

**Item 15 - RESPONSE OF UPPINGHAM TOWN COUNCIL  
NEIGHBOURHOOD PLAN ADVISORY GROUP TO RUTLAND COUNTY  
COUNCIL'S DRAFT FOURTH LOCAL TRANSPORT PLAN**

**1. GENERAL COMMENTS**

- 1.1 The response template offered within the plan is not helpful, and overly 'steers' the respondent to simply approve policies (see below) rather than make specific points.
- 1.2 Rutland is a small county with many different transport requirements. The plan offered is very general, and seems to more suited to a larger county
- 1.3 Due to the generality of most of the policies it is difficult to disagree with the worthy intentions expressed
- 1.4 The points that follow reflect the concerns of the Uppingham community

**2. THE TRANSPORT PLAN**

- 2.1 The plan makes no mention of Neighbourhood Plans, and in particular Uppingham Neighbourhood Plan. The plan should acknowledge the importance of such plans and require these plans to maximise the effectiveness of transport planning, passenger transport and rights of way planning.
- 2.2 There is little real referencing as to how this plan will be operationalised, with respect to on- going consultations and communications with local communities. There is a need for communities to feel involved in small and large scale improvements/repairs rather than suddenly 'things happen'

**3. PASSENGER TRANSPORT POLICY**

- 3.1 The current electronic bus departure display is misleading as it is only an electronic representation of the printed timetable. There is a need to urgently move to a real time display so that passengers can be made aware of delays and cancellations
- 3.2 The buses used within Rutland are not environmentally friendly. RCC should give urgent consideration to transport that reduces/eliminates emissions
- 3.3 There should be further consideration given to the layout of the bus interchange on North Street East. The coincidence of bus parking and the entrance/exit to car parks on the south side of the street is potentially dangerous
- 3.4 The plan needs to acknowledge the unique geographic position of Uppingham at the intersection of a major North/ South route (A6003) linking Oakham to Corby, and a major East /West route linking Peterborough to Leicester. This upgrades the significance of public transport linking to rail stations, hospitals and other significant services
- 3.5 There is no mention of the demands and complexities brought about by many of the bus services crossing into neighbouring counties, and the risks that brings to continuity of service
- 3.6 The 'Scoring Process' for assessing the case for supporting a local bus service relates to the hierarchy of settlements previously contested in Uppingham Town Council's response to the ' Local Plan'
- 3.7 We have concern over the possible direction that might be taken over concessionary fares. More data is required on this.
- 3.8 Bus usage data is somewhat historic and needs to be current.

3.9 In consideration of the variety of public transport organisation, there is no mention of the community based 'Uppingham Hopper' which needs to be brought into the main stream debate rather than just seen as a local initiative.

#### **4. RIGHTS OF WAY IMPROVEMENT PLAN**

4.1 The rights of way network should be seen as a major part of the tourist economy, and are currently vastly under exploited

4.2 There needs to be definitive maps produced, both digitally and physically, which indicate the extensive network, which should then be widely publicised.

4.3 There should be extensive capital expenditure to support improved surfacing and lighting where appropriate

4.4 Signage should be upgraded to indicate possible destinations, for both 'leisure walking' and 'utility walking', generally within communities. Thought needs to be given to improve rights of way to enable/encourage 'routes to school/doctors/local shops and facilities'

4.5 In order to maximise 'utility walking and cycling' there should be a focus on improving existing 'in town' routes and also ensuring that rights of way are developed/improved by new developments within towns and villages.

4.6 Dedicated cycle tracks should continue to be provided wherever practical.

Consideration must be given to linking these tracks into a coherent network

4.7 Consideration should be given to the development of rights of way that offer access to those with limited mobility

4.8 Pavements are the main rights of way in towns and villages. Priority should be given to ensure that they are maintained to preserve their aesthetics and secure a safe, trip free, footway. There should be a complete stop to 'tarmac patching' when repairing pavements