 would offer a segregated cycleway provision between the settlements listed. However, due to our county's rural nature, the distance that these routes would span make these schemes cost prohibitive at present, however we have included these routes within our bid to identify our future aspiration.

By taking forward schemes 1 and 2 we hope to address the challenges brought about through Covid 19, whilst providing the following benefits:

- Enhanced perceived and actual safety for both pedestrians and cyclists. At present cyclists either use the road or cycle on the pavement, putting both

themselves and pedestrians at risk. A wider, well designed facility would help improve safety for both parties.

- Further enabling social distancing on both our local buses and scholar services by offering alternative transport means along bus routes (making bus user journeys more pleasant).
- Provide provisions that are accessible for all and that aren't detrimental to those with protected characteristics. This will be achieved by ensuring LTN 1/20 guidance is used and undertaking an equality impact assessment of our schemes.
- In addition to the above, it is also felt that schemes 1 and 2 would help with economic recovery by supporting our tourist, shopping and leisure industries impacted by Covid 19.

Scheme 1

Q7. Scheme name

- Ayston Road, Uppingham

Q8. Total scheme cost (£)

- £59,000 based on quote obtained from onsite visit with contractor.

Q9. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent. If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

- **Location:** Ayston Road (A6003), Uppingham. From the A47 roundabout towards the town centre.
- **Road:** The A6003 (Ayston Road) is a single carriageway, urban road that links the outskirts of Uppingham to the town centre. The road has a 30mph speed limit and offers both a strategic link through to Corby, as well as residential and town centre access. Two cycleway provisions link up to the starting point of the proposed new route.
- **Scheme:** A permanent, off road (segregated) shared used cycleway footway created by widening the existing footway to 3 metres and relocating service boxes and lighting columns where necessary. Suitable markings will be provided, along with a cycle/ pedestrian counter (subject to funding).
- Location map submitted with original bid is still applicable.

Scheme 2

Q13. Scheme name

- Burley Road, Oakham

Q14. Total scheme cost (£)

- £39,060 based on quote obtained from onsite visit with contractor.

Q15. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent. If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

- **Location:** Burley Road (B668), Oakham. Along Burley Road from the junction with Ashwell Road to the A606 Burley Park Way roundabout.
- **Road:** The B668 is a single carriageway, urban road that links the outskirts of Oakham towards the town centre. The speed limit is primarily 30mph with a short section of 20mph (school time only) and is used by through traffic and for residential and town access. Cycleway provision on the bypass (Burley Park Way) would connect to the starting point of this proposed route.
- **Scheme:** A permanent, off road (segregated) shared used cycleway footway created by widening the existing footway to 3 metres, removal of a small layby and relocating service boxes, bus shelters and lighting columns where necessary. Suitable markings will be provided, along with a cycle/ pedestrian counter (subject to funding).
- Location map submitted with original bid is still applicable.

Finance case

Q37. Total DfT funding sought (£)

£98,060 for schemes 1 and 2.

Q38. Total DfT funding sought (£)

£88,060 for schemes 1 and 2.

Q39. Total DfT revenue funding sought (£)

£10,000 for scheme 1.

Q46. Consultancy spend should be limited and where needed, existing framework

contractors should be used. Are you intending to use consultants?

- Yes for a safety audit of 2 junctions in scheme 1.
- Framework contractors will be chosen for this.