

## Uppingham Town Council . NPAG Working Group : Transport

Working Group Meeting (1) 28 08 19

Present: Howard Thompson, Dave Casewell

Outcomes:

1) It was agreed that the Jan 2019 response to the **RCC ‘Moving Rutland Forward. Transport Plan’** approved by both NPAG and UTC was still valid. Noted that a revised plan will be discussed by RCC in September, but will be viewed as only a preferred ‘direction of travel’ rather than a series of policies. Also noted that Cllr Stephenson (responsible Portfolio Holder & Uppingham Ward Cllr) would be willing to talk to NPAG re this plan.

### 2) Strengths and Threats

Strengths	Threats
New Housing will provide increased annual income for UTC, also also some ‘one off’ CIL income. Both of which could support transport projects	New Housing could lead to town congestion and parking issues. Town streets are inflexible in layout and width.
Hopper project successful in supporting a small but dependant group of users.	Buses depend upon support outside Rutland.
There is an existing network of footpaths providing alternative functional and leisure routes within the town	Growth both South & North of the town will increase A6003 traffic. Little ability to influence.
	Reduced capacity for RCC to maintain quality of pavements and footpaths.

3) Parking: There is a need for up to date **usage data**. Under- used parking availability on Leicester Road. Most car parks have capacity .Poor signage as to where parking is. Ayston Road Layby could have capacity increased by ‘nose in’ parking. Could High Street also have same strategy? ...width? Need for another car park, possibly on Tods Piece allotments (top half) accessed through Wilkes Gardens. Need to slowly increase electric charging points.

4) Hopper is carving a useful niche. Should be integrated into the RCC bus strategy and financial support

5) RFI is an essential service, and needs RCC commitment. Also 747 service to Leicester. Should be re – extended to Peterborough as Peterborough Hospital increasingly being used by Uppingham residents. 747/RF1 services to reflect the ‘cross-road’ geography of the town.

6) **A6003 cause for concern**. Growth of Corby/St Georges/Etc will only increase through traffic, particularly of HGVs. Unlikely to be able to influence external councils to re route transport. Caldicott by Pass could exacerbate problem. Uppingham by pass should remain a possibility by retaining a ‘corridor of possibility’. **HGV traffic could be ‘discouraged’** by traffic calming architecture eg increasing the parking safety on Ayston Road by having ‘give way’ schemes reducing

the road to single file traffic . Springback way/South Street junction could be remodelled to a (tight) roundabout to improve safety.

7) A6003 is a **'route to school'** both for UCC and Uppingham School pupils. Also alongside sports facilities on the 'Middle'

Problems

- Narrow pavement
- Inadequate safety railings
- Gradient/narrowness of road impacts pollution

There is need to have pollution monitors to capture a 'base line' figure and to identify when increased usage takes pollution over an agreed safety limit. The footpath from the town to UCC to the East of A6003 needs an upgrade to enable walking and cycling all year round. Needs hard surface and lighting

8) Car Parking (both on & off street) needs **informative signage** to direct visitors from A6003 .

9) **Need to explore cycle way alongside pavement** on routes into town where possible. Leicester Road? New 'estates' should consider new cycle ways to important facilities such as schools, Town Centre, Surgery. Needs imagination. Link between Leicester Road and surgery via Allotments and route North of Firs Ave. Need simple cycle racks in town centre/Coop car park.

10) Town Centre **pavements** in poor condition. Needs total replacement in a 'heritage style' . Need to avoid tarmac infills. Possible of 'high kerbs' (as on High Street West) to prevent vehicles parking on pavement. Possible time limit on delivery times for businesses.

11) Current **Bus interchange needs re think**. Buses parked on south side of North Street create dangerous entrance/exit for car park

12) **Footpaths** need greater focus, both those used for leisure and those for utility. Clear map needs to be publicly available and a prioritised schedule for improvement is required. Need to ensure accessibility for mobility scooters and push chairs. Need for informative signage to increase usage. New estate developments need to consider creation of new rights of way to link houses to utilities and town centre, or to link to existing rights of way.

13) It was agreed that these emerging ideas need to be reviewed in the light of emerging ideas from the other 3 NPAG groups, and the RCC transport Plan , and RCC Local Plan. **A transport 'expert' may be able to offer an objective set of thoughts to consider.**

14) Further volunteers are welcome to join this group!