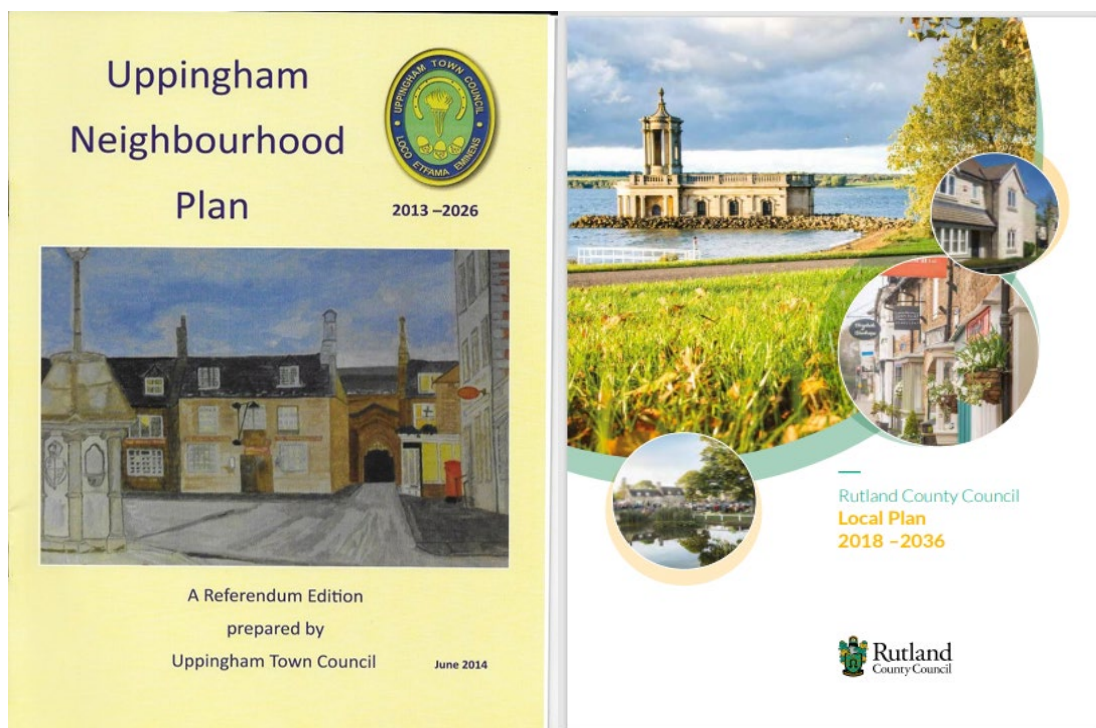


Draft Version

Support for Uppingham Town Council on the review of the Uppingham Neighbourhood Plan



Paper 6: Traffic Context (Corby/Kettering and Rutland) for the Uppingham NP

(Contractor: Clive Keble (MRTPI) on behalf of Design Midlands Dec. 2020)

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1. Introduction

1.1 This note should be read in conjunction with the May and November 2018 reports, prepared by Clive Keble/OPUN for Uppingham TC. The May report contained two recommendations on roads and transport: (1) *Request RCC to undertake traffic studies to inform transport policies, in the NP and for the Local Transport Plan), including potential longer-term routes around sections of the town, and (2) for the LEP to fund/undertake a feasibility study for a new means of exit for the Station Road industrial estate.* However, circumstances meant that neither request could be fulfilled, at least in the short term. It also referenced the views of local businesses and informal discussion with RCC Highways Officers. The main conclusions were:

1 - The potential Ayston Road to Leicester Road route is supported by the findings of the 2010 Strategic Transport Assessment/Feasibility Study and it could be facilitated by development in the preferred locations W & N of Uppingham, in the emerging Local Plan.

2 - The potential improvements to the Station Road Industrial Estate are supported by elements of the LTP, the Local Plan and (especially) the RCC Economic Growth Strategy.

3 - Data on the economic importance of Station Road will be required to support argument for investment by RCC and the LEP.

4 - Contact should be maintained with RCC to formally discuss the potential for support for traffic-based feasibility studies and, if possible, to engage the LEP in projects.

5 - Without large scale development NE of Uppingham, which is not necessarily desirable, topography/landscape mean that a Glaston Road to A47 route is unlikely to be feasible.

1.2 The concerns over the current and anticipated levels of traffic on the A6003, which runs north/south through the town are very real and it is on this matter that the note is focused. Station Road is considered in other sections of the December 2020 (Design Midlands) report.

1.3 It is considered that the majority of traffic, which generates problems and adversely affects Uppingham in terms of safety, air quality and the historic environment, originates from or is heading for destinations elsewhere. To demonstrate this, the following sections outline the large-scale development proposals in Corby/Kettering and Rutland.

1.4 The information considered below is based on the existing local authority districts (Corby BC and Kettering BC. However, the existing councils (with Wellingborough, East Northants and Northamptonshire County) will be replaced with North Northamptonshire, a new unitary council on 1 April 2021. This may present opportunities for Rutland County Council and Uppingham Town Council to engage with the new authority on the external impact of strategic development.

2. Corby and Kettering

2.1 By way of context Corby (town centre) is 8.6 miles (18 minutes) south of Uppingham on the A6003 (Uppingham Road/Rockingham Road). Kettering, with the A14 West/East trans-European route, is 18 miles (28 minutes) south of Uppingham.

2.2 The Local Plan for Corby is made up of two main documents: (1) North Northamptonshire Joint Core Strategy (JCS) and (2) The Part 2 Local Plan for Corby (this is currently at the Examination stage and the Inspectors report is awaited). In the Spatial Context (2.2) it is stated that: *“Corby is a well-established growth area, with an agenda to double the population toward 100,000 people by 2030.”* In 2011, the population was 61,100. In para 2.20, the A6003 is referred to as one of several *“excellent strategic connections”* albeit that improvements are planned. Together, the Local Plan 2 and the JCS outline the following growth proposals for Corby:
- over 160 hectares of land to meet the strategic requirement for new employment;

- at least 9200 new dwellings, and a “Strategic Opportunity” of 5000 units (to achieve the population target). This is in addition to 3650 housing completion between 2011-19.

2.3 For Kettering, the JCS has strategic development allocations of: -
6190 new dwellings (2011 to 31) including the Kettering East Sustainable Urban Extension. A job creation target (on existing and committed sites) of 8100, including strategic logistics and a 40 to 75ha employment site, on the north side of Kettering and a further site to the south. Further details are given in a Site Specific Part 2 Local Plan (SSP2), currently under examination.

2.4 The two plans also consider infrastructure requirements, but these are focused on Kettering and Corby and do not address any external traffic issues in adjoining areas, e.g. in Uppingham.

3. St Georges

3.1 Oakham is 6.1 miles (11 minutes) North of Uppingham on the A6003. The proposed new settlement at St Georges Barracks at North Luffenham is 6.8/8.2 miles (13/14 minutes) north west of Uppingham on the A6003/Manton Road or the A47/A6121.

3.2 In the emerging RCC Local Plan, the proposals for the St Georges Barrack site comprise approximately 2215 new homes, 14 ha of employment land, a new primary school, community facilities, a local centre, a country park and heritage zone. It is supported by a range of evidence reports but some are commercially sensitive documents and have not been published.

3.3 A Transport Assessment (April 2018 by AECOM) has been published which acknowledges an *“...an expected increase in road traffic movements, a number of road infrastructure improvements would be required. These will include localised junction improvements and road widening.”* The full document can be viewed at: <https://www.stgeorgesrutland.co.uk/wp-content/uploads/2018/05/St-Georges-Barracks-Transport-Assessment-final.pdf>

3.4 In terms of detail, the Transport Assessment includes consideration of the A6003 and the A47 and identifies nine key junctions. However, none are in or around Uppingham, the nearest (J1 – A6003) being at Manton and (J5 – A47).

3.5 The Assessment states that the A6003, *“provides a strategic link between Oakham and Corby and on to the A14 ... and access to the A47.”* The existing (24 hour) flows at J1 were: *“approximately 11,181 N of junction and 9,751 S of junction.”* With regard to J1 it also states it *“...currently operates under capacity.”* Taking into account the projected impact of the proposed development the assessment concludes that: *“With the development traffic added this part of the junction would operate satisfactorily in 2025 with the development traffic added, however by 2032 it would be operating significantly over capacity. It is considered that re-modelling of this junction would be required at some point between 2025 and 2032 to ensure it can manage the additional development traffic during the later stages of the development.”*

3.6 For the A47 the Assessment states that it provides *“provides a strategic route between Leicester and Peterborough with the road alignment running in an easterly and westerly direction.”* The existing (24 hour) flows at J5 are: *“approximately 9,293 E of junction and 7784 W of junction.”* The Assessment states that J5 also *“...currently operates under capacity.”* Taking into account the projected impact of the proposed development the assessment concludes that: *“With the development traffic added, the junction would operate close to capacity in 2032 and be over capacity by 2041. It is considered that re-modelling of this junction would be required after 2032 to ensure it can manage the additional traffic attributed to later stages of the development.”*

3.7 Both junctions are to be upgraded to roundabouts, (J1 between 2025-32 and J5 between 2032-41).

3.8 There is no apparent consideration of the potential impact of the proposed development on Uppingham. However, based upon the projected traffic flows on the A6003 (J1) and the A47(J5) it can be inferred that the development will lead to an increase in traffic especially if there is an economic relationship between the residents of St Georges and the employment/retail opportunities offered in Corby and Kettering. In absolute terms, the overall traffic generation is estimated: *“The trip generations indicate that by 2041, the completed development is predicted to generated 2,293 total trips in the AM Peak and 2,462 trips in the PM peak.”*

3.9 It is also pertinent that a proportion of the traffic generated will be commercial, related to the employment land element and the servicing/delivery needs of homes and shops. This would include HGVs and will exacerbate existing problems on the A6003 through Uppingham.

4. Air Quality

4.1 Local authorities are required to undertake Local Air Quality Management as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents. This places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether (or not) the air quality objectives are likely to be achieved. Rutland County Council published an annual status report for the whole authority in 2018. The conclusion was that: *“Rutland’s air quality is generally good, and this report has found there is currently no evidence to suggest that Air Quality objectives have or are likely to be breached.”* However, some further localised measurement is to be undertaken in Oakham town centre in relation to the proposed one-way system.

4.2 There is an air quality monitoring station in the centre of Uppingham, which is one of eleven across the authority. Whilst no figures exceed national limits, and there has been a slight improvement over 5 years, the monitoring outcomes show that of the eleven monitored sites Uppingham town centre has the highest levels of NO₂ Annual Mean Concentration (µg/m).

Table B.2 – NO₂ Fall off with Distance Calculator (V4.2) data and distance corrected results

Site Name/ID	Distance (m)		NO ₂ Annual Mean Concentration (µg/m ³)		
	Monitoring Site to Kerb	Receptor to Kerb	Background	Monitored at Site	Predicted at Receptor
1 Caldecott	1.0	2.0	9.8	26.7	24.3
2 Uppingham	1.2	1.5	9.8	28.2	27.3
3 Ketton	4.0	1.2	9.8	17.6	20.2
5 Oakham Upp Rd	0.2	4.2	9.8	21.9	16.3
6 Oakham Brooke Rd	1.0	1.4	9.8	21.8	21.0
7 Oakham Melton Rd	0.2	1.4	9.8	21.8	18.2
8 Oakham Burley Pk Wy	1.4	7.7	9.8	26.6	20.4
10 Oakham High St	1.0	1.3	9.8	25.8	25.0
11 Oakham New St	1.0	1.1	9.8	18.0	17.8

(For full details, see Appendices A and B in the report)

4.3 Whilst the need for accurate information for Oakham town centre is acknowledged and some attention is focused on Ketton Quarry/Cement Works , there is no specific consideration given to Uppingham and the impact of through traffic on the A6003.

4.4 The Corby Borough Council annual air quality status report (July 2019) can be seen at: <https://www.corby.gov.uk/sites/default/files/2019%20ASR%20FINAL.pdf> In this report, it is acknowledged that: *“The main pollutants of concern in Corby....are associated with road traffic, in particular NO2 and particulate matter at locations close to busy roads. The A43, A427 and the A6003 are the major routes that pass through the area”*. The report goes on to state: *“The principal challenges that Corby Borough Council anticipates facing are the several new developments planned to begin construction. This increase in firstly construction traffic and ultimately population is set to have an effect on air quality for the area.”* The equivalent (2020) monitoring report from Kettering Borough Council make similar comments for that area.

4.5 In both Kettering and Corby, air quality issues are not (at present) worse than national averages, but there is an acknowledgement that road traffic is the principal sources of problem. It can, therefore, be inferred that increased traffic on the A6003 and A47 in Uppingham will lead to localised problems.

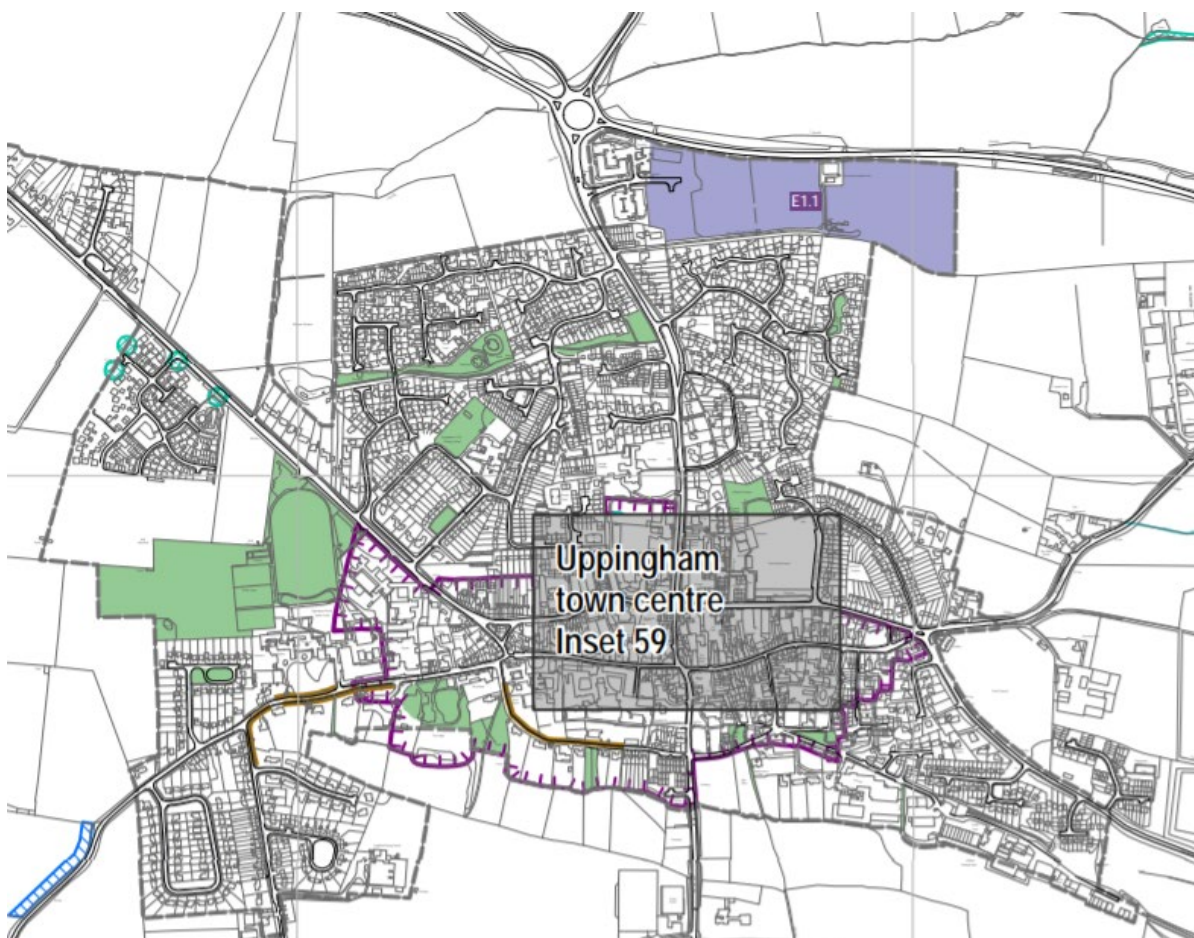
5. Accident Records

5.1 Following a request for the Uppingham Town Partnership in August 2015 the Rutland Traffic Feasibility Report (AECOM) was commissioned by RCC in August 2016. It is stated by AECOM that the report is: *“is confidential and may not be disclosed by the Client or relied upon by any other party without the prior and express written agreement of AECOM.”* This may be an issue to address with RCC if the details of the report are to be drawn upon. It was commissioned to assess the feasibility of providing pedestrian crossings at two sites (1) the A47 Uppingham/ Preston roundabout and (2) Ayston Road in proximity to the doctors’ surgery on the Uppingham Gate Business Park. It does not cover the town centre. It was concluded, based on a 10-year analysis, that neither location (they are near to each other) has a significant accident problem. See: <https://www.uppinghamtowncouncil.gov.uk/uploads/item-13-ayston-road-crossing-uppingham.pdf>

5.2 The Uppingham Town Partnership sought more sophisticated work but the report recommended an uncontrolled shared pedestrian/cycle crossing on the A47 with an additional short section of footpath/cycle way on the A47 and a 30mph speed limit on Ayston Road with refreshed road markings.

6. Heritage Considerations

6.1 Uppingham town centre is largely covered by the Uppingham Conservation Area which was designated in 1981. There are over 100 Listed Buildings in Uppingham with the majority in or around the town centre, close to the A6003. The impact of traffic on the Conservation Area and Listed Buildings is also a material consideration. Finally, although there has not been a formal exercise to identify them, Uppingham town centre will also contain locally important non-designated heritage assets which contribute to the Conservation Area and to the unique character of the town. The Conservation Area boundary is shown on the map below.



6.2 The Historic England website includes advice on “Transport and the Historic Environment” <https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/> In identifying the issues, the advice states: “*Impacts on the historic environment can include the intensification of existing traffic...Increasing levels of congestion can affect our historic towns, cities and the countryside.*” In terms of principles, it is noted that “*It is important to ensure that transport appraisal properly assesses all potential impacts on the historic environment to an appropriate level of detail.*” Arguably, this has not been fulfilled in terms of the impact on Uppingham of the development proposals in Rutland, Corby and Kettering as described above.

7. Uppingham School

7.1 The school, which has over 800 pupils (many of whom board) and it employs around 600 full and part time staff in both teaching and support roles. The school is a significant physical, social and economic presence in the town centre. The current traffic conditions detract from the safety of pupils and staff as they move around the town on foot and the problems will worsen as the impact of large-scale development elsewhere is felt in the future.

8 Summary and recommendations TBC

8.1