

Oakham NP - Transport Questions

1. Are there or have there been any plans for a bypass to the SW of Oakham and Barleythorpe? If so has a potential route been identified?

There are no plans for a bypass at present.

2. What plans are there to develop safe cycle routes within the ONP boundary (LTP3 pg 76)?

AWAITING COMMENTS FROM RCC SUSTAINABLE TRANSPORT TEAM

3. Has the cycling and walking audit (LTP3 4.8 pg 38) been completed? If so where can it be found?

AWAITING COMMENTS FROM RCC SUSTAINABLE TRANSPORT TEAM

4. What plans or proposals exist to address new “parking” in its various forms within the ONP boundary (LTP3 pg 41)?

I have had a detailed response from our Parking Services Manager including progress with short and medium term actions of the 2012 Strategic Parking Review (comments in blue):

Parking – Effective parking management is important to the economic, environmental and social wellbeing of the community. Parking policies form an integral part of overall transport management. Priority for parking space should reflect the hierarchy of road users needs. In recognising the need to control parking provision with measures such as pricing, location and availability, the balance between demand and supply will ultimately support the following:

- *the local economy, by encouraging visitors and shoppers;*
- *residents’ needs, where access to parking near their town centre homes is desirable and for those living in the villages who need to use their cars to access*
- *goods and services in the main towns;*
- *local businesses, who need to have access to car parking for staff, and the loading*
- *and un-loading of deliveries;*
- *employees, travelling to work in the towns;*

- *special needs groups or the mobility impaired who need access to goods and services by car;*
- *the need for practical and sustainable methods of alternative forms of transport*
- *while encouraging the reduction of car use;*
- *the raising of revenue for the Council to reinvest into transport and parking infrastructure;*
- *assessing road safety issues;*
- *the movement of traffic in the town centres; and*
- *improvement benefits to the local environment*
- *“Parking” covers several different areas, and a Parking Policy needs to address all of them; town centres, on-street, off-street, residential areas, park and ride and private*
- *non-residential parking. This above is still valid.*

Indiscriminate and uncontrolled on-street parking affects road safety, congestion and town centre visibility. Bus services and emergency services are also compromised. To help resolve this Rutland County Council commenced on street enforcement in Oakham and Uppingham in June 2008.

The council’s current parking policy dates back to 2008 (parking policy was updated as parking strategy vers 3 March 2012) and now needs to be reviewed to reflect changed circumstances. Not least of these changed circumstances is the move to civil parking enforcement across the whole of the county. A future challenge will be the provision of adequate parking facilities for our growing population.

Pending and approved changes are listed at, and in Cabinet documents concerning annual Parking Reviews:
http://www.rutland.gov.uk/transport_and_streets/parking.aspx

Relating to Parking Strategy the lists relate to issues topical at the time, refer rubric below:

11 Next steps

11.1 Short Term (3 months to 1 year)

The following short term actions are recommended to implement the policies set out in this document:

1 Modify off-street TROs to allow 4 hours maximum stay in short stay car parks.

Done.

2 Modify all ‘1 hour no return within 1 hour’ to ‘1 hour no return within 2 hours’.

Done.

- 3 Review parking charges as part of the annual budget setting process (Parking Policy 14). Done each year and in tandem with fees.
- 4 Endeavour to seek alternative parking arrangements to allow the implementation of TRO's on Barleythorpe Rd, Oakham. Done, double yellow lines down on street with off-street residents only car park.
- 5 Implement a TRO to remove parking from unrestricted parts of Stamford Rd, Oakham (no parking 8 am to 6 pm Monday to Saturday). Done, mix of double and single yellow lines.
- 6 Consult residents of side roads off Stamford Rd, Oakham to determine what, if any, restrictions are required and implement an appropriate TRO (e.g. controlled zone with 2 hours maximum stay). Done, new zone created residents only Mon-Fri 10am-4pm.
- 7 Remove parking restrictions from the length of Uppingham Rd, Oakham to the south of the South Street junction where there no residential accesses. Abandoned before my time.
- 8 Review the layout of the Catmose car park 3 months after implementing changes to Council staff terms and conditions. Being reviewed in tandem with 2016/17 parking review.
- 9 Implement double yellow lines on Woodland View, Oakham to prevent the obstruction of buses by parked vehicles. Single yellow lines Mon-Fri 8am-6pm.
- 10 Provide additional parking facilities on Seaton Rd, Uppingham. Free lay-by created.
- 11 Continue dialogue with Town Councils regarding the subsidisation of off-street parking charges. UTC withdrew subsidy in 2016 this charges have increased, OTC no subsidy.
- 12 Implement TROs for 'school keep clear' markings in Oakham Done at Brooke Road, Ashwell Road, Burley Road & Station Approach.
- 13 Implement a one-way system on Kings Rd to regularise the current informal one-way system. Not taken forward, essentially a highways issue.
- 14 Extend double yellow lines into Crown Gardens, Oakham. Done.
- 15 Extend residents permits into Ostlers Yard (off Westgate) Oakham. Done.
- 16 Extend residents permits into Leamington Terrace, Uppingham. Not taken forward after consultation.
- 17 Add loading restrictions to double yellow lines on Queen's Street Not taken forward after consultation and High Street East, Uppingham. Done outside Mercers Yard.
- 18 Removal of 2 parking bays at junction of South View and Station Rd, Uppingham. Double yellow lines painted.
- 19 Double yellow lines adjacent to zig-zags at pelican crossing on Burley Rd, Oakham Done.

11.2 Medium Term (1 – 5 years)

The following medium term actions are recommended:

- 20 Review policies and requests for new or modified parking restrictions annually (Parking Policy 23). Done each year, open to proposals but consideration will only be given if has Parish/Town Council or Parish meeting support - see form downloadable at bottom of page: http://www.rutland.gov.uk/transport_and_streets/parking.aspx

21 Investigate increasing the area of parking on Gainsborough Rd, Uppingham in partnership with Uppingham Town Council. Done, not taken forward.

22 Prepare an infrastructure schedule for parking and transport improvements across the County (Parking Policy 13). Oakham is being prioritised for highways and transport infrastructure and public realm improvements etc and potential funding for schemes can be secured from the Community Infrastructure Levy (CIL). RCC also identify developments which could contribute to parking and transport infrastructure improvements through the Highway Capital Programme.

5. What plans or proposals exist to address the extended closure of the railway crossing points in Oakham (LTP3 pg 42)?

RCC have applied to the DfT Access Fund for Sustainable Transport for grant funding to undertake a feasibility study of the railway crossing and the impact that increased closure time will have on traffic within Oakham. A decision from the DfT is due in December this year.

6. What is the current status of the Demand Response Transport for Oakham (LTP3 pg 49-50)?

The LTP refers to the potential expansion of DRT in Rutland following the Stamford-centred Pilot Project although the government funding 3 or 4 years ago included investment in the bus station and investment was not made in new DRT services. A Total Transport Project Review is currently underway within RCC including an investigation of DRT although it does not seem to be a priority at the moment. Voluntary Action Rutland are however the main providers of local DRT services and operate the Social Car and Community Transport Scheme - for more details please see: <http://www.varutland.org.uk/transport>

7. Where can a copy of the current Transport Asset Management Plan (LTP3 pg 82 & app A) be found as it does not appear to be on the RCC web site?

AWITING CONFIRMATION FROM RCC HIGHWAYS/TRANSPORT TEAMS.

8. Can you provide a map of the Foot Paths, Bridal ways & Public Rights of Way within the ONP boundary?

Please see Spectrum on-line mapping which indicates these walking facilities/routes:

http://www.rutland.gov.uk/transport_and_streets/public_rights_of_way/online_mapping.aspx