

NPAG Working Group : Transport Jan 2020

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Prioritised bullet points for NP insertion. Working Group Meeting (2) should be seen as a supporting background paper. Items with * require expert evidence

(1) A6003: Major highway through town. Increasing traffic levels, both haulage and cars, due to

- Expansion of Corby: 12000 houses plus industrial development
- Development of St Georges Garden Village: 2,200 houses plus industrial development
- Future possible developments as described in revised NP at Uppingham Gate and its environs
- All will lead to big increases in traffic*

Issues :

- Major increases to traffic flows.
- Cuts High Street in 2. Major pedestrian flows crossing the road
- 'Walking to School' route for UCC pupils. Approx 50% of UCC pupils live in the town. Only route available. Road narrows, and gradients encourage speeding (in spite of speed humps) and increased emissions.*
- Traffic delays at (garage) Traffic Lights. This is increased by existing /Planned Housing developments on Leicester Road (300 houses). *
- Pedestrian Crossing at (garage) Traffic Lights increased danger through increased traffic and narrowness of pavements for pedestrians to wait for lights*
- Cross road at bottom of Scale Hill SBW/South Street has HGV usage to industrial estate. Poor visibility from South Street. *

Solutions :

- Long term: north/south bypass. Route to be retained through future developments
- Upgrade of field footpath to lit all weather terrain from South Street to UCC playing fields
- Re engineer SBW/South Street cross road
- Pressure on NCC and RCC to sign HGVs via Duddington Roundabout for N/S travel
- Consideration of creating Uppingham a 'low emission' zone.*
- Re engineer road at Pelican crossing to give more priority to pedestrians .*
- Possible chicanes/Lights to make it single track in places* Attempt to dissuade HGVs

(2) Parking : This may more of a perceived issue than reality

Issues.

- Perceived shortage of parking spaces on pressure days eg Saturdays and Market Days. No up to date figures *
- Traders consider parking to be 'life blood' of the town.
- Confusion between attempt to engender a 'modal shift' to use of public transport by restricting parking opportunities, and Local Plan assertion that there should be adequate parking in the market towns. *
- Some wasted/unused parking opportunities and v.poor signage *
- Only 2 E charging parking spaces.

Solutions

- Greater but unfussy parking signage
- Consider development of Ayston Road Layby parking. Also land to west of Ayston Road
- Encourage local residents to walk/cycle into town. Provide cycle rack in market place
- Further funding /encouragement of Hopper or similar
- Imaginative usage of other town centre land should any become available
- More E charging parking spaces

(3) Pedestrians and Cycling : Consideration should be given to both utility and pleasure routes

Issues

- Many town centre and adjacent pavements are in poor state of repair. Much damage caused by heavy delivery lorries parking on pavements. Poor state of repair is both dangerous and aesthetically unpleasing
- Town streets are narrow and inflexible. Crossing streets by those in mobility scooters and child buggys can be dangerous
- Crossing A6003 is dangerous at times.
- Although the town centre is relatively flat there is no culture of cycling within the town *
 - Age profile of population
 - Perceived danger
- Town footpaths are poorly signed, not mapped and some are difficult for scooters and buggys

Solutions

- Improvements to pavements through joint action between RCC/UTC. Active consideration be given to a strategy to prevent HGVs from pavement parking for deliveries*
- Existing footpaths be mapped, signed and improved to improve their utility usage.
- New Housing developments should be required to offer solutions as to how to access the Town Centre/Schools/Surgery as a pedestrian or cyclist, either by the improvement of existing routes or the development of new ones. *
- Re engineering of (garage) traffic lights pedestrian crossing.*
- Leicester road verge, amongst others. should be considered for addition of cycling path*

(4) Public Transport : This is a key plank of gov't's green policy, and offers great challenges in a rural setting such as Uppingham

Issues:

- Both the 747 & RF1 (Privately run services) are essential and are at the mercy of RCC subsidies. The both offer connections to railway stations (Corby/Oakham/Leicester), Hospitals, and major shopping centres. They also offer a perceived lifeline to the isolation of 'small town living'
- Both services have some reliability problems, and the lack of a 'real time' information service can lead to frustration and missed appointments
- The Bus interchange on North Street East is poorly designed and creates dangerous traffic situations for those leaving the Car Parks. The comparison with the availability of the facility on Oakham is very depressing.
- The Town Hopper performs a much needed service, but it is not integrated into the funding regime of RCC

Solutions

- Some permanence to funding arrangements of 747/RF1/Hopper
- Re configuration of North Street East bus interchange and the provision of 'real time' information.*